



Exposition Metro Line Construction Authority

Exposition Corridor Transit Project Phase 2

Final Environmental Impact Report

Technical Background Report

FINAL

Transportation/Traffic

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Prepared for:

Exposition Metro Line Construction Authority

By:



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The Exposition Metro Line Construction Authority (Expo Authority) has determined that the bike path and Second Street Santa Monica Terminus are no longer under consideration as part of the Expo Phase 2 Light-Rail Transit project. This Technical Background Report was drafted prior to the final definition of the LRT Alternatives that was presented in the Draft Environmental Impact Report (DEIR). Accordingly, discussion of the bike path and Second Street Santa Monica Terminus still remain in this report but no longer apply and should be disregarded.



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1. INTRODUCTION

This report describes the proposed project's transportation environment both in terms of the base year of 2007 and the forecast year of 2030. It presents data and discussion on existing travel conditions in the traffic study area, type and pattern of trips, and modes of travel on roadways, including freeways, arterial highways, and transit. This report discusses the expected impacts of projected growth in travel demand and impacts of the proposed project on the future transportation system and traffic conditions.

The six scenarios discussed in this section include the No-Build (which includes the completion of the Exposition LRT Phase 1 project to Culver City), Transportation System Management (TSM), LRT Alternative 1 (Expo ROW–Olympic), LRT Alternative 2 (Expo ROW–Colorado), LRT Alternative 3 (Venice/Sepulveda–Olympic), and LRT Alternative 4 (Venice/Sepulveda–Colorado). The report will further describe the effects of the No-Build, TSM Alternative and each of the four build alternatives on the transportation system within the corridor. These effects are presented for the highway, transit, and parking systems.

Both local and general impacts on the transportation system are presented as part of the analysis. General impacts include impacts of the proposed project on system-wide transportation performance indicators, while local impacts deal with specific traffic circulation, intersection analysis, neighborhood diversion, parking impacts near the proposed stations, and pedestrian/bicycle access. The analysis provides information relative to the effects of the TSM and the four LRT Alternatives on the transportation systems within the study area. The general boundary of the traffic study area is illustrated in Figure 2-1 ([Project Study Area](#)). This study area was selected based upon discussions with cities of Culver City, Los Angeles, and Santa Monica. Within the study area, ~~eighty-six~~[ninety](#) intersections were selected for analysis. These intersections are listed later in this section in Table 2-1 ([Existing Study Area Intersection Conditions](#)) and are identified on Figure 2-2 ([Location of Study Intersections](#)).

[Due to the many comment received on the DEIR, additional analysis was conducted in the FEIR to address traffic and parking impacts. In consultation with agencies, key stakeholders, and the community, these efforts involved updated traffic and parking counts, as well as additional intersection and traffic studies. In some cases, this traffic and parking analysis resulted in changes to the project, including modifications to impacts and mitigation measures. A discussion of this analysis and resulting changes are described in this technical background report.](#)

2. EXISTING CONDITIONS

2.1 Affected Environment

The following discussion presents an overview of the transportation system within the study area that would be affected by the proposed project.

The roadway system in the study area is comprised of a grid pattern of arterials, collectors, and freeways generally following a northwest-to-southeast/northeast-to-southwest orientation. The freeway network in the study area includes the San Diego Freeway (I-405) and Santa Monica

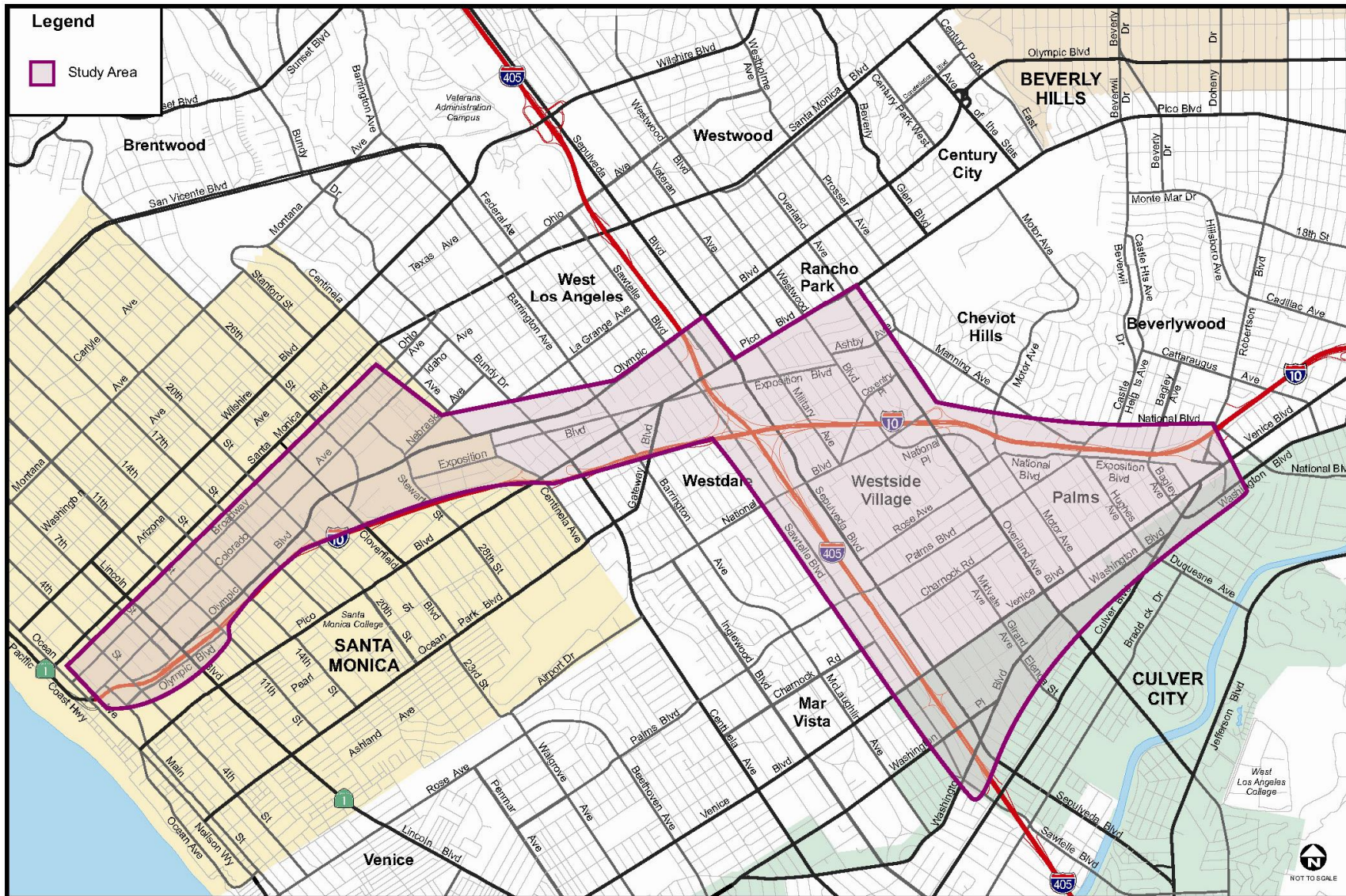


Figure 2-1 Project Study Area

Freeway (I-10). The study area's freeways and streets carry some of the highest traffic volumes in Southern California as discussed in the following sections.

2.2 Freeway Network

The following is a description of the freeway network within the study area.

Santa Monica Freeway (I-10)—This is a major east/west freeway that traverses the study area from Santa Monica to downtown Los Angeles, and then extends beyond the study area to the east. This freeway is one of the busiest in the nation and carries some of the highest daily traffic volumes in the country. Based on annual counts conducted by the California Department of Transportation (Caltrans), the existing (2007) average daily traffic (ADT) on I-10 ranges from 151,000 (west of Lincoln Boulevard to Pacific Coast Highway [PCH], within the City of Santa Monica,) to 274,000 (east of I-405 to Overland Avenue, within the City of Los Angeles). In most places within the study area, I-10 is a six to ten lane freeway in total. A ten lane freeway can handle approximately 207,000 vehicles per day (based on the Highway Capacity Manual [HCM] standards), indicating that this freeway is operating over-capacity in many segments within the study area. I-10 varies between three and five general-purpose lanes in each direction, with several sections having additional lanes, auxiliary lanes, and/or collector/distributor roadways.

San Diego Freeway (I-405)—This is a major north/south freeway that connects the northern Los Angeles County area of San Fernando Valley to the west side of Los Angeles and continues south to Long Beach and into Orange County. The freeway varies between four to five lanes in each direction with several sections having auxiliary lanes. Based on annual counts conducted by Caltrans, the existing (2007) ADT on I-405 ranges from 280,000 (south of Venice Boulevard to Culver Boulevard) to 308,000 (between Venice Boulevard and Olympic Boulevard). In most places within the study area, I-405 is an eight to ten lane freeway. A ten lane freeway can handle approximately 207,000 vehicles per day (based on HCM standards), indicating that this freeway is operating over-capacity in all segments within the study area. The I-405 has a high-occupancy vehicle (HOV) lane southbound from US-101 to Santa Monica Boulevard.

Construction is scheduled for completion in [late](#) 2009 on an extension of the HOV lanes southbound between Santa Monica Boulevard and the Marina Freeway (SR-90), and northbound between the Marina Freeway and I-10.

2.3 Arterial Network

Based on the City of Los Angeles' General Plan Circulation Element, roadways have functional classifications that range from Major Highway, to Secondary Highway, to Collector Street. A brief description of these types of roadways is provided below.

- A Major Highway (Class I) has three full-time through lanes in each direction, one part time parking lane in each direction and one median/left turn lane with 12-foot sidewalks on both sides.
- A Major Highway (Class II) has two full-time through lanes in each direction, one part time parking lane in each direction, and one median/left turn lane with 12-foot sidewalks on both sides. Pedestrian priority segments include 17-foot sidewalks on both sides.



- A Secondary Highway has two full-time through lanes in each direction, all-day permitted parking, and one median/left turn lane with 10-foot sidewalks on both sides. Pedestrian priority segments include 15-foot sidewalks on both sides.
- A Standard Collector Street has one full time lane in each direction, one full-time parking lane in each direction and 10-foot sidewalks on both sides.

Based on the City of Santa Monica General Plan Circulation Element, roadways have functional classifications that range from Arterial Street, to Collector Street, to Feeder Street. A brief description of these types of roadways is provided below.

- An Arterial Street carries the majority of traffic entering or traveling through the City. A major arterial would contain either four or six lanes of through traffic, plus left-turn lanes. Minor arterials serve the same function as major arterials, but have four lanes of through traffic and may or may not have separate left-turn lanes.
- A Collector Street carries traffic between residential neighborhoods and the arterial street network. They are two lane roadways and generally have a mixture of residential and commercial land uses along them.
- A Feeder Street is similar to collectors in that they carry traffic between residential neighborhoods and the arterial street network; however, they are almost solely residential in character. Feeder streets generally have single-family or multi-family residences fronting on the street.

The significant roadways within the Study Corridor are summarized below. Peak hour parking restrictions vary throughout the study area, thus, they are not included below.

2.3.1 Major East/West Roadways

- **Broadway**—A Collector Street in Santa Monica that has one lane in each direction. On-street parking is permitted on both sides of the street except west of 6th Street.
- **Colorado Avenue**—A Secondary Highway in [Los Angeles and an Arterial Street in Santa Monica](#) that has two lanes in each direction west of 26th Street and one lane in each direction east of 26th Street. On-street parking is permitted on both sides of the street.
- **Olympic Boulevard**—A Major Highway [in Los Angeles and an Arterial Street in Santa Monica](#) with two lanes in each direction west of Centinela Avenue and three lanes in each direction east of Centinela Avenue. On-street parking is only permitted on both sides of the street between Lincoln Boulevard and 20th Street, and east of Centinela Avenue to Barrington Avenue.
- **Pico Boulevard**—A Major Highway [in Los Angeles and an Arterial Street in Santa Monica](#) with two lanes in each direction. In Los Angeles, morning and evening peak hour parking restrictions provide a third eastbound lane between Centinela Avenue and Bundy Drive, and between Gateway and Sawtelle Boulevards. In addition, peak hour parking restrictions provide a third lane in each direction between Sawtelle Boulevard and Sepulveda Boulevard.
- **Gateway Boulevard**—A Major Highway in Los Angeles with two lanes in each direction. On-street parking is permitted on both sides of the street.



- **Exposition Boulevard**—A Collector Street between Centinela Avenue and Westwood Boulevard, with one lane in each direction. Exposition Boulevard is split into two streets (Exposition North and South) between Granville Avenue and Barrington Avenue, and between Military Avenue and Westwood Boulevard. Exposition Boulevard also runs between National Boulevard and Durango Avenue with one lane in each direction. On-street parking is permitted on one or both sides of the street(s) along various segments.
- **National Boulevard/National Place**—A Secondary Highway in Los Angeles with two lanes in each direction west of Overland Avenue and one lane in each direction east of Overland Avenue. On-street parking is permitted on both sides of the street except between the eastbound I-10 off-ramp and Overland Avenue.
- **Palms Boulevard**—A Secondary Highway in Los Angeles with two lanes in each direction. On-street parking is permitted on both sides of the street.
- **Venice Boulevard**—A Major Highway in Culver City and Los Angeles with three lanes in each direction and a median of variable width restricting left-turn access to and from many streets. On-street parking is permitted on both sides of the street.
- **Culver Boulevard**—A Major Highway in Culver City with two lanes in each direction except between Lafayette Place and Main Street where it has three lanes in each direction. On-street parking is permitted on both sides of the street except between Lafayette Place and Main Street on the east side of the street.
- **Washington Boulevard**—A Major Highway in Culver City with two lanes in each direction and with a landscaped median. On-street parking is permitted on both sides of the street except the south side of the street between Overland Avenue and Hughes Avenue.
- **Washington Place**—A Major Highway with two lanes in each direction in Culver City and Los Angeles. On-street parking is permitted on both sides of the street.

2.3.2 Major North/South Roadways

- **Lincoln Boulevard**—~~A Major Highway~~ [An Arterial Street](#) in Santa Monica with two lanes in each direction. On-street parking is permitted on both sides of the street except between Colorado Avenue and Michigan Avenue.
- **Cloverfield Boulevard**—~~A Major Highway~~ [An Arterial Street](#) in Santa Monica with three lanes in each direction between Colorado Avenue and the I-10 westbound off-ramp. On-street parking is not permitted on both sides of the street.
- **26th Street**—~~A Collector~~ [An Arterial](#) Street in Santa Monica with one lane in each direction north of Colorado Avenue and two lanes in each direction south of Colorado Avenue. On-street parking is permitted on both sides of the street north of Colorado Avenue.
- **Stewart Street**—A Collector Street in Santa Monica with two lanes in each direction north of Exposition Boulevard and one lane in each direction south of Exposition Boulevard. On-street parking is permitted on both sides of the street.
- **Centinela Avenue**—A Collector Street in ~~Santa Monica~~ [Los Angeles](#) with one lane in each direction. On-street parking is permitted on both sides of the street.

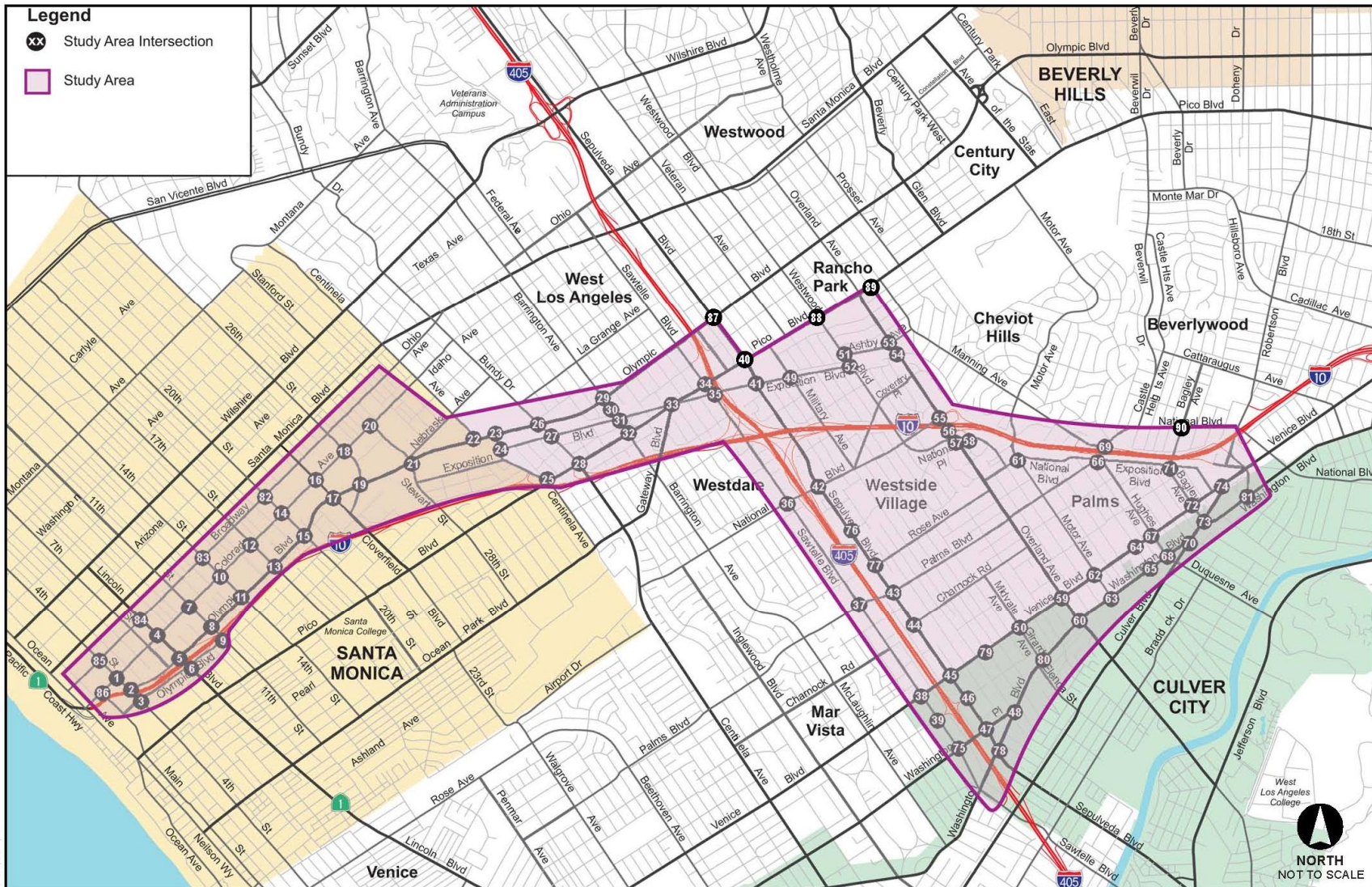


- **Bundy Drive**—A Major Highway in Los Angeles with two lanes in each direction north of Pico Boulevard. On-street parking is only permitted on both sides of the street between Exposition Boulevard and Pico Boulevard.
- **Barrington Avenue**—A Secondary Highway in Los Angeles with two lanes in each direction south of Olympic Boulevard. On-street parking is permitted on both sides of the street.
- **Sawtelle Boulevard**—A Secondary Highway in Los Angeles with two lanes in each direction south of Olympic Boulevard. On-street parking is permitted on both sides of the street.
- **Sepulveda Boulevard**—A Major Highway in Los Angeles with two lanes in each direction. On-street parking is permitted on both sides of the street except on the west side between Santa Monica Boulevard and Exposition Boulevard.
- **Westwood Boulevard**—A Secondary Highway in Los Angeles with one lane northbound and two southbound lanes. On-street parking is permitted on both sides of the street.
- **Overland Avenue**—A Major Highway with two lanes in each direction. On-street parking is permitted on both sides of the street except in the vicinity of I-10.
- **Motor Avenue**—A Collector Street in Los Angeles with one lane in each direction north of National Boulevard, a Secondary Highway with two lanes in each direction between National Boulevard and Venice Boulevard, and a Collector Street with one lane in each direction south of Venice Boulevard. On-street parking is permitted on both sides of the street.
- **Robertson Boulevard**—A Secondary Highway in Los Angeles with two lanes in each direction. On-street parking is permitted on both sides of the street.

2.4 Existing Intersection Levels of Service

A total of ~~eighty-six~~^{ninety} intersections within the study area were selected for detailed level of service (LOS) analysis. These intersections were selected as they may potentially be affected by a nearby project crossing or are located on or near an access route to a project station with parking. These intersections are illustrated in Figure 2-2 ([Location of Study Intersections](#)). [In response to comments on the DEIR and in consultation with the LADOT, the study area was expanded to include four additional intersections, which are also shown in Figure 3.2-1 \(Study Area and Location of Study Intersections\) and listed in Table 3.2-1 \(Existing Study Area Intersection Conditions\). As such, a total of ninety intersections were analyzed in the FEIR.](#)

Detailed weekday AM peak period (7:00 to 9:00 AM) and PM peak period (4:00 to 6:00 PM) traffic counts were collected at the eighty-six intersections during April, September, October, and November of 2007 and some additional traffic counts were conducted in February of 2008. [In response to comments on the DEIR, additional traffic counts were taken in 2009 to support the analysis conducted in the FEIR for the four additional study area intersections and others, as needed.](#) Traffic count sheets are included in Appendix A. The current intersection operating conditions were analyzed using the Operational Analysis Methodology of the *2000 Highway Capacity Manual* (HCM). This analysis yields a rating of conditions (referred to as level of



Source: Iteris, 2009.

Figure 2-2 Location of Study Intersections [\[Revised\]](#)



service [LOS]) at an intersection based on the average number of seconds of delay for each peak hour experienced by motorists traveling through the intersection.

Levels of service range from LOS A (free flow conditions) to LOS F (extreme congestion with very substantial delay). For unsignalized intersections, HCM methodology was used to calculate the average intersection approach delay to determine the LOS.

For the purposes of this ~~D~~EIR, intersections operating at LOS A through D are considered to be operating at satisfactory LOS and intersections operating at LOS E and F are considered unsatisfactory. The project is not assumed to be responsible for any capacity improvements if an intersection is currently operating at or is projected to operate at unsatisfactory LOS in the No-Build conditions, unless the intersection is further degraded by the project in accordance with the project criteria.

The results of the current intersection operating conditions analysis, with LOS and average delay for each peak hour, are included in Appendix B. Table 2-1 ([Existing Study Area Intersection Conditions](#)) presents a summary of these results. Among the ~~eighty-six~~ninety intersections analyzed, ~~60~~sixty-two are presently operating at the satisfactory LOS D or better, and twenty-~~six~~eight are currently operating at the unsatisfactory LOS E or F. Intersections at LOS E or F are shown in bold and italics. The table also describes the existing intersection control, such as signalized or stop controlled.

Table 2-1 Existing Study Area Intersection Conditions

Intersection	Intersection Control	AM Peak Hour		PM Peak Hour	
		LOS	Delay (sec)	LOS	Delay (sec)
1. 4th St and Colorado Ave	Signal	C	31.3	C	33.9
2. 4th St/I-10WB and Olympic Blvd	Signal	C	22.8	C	22.4
<i>3. 4th St/I-10EB and Olympic Blvd</i>	<i>Signal</i>	<i>E</i>	<i>56.7</i>	<i>C</i>	<i>29.0</i>
4. Lincoln Blvd and Colorado Ave	Signal	D	37.9	D	40.5
5. Lincoln Blvd/I-10WB and Olympic Blvd	Signal	C	32.4	C	30.3
<i>6. Lincoln Blvd/I-10EB and Olympic Blvd</i>	<i>Signal</i>	<i>F</i>	<i>113.8</i>	<i>C</i>	<i>29.9</i>
7. 11th St and Colorado Ave	Signal	B	18.8	C	22.3
8. 11th St (N) and Olympic Blvd	Signal	B	13.9	B	16.1
9. 11th St (S) and Olympic Blvd	Signal	B	12.7	B	16.4
10. 14th St and Colorado Ave	Signal	B	16.8	B	19.2
11. 14th St and Olympic Blvd	Signal	B	18.6	B	18.1
12. 17th St and Colorado Ave	Signal	B	16.5	B	17.7
13. 17th St and Olympic Blvd	Signal	B	17.3	B	18.4
14. 20th St and Colorado Ave	Signal	C	21.5	B	17.5
15. 20th St and Olympic Blvd	Signal	D	42.6	C	28.4
16. Cloverfield Blvd and Colorado Ave	Signal	D	36.9	D	36.8



Table 2-1 Existing Study Area Intersection Conditions

Intersection	Intersection Control	AM Peak Hour		PM Peak Hour	
		LOS	Delay (sec)	LOS	Delay (sec)
17. Cloverfield Blvd and Olympic Blvd	Signal	D	48.2	D	39.5
18. 26th St and Colorado Ave	Signal	B	19.0	C	20.8
19. 26th St and Olympic Blvd	Signal	D	37.4	D	39.6
20. Stewart St and Colorado Ave	Signal	B	16.6	B	15.3
21. Stewart St and Olympic Blvd	Signal	C	32.0	D	38.0
22. Centinela Ave(W) and Olympic Blvd	Signal	B	14.8	B	16.3
23. Centinela Ave(E) and Olympic Blvd	Signal	B	19.1	B	14.7
24. Centinela Ave and Exposition Blvd	TWSC	A	2.6	A	4.2
25. Centinela Ave and Pico Blvd	Signal	B	19.5	C	24.0
26. Bundy Dr and Olympic Blvd	Signal	F	174.0	E	66.7
27. Bundy Dr and Exposition Blvd	TWSC	A	2.6	F	300.0
28. Bundy Dr and Pico Blvd	Signal	C	33.6	D	38.7
29. Barrington Ave and Olympic Blvd	Signal	D	35.7	D	48.3
30. Barrington Ave and Exposition Blvd (N)	TWSC	A	8.0	C	24.7
31. Barrington Ave and Exposition Blvd (S)	TWSC	A	3.8	F	300.0
32. Barrington Ave and Pico Blvd	Signal	C	24.6	D	37.8
33. Gateway Blvd/Pico Blvd and Exposition Blvd	Signal	F	106.5	F	93.2
34. Sawtelle Blvd and Pico Blvd	Signal	F	90.3	E	77.6
35. Sawtelle Blvd and Exposition Blvd	TWSC	A	5.8	F	300.0
36. Sawtelle Blvd and National Blvd	Signal	C	28.9	C	25.6
37. Sawtelle Blvd and Palms Blvd	Signal	B	19.8	C	27.3
38. Sawtelle Blvd and Venice Blvd	Signal	E	56.8	D	50.8
39. Sawtelle Blvd and I-405 SB Ramps	Signal	C	31.1	C	31.1
40. Sepulveda Blvd and Pico Blvd	Signal	D	40.4	F	91.5
41. Sepulveda Blvd and Exposition Blvd	Signal	B	15.6	C	27.4
42. Sepulveda Blvd and National Blvd	Signal	D	52.6	F	94.7
43. Sepulveda Blvd and Palms Blvd	Signal	C	26.1	E	63.6
44. Sepulveda Blvd and Charnock Rd	Signal	B	15.8	A	8.9
45. Sepulveda Blvd and Venice Blvd	Signal	F	107.2	F	90.1
46. Sepulveda Blvd and I-405 NB Ramps	Signal	D	39.1	C	23.2
47. Sepulveda Blvd and Washington Pl	Signal	C	23.6	B	15.5
48. Washington Pl and Washington Blvd	Signal	C	32.8	C	25.7
49. Military Ave & Exposition Blvd	AWSC	B	11.5	C	15.1

**Table 2-1 Existing Study Area Intersection Conditions**

Intersection	Intersection Control	AM Peak Hour		PM Peak Hour	
		LOS	Delay (sec)	LOS	Delay (sec)
50. Girard Ave & Venice Blvd	Signal	C	24.9	C	23.8
51. Westwood Blvd & Exposition Blvd (N)	TWSC	C	17.3	F	119.7
52. Westwood Blvd & Exposition Blvd (S)	TWSC	C	20.9	F	129.9
53. Overland Ave & Ashby Ave	Signal	B	16.8	C	23.4
54. Overland Ave & Northvale Rd	TWSC	F	56.0	A	1.6
55. Overland Ave & National Blvd/I-10 WB Ramps	Signal	F	300.4	F	190.3
56. Overland Ave and I-10 EB On-Ramp	Signal	B	19.6	B	16.4
57. Overland Ave and National Blvd/National PI	Signal	C	20.1	C	31.4
58. I-10 EB Off-Ramp and National Blvd	Signal	C	23.8	C	21.2
59. Overland Ave and Venice Blvd	Signal	E	64.0	F	98.5
60. Overland Ave and Washington Blvd	Signal	D	50.0	E	57.7
61. Motor Ave and National Blvd	Signal	C	23.6	C	24.3
62. Motor Ave and Venice Blvd	Signal	C	23.6	C	22.1
63. Motor Ave and Washington Blvd	Signal	B	19.7	B	15.4
64. Clarington Ave and Venice Blvd	Signal	C	34.4	D	40.1
65. Clarington Ave/Washington Blvd	Signal	C	24.0	C	26.1
66. Palms Blvd/Exposition Blvd/National Blvd	Signal	B	17.4	E	56.8
67. Hughes Ave and Venice Blvd	Signal	D	46.0	D	45.0
68. Hughes Ave/Washington Blvd	Signal	B	16.9	B	17.3
69. Manning Ave/I-10 WB and National Blvd	Signal	F	116.0	D	37.5
70. Culver Blvd/Washington Blvd/Irving PI	Signal	D	40.6	D	40.6
71. Bagley Ave and Exposition Blvd	AWSC	C	20.5	E	48.7
72. Bagley Ave/Main St and Venice Blvd	Signal	C	30.8	E	56.2
73. Culver Blvd and Washington Blvd/Main St	Signal	F	290.6	F	191.4
74. Culver Blvd and Venice Blvd	Signal	F	143.0	F	199.8
75. Sawtelle Blvd and Washington PI	Signal	B	15.0	B	17.8
76. Sepulveda Blvd and Queensland St	Signal	B	14.9	B	14.0
77. Sepulveda Blvd and Rose Ave	TWSC	C	23.1	C	15.7
78. Sepulveda Blvd and Washington Blvd	Signal	B	19.5	B	19.3
79. Military Ave and Venice Blvd*	TWSC	F	300.0	F	300.0
80. Girard Ave and Washington Blvd	Signal	B	19.2	B	14.5
81. Robertson Blvd/Washington Blvd	Signal	C	26.8	C	24.3

**Table 2-1 Existing Study Area Intersection Conditions**

Intersection	Intersection Control	AM Peak Hour		PM Peak Hour	
		LOS	Delay (sec)	LOS	Delay (sec)
82. 20th St and Broadway	Signal	B	18.0	B	18.4
83. 14th St and Broadway	Signal	B	18.4	C	22.2
84. Lincoln Blvd and Broadway	Signal	B	16.0	B	17.4
85. 4th St and Broadway	Signal	C	26.8	C	28.9
86. Main St and Colorado Ave	Signal	B	11.8	B	15.5
<u>87. Sepulveda Boulevard and Olympic Boulevard</u>	<u>Signal</u>	<u>C</u>	<u>31.5</u>	<u>E</u>	<u>81.8</u>
<u>88. Westwood Boulevard and Pico Boulevard</u>	<u>Signal</u>	<u>C</u>	<u>34.7</u>	<u>D</u>	<u>43.1</u>
<u>89. Overland Avenue and Pico Boulevard</u>	<u>Signal</u>	<u>E</u>	<u>65.1</u>	<u>F</u>	<u>180.9</u>
<u>90. Bagley Avenue and National Boulevard</u>	<u>Signal</u>	<u>C</u>	<u>27.6</u>	<u>C</u>	<u>22.6</u>

SOURCE: Iteris, 2008; updated 2009.

For unsignalized intersections that are operating at overflow conditions, the delay has been considered as 300 sec.

TWSC = Two-Way Stop Controlled, the average delay has been reported with the corresponding LOS.

AWSC = All-Way Stop Controlled. Intersections at LOS E or F are shown in bold and italics

Figure 2-3 ([LOS E/F Intersections—Existing Conditions](#)) illustrates the intersections which are currently operating at LOS E and F.

2.5 Bus Services

The transit system serving the study area is comprised of an integrated system of many bus services provided by several operators including Metro, Santa Monica Big Blue Bus, Culver CityBus, and LADOT. Table 2-2 ([Existing Study Area Transit Lines](#)) presents the existing study area bus operators and routes.

2.6 Transportation Centers and Hubs

The study area is served by a network of bus transit services; however, there are few supporting transportation system facilities, such as transit centers or park-and-ride lots. The only transit center located in the vicinity of the study area is the West LA Transit Center located near the intersection of Washington Boulevard and Fairfax Avenue. The West LA Transit Center provides bus transfer and layover space for Metro and Culver City buses. Santa Monica has created a transit hub in its downtown area on Broadway and Santa Monica Boulevard between 2nd and 4th streets to serve several Metro and Santa Monica bus lines.

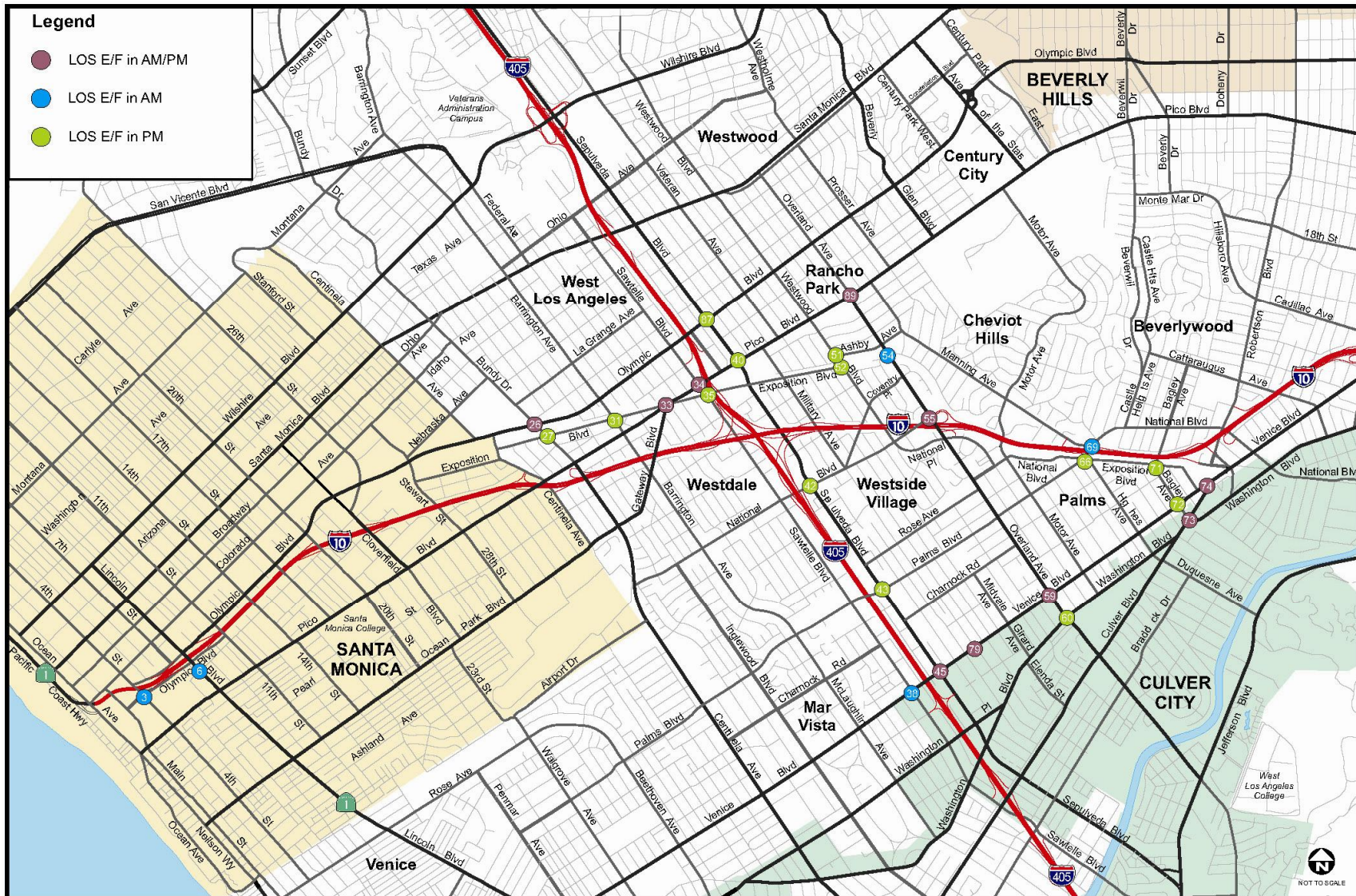


Figure 2-3

LOS E/F Intersections—Existing Conditions [\[Revised\]](#)

Table 2-2 Existing Study Area Transit Lines

Transit Line	Route Description		Weekday Headway (min)				Headway (min)	
	From	To	AM	Mid-day	PM	Off-Peak	Sat.	Sun
Metro								
28	Los Angeles (Olympic & Fairfax)	Downtown Los Angeles	5-10	15	6-10	15-30	10-30	10-30
33	Venice (Main & Sunset)	Downtown Los Angeles	12-15	15	7-13	15-60	20-60	20-60
220	Culver City (Venice/Culver)	West Hollywood (Santa Monica/San Vicente)	30-40	40	30-40	n/a	40	n/a
333	Santa Monica (Ocean & Santa Monica)	Downtown Los Angeles	12-15	15	7-13	n/a	15	20
534	Santa Monica (Fairfax & Washington)	Malibu	30	30	30	60	35-60	35-60
Rapid 703	4th Street & Wilshire	Aviation Green Line Station	15	n/a	15	n/a	n/a	n/a
Rapid 714	Beverly (Santa Monica/Canon-Pico/Grand)	Downtown Los Angeles	10	20	10	20	n/a	n/a
Rapid 720	Downtown Santa Monica (2nd/Santa Monica)	Commerce Center	3-14	3-14	3-14	30	10-30	10-30
Rapid 728	Century City	Downtown Los Angeles Union Station	8	10-15	8	15	n/a	n/a
LADOT Commuter Express								
431	Westwood (Sepulveda/Montana)	Downtown Los Angeles	25	N/A	25-30	n/a	n/a	n/a
437	Culver City / Marina Del Rey / Venice	Downtown Los Angeles	25	N/A	15-30	n/a	n/a	n/a
Culver Citybus								
1	Venice Beach (Main/Windward)	West LA Transit Center	12-15	15	15	30	15-30	15-30
2	Venice High School	Fox Hills Transit Center	60	60	60	n/a	n/a	n/a
3	Century City	Mesmer/Centinela	20	20	20	30	30	30
4	West LA Transit Center	Fox Hills Transit Center	60	60	60	n/a	n/a	n/a
5	Venice High School	Blair Hills	runs school days only			n/a	n/a	n/a
6	UCLA	Aviation Green Line Station	10-12	12-15	12-20	30-60	20-60	20-60
7	Venice/Robertson	Marina del Rey Fisherman's Village	40	40	40	n/a	n/a	n/a
Santa Monica Big Blue Bus								
1	Main St/Rose Ave (Venice)	UCLA	10	10	10	15-20	15-20	30
2	Venice High School	UCLA	10-15	20	15	30	20-30	20-30
3	UCLA Bus Terminal	Aviation Green Line Station	15	15	15	20	15-20	15-20
Rapid 3	Downtown Santa Monica (4th/Wilshire)	Aviation Green Line Station	15	N/A	15	n/a	n/a	n/a
4	Downtown Santa Monica (Olympic/Main)	Westside Pavilion (Pico/Westwood)	30	30	30	n/a	30	30
5	Downtown Santa Monica (4th/Wilshire)	Pico-Rimpau Transit Center	20	30	15-20	30	30	30
7	Downtown Santa Monica (6th/Broadway)	Pico-Rimpau Transit Center	10	10	5-10	30	15-30	20-30
Super 7	Downtown Santa Monica (6th/Broadway)	Pico-Rimpau Transit Center	20	N/A	20	n/a	n/a	n/a
8	Downtown Santa Monica (6th/Broadway)	UCLA Bus Terminal	12-15	15	15	30	30	30
9	Pacific Palisades	Main St/Olympic	30	30	30	60	30-60	30-60
10	Downtown Santa Monica (6th/Broadway)	Downtown Los Angeles	15-20	30	20	n/a	30	30
12	UCLA Bus Terminal	Olympic Blvd/La Cienega Blvd	15	15	15	30	30	30
Super 12	Ackerman Bus Terminal (UCLA)	Venice/National	15-30	N/A	15-30	n/a	n/a	n/a
13	Westside Pavilion (Pico/Westwood)	Pico-Rimpau Transit Center	25-35	N/A	25-35	n/a	60	n/a
14	Culver/Centinela	Sepulveda/Moraga	12	30	15-20	30	30	30
Crosstown	17th St & Pearl St	20th St & Pico Blvd	15	15	15	30	n/a	n/a

Sources: Metro, 2007; Santa Monica Big Blue Bus, 2007; Culver Citybus, 2007; LADOT, 2007

2.7 Goods Movement

Goods movement in the Study Area is primarily highway-related and occurs on the area's freeway and arterial system. Study Area freeways currently carry moderate volumes of truck traffic, with truck activity concentrated in the eastern and southern portions of the Corridor related to Downtown Los Angeles industrial and warehouse areas and LAX. Based on the latest (2007) counts which are conducted annually by California Department of Transportation, the truck percentages on I-10 range from 2.9 percent (west of Lincoln Boulevard) to 4.03 percent (east of I-405). Truck percentages on I-405 range from 4.04 percent (south of Venice Boulevard) to 4.52 percent (south of Olympic Boulevard). Within the City of Los Angeles, truck activity is allowed on all streets unless otherwise posted. There is no regional rail freight activity in the Study Area.

2.8 Bicycle Access

The cities of Los Angeles, Santa Monica, and Culver City have bicycle plans that identify existing and planned bikeway corridors, both on-street and off-street. The plans also provide guidelines and policies for connections to transit, bicycle parking, and other ancillary facilities. There are three classes of bikeways as defined by Caltrans: Class I bike paths (off-street), Class II bike lanes (on-street), and Class III bike routes (on-street). Existing bikeways in the vicinity of the study area are illustrated in Figure 2-4 ([Study Area Bikeways](#)).

2.9 Parking Inventory

2.9.1 On-Street Parking

On-street parking spaces that could potentially be impacted along the LRT Alternatives are presented in Table 2-3 ([Existing Parking Availability within Potentially Impacted Areas](#)). ~~The number of removed spaces was modified in the FEIR to reflect changes to the project that emerged in response to community concerns (i.e., at Westwood Boulevard, Sepulveda Boulevard, Centinela Avenue). Only those parking spaces that could potentially be removed were inventoried and the utilization of these spaces was assessed. Parking availability on adjacent streets was also inventoried to determine whether these could serve as~~ ~~along with nearby spaces to assess the demand and potential for replacement parking areas. Potential parking replacement options were determined based on the number of removed spaces that were utilized and, not on the total number of spaces removed.~~

~~These parking inventories were initially completed during weekday, daytime hours in August 2007 and May 2008. In response to comments on the DEIR, supplemental surveys were conducted in certain areas for both daytime and nighttime hours to confirm the validity of the utilization rates and potential parking restrictions (e.g., time limits, metered parking, parking permits, etc.) in May, June, and August 2009. In general, the utilization rates of both the initial and supplemental surveys were found to be consistent. In addition, the areas of the surveys were expanded to further clarify the parking availability and restrictions on adjacent streets. As noted in Table 2-3 (Existing Parking Availability within Potentially Impacted Areas), the utilization rate in these areas varies from 5 to 78 percent. The detailed parking analysis is discussed later in the report, with the parking surveys found in Appendix F. As a part of the next phase of the project, Preliminary Engineering, more detailed surveys will be completed to refine the number of parking spaces to be replaced.~~

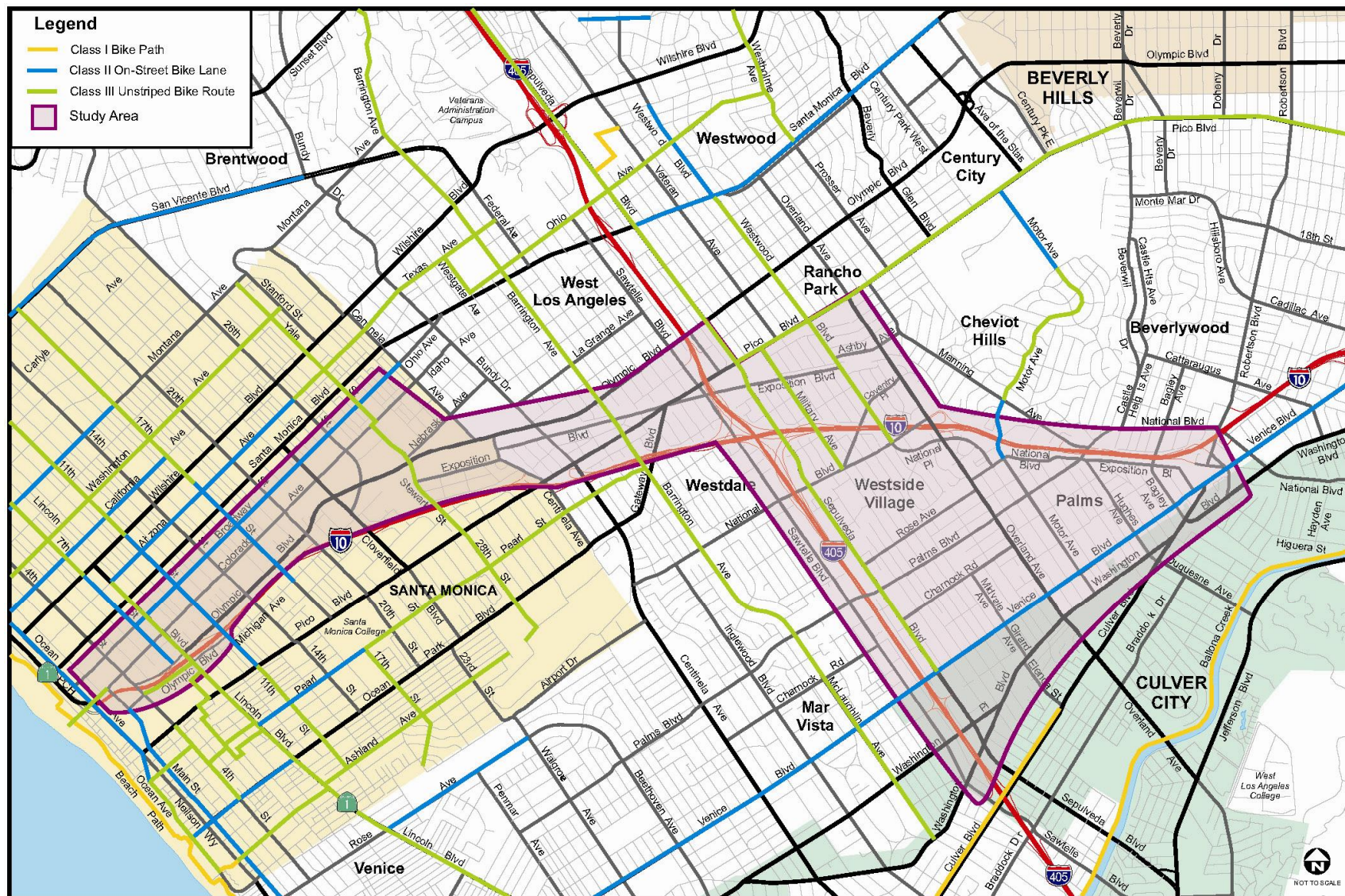


Figure 2-4 Study Area Bikeways



Table 2-3 Existing Parking Availability within Potentially Impacted Areas

Project Segment	Potentially Impacted Areas	Limits	Total Parking Spaces <u>Removed</u>	<u>Total Removed Parking Spaces Occupied</u>	<u>% Utilization</u>
Segment 1: Expo ROW	West side of Overland Avenue	Cushdon Avenue to Exposition Boulevard	28	13	46.4%
	East side of Overland Avenue	Exposition Boulevard to Coventry Place	20	1	5.0%
	West side of Westwood Boulevard	Ashby Avenue to ~~700~~ <u>400</u> feet North of Ashby Avenue	~~24~~ <u>10</u>	~~12~~ <u>5</u>	50.0%
	East side of Westwood Boulevard	Cushdon Avenue to Ashby Avenue	~~15~~ <u>14</u>	5	~~33.3~~ <u>35.7</u> %
	Westwood Boulevard*	Exposition Boulevard to Richland Avenue	~~19~~ <u>17</u>	3	~~15.8~~ <u>17.6</u> %
	South Exposition Boulevard*	~~120' West of Midvale Avenue to~~ Westwood Boulevard	~~22~~ <u>12</u>	~~11~~ <u>5</u>	~~50.0~~ <u>41.7</u> %
	South Exposition Boulevard*	East of Westwood Boulevard	~~13~~ <u>16</u>	~~2~~ <u>3</u>	~~15.4~~ <u>18.8</u> %
	North Exposition Boulevard*	East of Westwood Boulevard	9	7	77.8%
Segment 1a: Venice/Sepulveda	Venice Boulevard*	Robertson Boulevard to Sepulveda Boulevard	~~302~~ <u>339</u>	~~154~~ <u>175</u>	~~51.0~~ <u>51.6</u> %
	Sepulveda Boulevard*	Venice Boulevard to Exposition Boulevard	397	169	42.6%
Segment 2: Sepulveda to Cloverfield	Exposition Boulevard*	~~300' West of~~ Sepulveda Boulevard ~~to Sawtelle Boulevard~~	~~69~~ <u>26</u>	~~33~~ <u>20</u>	~~47.8~~ <u>76.9</u> %
	Sepulveda Boulevard*	~~Pico Boulevard~~ <u>Tennessee Avenue</u> to ~~150 feet south of Pearl Street~~ <u>Richland Avenue</u>	~~25~~ <u>48</u>	~~8~~ <u>26</u>	~~32.0~~ <u>54.2</u> %
	Exposition Boulevard*	Sepulveda Boulevard to Tilden Avenue	43	23	53.5%
	East side of Barrington Avenue	North of Exposition Boulevard	16	7	43.8%
	West side of Barrington Avenue	Tennessee Avenue to Pico Boulevard	3	1	33.3%

**Table 2-3 Existing Parking Availability within Potentially Impacted Areas**

Project Segment	Potentially Impacted Areas	Limits	Total Parking Spaces <u>Removed</u>	<u>Total Removed Parking Spaces Occupied</u>	<u>% Utilization</u>
	~~West side of Centinela Avenue~~	~~Olympic Boulevard to Exposition Boulevard~~	~~21~~	~~20~~	~~95.2%~~
	~~East side of Centinela Avenue~~	~~Exposition Boulevard (East) to Exposition Boulevard (West)~~	~~2~~	~~2~~	~~100.0%~~
	Stewart Street*	Olympic Boulevard to Exposition Boulevard	22	2	9.1%
Segment 3: Olympic	Olympic Boulevard*	20 th Street to Euclid Street	123	59	48.0%
Segment 3a: Colorado	Colorado Avenue*	14 th Street to 4 th Street	56	35	62.5%
	Grand Total		<u>1,229</u><u>119</u>	<u>567</u><u>559</u>	<u>46.1%</u><u>46.6%</u>

SOURCE: DMJM Harris and Iteris, 2008; updated 2009.

* Both sides of the street were inventoried.

2.9.2 Off-street Parking

A variety of land use exists along the entire length of the LRT Alternatives, including commercial, industrial, residential, recreational, and institutional. As mandated by zoning codes relative to parking requirements, these uses provide off-street parking facilities separate from on-street parking, such as private parking lots/structures. The use of such private parking facilities was not assumed for replacement of impacted on-street parking.

3. REGULATORY FRAMEWORK/SIGNIFICANCE CRITERIA

3.1 Regulatory Framework

Transportation planning for Los Angeles County at the regional level is the responsibility of the Southern California Association of Governments (SCAG), which is the designated Metropolitan Planning Organization for the six-county Southern California region, which consists of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. Under federal law, SCAG must prepare a Regional Transportation Plan (RTP). The RTP demonstrates how the region will meet federal mandates, including air quality requirements, and must be approved by federal agencies in order for the region to continue receiving federal transportation funds. Only projects and programs included in the RTP are eligible for federal funding. The 2008 RTP was adopted in May 2008 and includes the Expo Phase 2 project among the list of projects with already-committed funding. Los Angeles County Metropolitan Transportation Authority (Metro), as the state-designated planning and programming agency for Los Angeles County, submits recommended projects and programs to SCAG for inclusion in the RTP. The approved 2001 Long Range Transportation Plan (LRTP), developed by Metro, included the Expo Phase 2

project in the Constrained Plan. The Draft 2008 LRTP has been circulated for public review and also includes the Expo Phase 2 project in the Constrained Plan.

The Los Angeles County Congestion Management Plan (CMP) was created statewide as a result of Proposition 111 and has been implemented locally by Metro. The CMP for Los Angeles County requires that the traffic impact of individual development projects of potential regional significance be analyzed. A specific system of arterial roadways plus all freeways comprise the CMP system. Los Angeles County's CMP also has been developed to meet the federal requirements for a Congestion Management System (CMS) initially enacted in the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, and continued in the Transportation Equity Act for the 21st Century (TEA-21) in 1998 and SAFETEA-LU in 2005.

The Metro Grade Crossing Policy was used to conduct an evaluation of all LRT Alternative grade crossings (MTA Grade Crossing Policy for Light Rail Transit, December 2003). The Policy is intended to provide a structured process for the evaluation of grade crossings along light rail lines. The Policy includes three levels of review. In addition to the three levels of review, engineering and environmental concerns are also taken into account before a final recommendation is reached.

The first level is Milestone 1, which is a planning-level review resulting in classifying the crossings into one of the following three categories:

- At-grade operation should be feasible
- Possible at-grade operation (further engineering study required to define at-grade operation)
- Grade separation usually required (further engineering study required to define at-grade operation)

Milestone 2 involves detailed operational evaluation taking into account peak period, movement-by-movement analysis of roadway traffic in conjunction with assessment of potential impacts to rail operations due to priority control.

Milestone 3 involves developing consensus regarding the proposed design solution with local constituencies including other involved agencies and the community as appropriate. This step may include Preliminary Engineering (PE) studies and cost estimates for alternative treatments. It is expected at this point that all technical analyses will have been completed leading to a final recommendation by the Exposition Metro Line Construction Authority (Expo Authority) for the crossing configuration.

Notwithstanding the recommendations resulting from application of the Policy, the California Public Utilities Commission (CPUC) will give the final regulatory approval before a decision is reached.

The following section describes the significance criteria applied to this particular project, consistent with other transit projects.

3.2 Significance Criteria

3.2.1 Intersections

The impact threshold for intersections used in this analysis utilizes the *Highway Capacity Manual* (HCM) operations analysis methodology to quantify existing and future (2030)



conditions at all intersections with and without the proposed project. For this study, the threshold is based on the amount of change in average vehicular delay incurred by vehicles through the intersection (as opposed to the change in volume/capacity [V/C] ratios). This provides a more accurate assessment of the effect of signal operational changes, such as signal timing and phasing, changing cycle lengths, various signal progression assumptions, lengthening clearance intervals (when pulling back stop bars behind a parallel rail line), etc. These traffic operational improvements require calculation of intersection and/or approach delay for impacts as well as mitigation measures, which cannot be performed with a straight V/C to LOS range.

For this ~~DE~~FEIR, the definition of impact is as follows per the HCM methodology:

An intersection is considered to be impacted if the project traffic is projected to cause deterioration in level of service to LOS E or worse. An intersection is also considered to be impacted if the intersection is already operating at LOS E or F and the project results in an increase in the average vehicle delay of 4 seconds or more at the intersection compared to the No-Build condition.

For this project, a threshold of 4 seconds of delay has been assumed for all intersections; this is slightly more conservative than the 5-second value used for the Expo Phase 1 project and the Canoga Transportation Corridor Project due to the higher traffic volumes in the Expo Phase 2 study area. The criteria for LOS based on average delay are shown in Table 3-1. ([LOS Criteria Based on Average Delay—Intersections](#)).

Table 3-1 LOS Criteria Based on Average Delay—Intersections

Level of Service	Average Delay per Vehicle (sec)— Signalized intersections	Average Delay per Vehicle (sec)— Unsignalized intersections
A	≤10	<10
B	> 10 and ≤ 20	> 10 and ≤ 15
C	> 20 and ≤ 35	> 15 and ≤ 25
D	> 35 and ≤ 55	> 25 and ≤ 35
E	> 55 and ≤ 80	> 35 and ≤ 50
F	> 80	> 50

Source: 2000 Highway Capacity Manual

Average Delay is the delay experienced by every vehicle on an average in an hour.

[While some commenters on the DEIR disagreed with the use of the HCM methodology due to oversaturated intersections in the study area, it is the best available tool for such analysis in an environmental document. The traffic analysis methodology applied for this project is sound in its applicability and consistent with other LRT projects throughout the state and the country where congested or oversaturated intersection conditions exist. To name a few, the following projects utilized the HCM methodology during the environmental process: South Sacramento Corridor Project in Sacramento; Purple Line in Maryland; North Corridor Light Rail Transit Project in Houston; South Corridor Project in Portland; and East Link Project in Seattle. In addition, the approach to calculating LOS using HCM methods is a commonly accepted practice amongst all of the jurisdictions involved in this project, including the cities of Los Angeles, Santa Monica, Culver City, and the County of Los Angeles. The same methodology was used in the Expo](#)

Phase 1 project. Further, the HCM methodology is accepted by the FTA for use in environmental documents.

Even for oversaturated conditions, the impact assessment would not have changed at any of the intersections. Once the intersections are at LOS E or LOS F, the threshold of significance for an impact is the same, 4 seconds increase in delay. Consistent with CEQA, the EIR analysis uses thresholds of significance to determine impacts. Thus, the conclusions of the EIR analysis would not change in terms of the locations of significant impacts and mitigation requirements for oversaturated intersections.

Experts can differ in their opinion regarding the exact procedure to accurately reflect “existing” traffic conditions through the HCM methodology. However, per CEQA, the EIR assesses project impacts under “future” conditions. In this manner, the EIR evaluates the impacts of the project alternatives against projected future traffic conditions in the year 2030. The HCM methodology provides a consistent application in a study area that covers three cities and ninety intersections, identifying impacts both “with” and “without” the project in accordance with CEQA. This is necessary so that the public and the decision-makers may understand the future impacts on traffic of approving or not approving the project.

3.2.2 On-Street Parking

The LRT Alternatives will create parking demand at and around stations and will require, for some Alternatives, the reduction of existing, on-street parking supply. Parking is therefore evaluated with respect to demand for parking as well as to changes to existing on-street parking supply. Parking demand was predicted using the Metro Travel Demand Model, while existing utilization was determined by physical survey. Permanent loss of existing on-street parking spaces would be considered an impact if the spaces had been consistently utilized to meet the parking demands of nearby land uses and if there were no nearby alternate off-street or on-street parking.

4. ANALYSIS METHODOLOGIES

4.1 Traffic Forecast Methodology

Traffic conditions for the design year of 2030 were forecast^{ed} and evaluated for the No-Build, Transportation Systems Management (TSM), and each of the LRT Alternatives. The No-Build Alternative represents the projected design year traffic volumes in the study area in the absence of any transit improvements along the Exposition Corridor, beyond the Expo Phase 1 project to Culver City.

Traffic volume forecasts for the design year 2030 conditions (No-Build, TSM, and LRT Alternatives) are based upon the results of Metro’s regional travel demand forecasting model (Metro Travel Demand Model). The Metro Travel Demand Model was updated and refined specifically for use in this study. The Metro Travel Demand Model was used to forecast travel characteristics and ridership for the project design year of 2030. Within the study area, the only major project that the Metro Travel Demand Model includes as it is listed in the 2006 Regional Transportation Improvement Program (RTIP) is the High Occupancy Vehicle (HOV) lane on the I-405 Freeway from I-10 to SR-101 Freeways (RTIP ID# LA0B408). Another major project listed



in the RTIP, but not included in the model, is the widening of west side of Overland Avenue Bridge over I-10, from National Boulevard/I-10 Westbound Ramps to National Boulevard/National Place (RTIP ID# LA0B7234).

Travel forecasting models, such as the Metro Travel Demand Model, are mathematical models, which describe the relationships between land use and demographics, causes of personal travel, and the resultant amount and location of that travel. These models are statistically derived from observations of individual travel choices obtained through extensive surveys of a region's trip making characteristics of travelers and their households.

The Metro Travel Demand Model receives its demographic inputs from SCAG Regional Travel Demand Model. The Metro Travel Demand Model predicts future travel demand based upon several input data items that include the following:

- SCAG forecasts of regional growth in population and employment in the six county region
- SCAG forecast changes in the socio-demographic characteristics of travelers
- Future characteristics of the roadway and transit systems including travel times, costs and system capacity reflective of the planned system (No-Build Alternative) and TSM and LRT Alternatives

To estimate the more localized traffic impacts associated with the proposed project, intersection traffic volume projections for each Alternative were developed using the following process:

- Development of future base traffic volumes reflecting 2005–2030 background traffic growth, and changes due to auto trip reduction and other shifts in traffic as a direct result of the proposed project
- Development of additional peak hour auto access trips to stations related to station parking trips and drop-off trips
- Estimation of trip diversions due to cross-street and/or left-turn closures and their potential impact on the study area intersection turning movement volumes

The model used to develop traffic volumes is a regional model. In order to ensure that the trips due to station parking and drop-offs are accurately reflected in the analysis, the above methodology was employed. Use of this methodology allowed for a "true" impact analysis, which reflects both macro-level reductions and/or shifts in background traffic due to the proposed project as well as the micro-level additional local impacts created by station-access traffic and transit vehicle delays.

4.1.1 Background (Year 2030 Base) Traffic Growth Factors

To develop the "base" traffic volumes, ~~for the first step~~ was to use, a growth-factoring process ~~was used~~. Traffic growth factors were calculated for the study area arterials by comparing traffic volume results from the Metro Travel Demand Model for the No-Build Alternative with the TSM Alternative and each of the LRT Alternatives. These results included AM and PM peak hour volumes at key intersections in the study area for the base year 2005 and forecast year 2030. 2005 is the base year in the Metro Travel Demand Model.



Due to a noticeable difference in traffic growth patterns in various subareas within the study area, the traffic volumes for intersections were grouped into six subareas depicted on Figure 4-1 ([Growth Factor Subareas](#)).

A summary of these growth factors for the 2030 No-Build, TSM, and the LRT Alternatives is shown in Table 4-1 ([Growth Factors for Study Area between 2007 and 2030](#)). The growth factors for the TSM Alternative are marginally less than the No-Build Alternative, reflecting the small mode shift to transit that is expected to be associated with the TSM Alternative. These growth factors were then applied to the existing [year 2007, 2008, and 2009](#) intersection traffic counts to develop future background (base) volumes at each of the study intersections for each Alternative.

Table 4-1 Growth Factors for Study Area between 2007 and 2030

Subarea	AM Peak Hour			PM Peak Hour		
	No-Build	TSM	LRT Alternatives	No-Build	TSM	LRT Alternatives
A	12.6%	11.5%	11.2%	11.4%	11.4%	10.8%
B	19.3%	18.9%	19.1%	19.4%	18.8%	18.2%
C	13.1%	12.6%	12.1%	13.8%	12.6%	13.1%
D	32.3%	30.4%	30.5%	31.1%	30.5%	29.8%
E	18.8%	17.7%	17.8%	19.8%	19.6%	19.7%
F	18.4%	18.3%	17.7%	20.1%	19.5%	19.9%

As can be seen from the table, the model predicts the greatest growth in traffic to be along the Sepulveda Boulevard and Sawtelle Boulevard corridor, parallel to I-405 (Subarea D). The greatest growth along the Exposition and Olympic Boulevards corridor occurs west of I-405 (Subarea B). The growth in traffic along the Expo ROW corridor, east of I-405 and north of I-10 (Subarea C), is comparatively less (approximately 0.50 percent per year) than other areas in the study area. The Metro Travel Demand Model also predicts considerable growth (approximately 0.80 percent per year) in the Culver City area, along Venice Boulevard and Washington Boulevard (Subareas E and F).

All traffic volume development worksheets are included in Appendix C.

As seen on the table, the TSM and LRT Alternatives show lower growth rates than the No-Build Alternative. This reflects a reduction in auto trips due to a shift to transit. Comparing the TSM and LRT Alternatives, it can be seen that generally in most subareas, the LRT Alternatives growth factors are lower than the TSM. It should be noted that these growth factors are calculated as an average over a number intersections over the entire subarea, hence in some cases, the growth factor in LRT Alternatives is estimated to be slightly higher than for the TSM Alternative. This is due to the fact that the reduction of traffic due to shift in transit trips may not be clearly evident at every intersection and/or roadway segment in the study area.

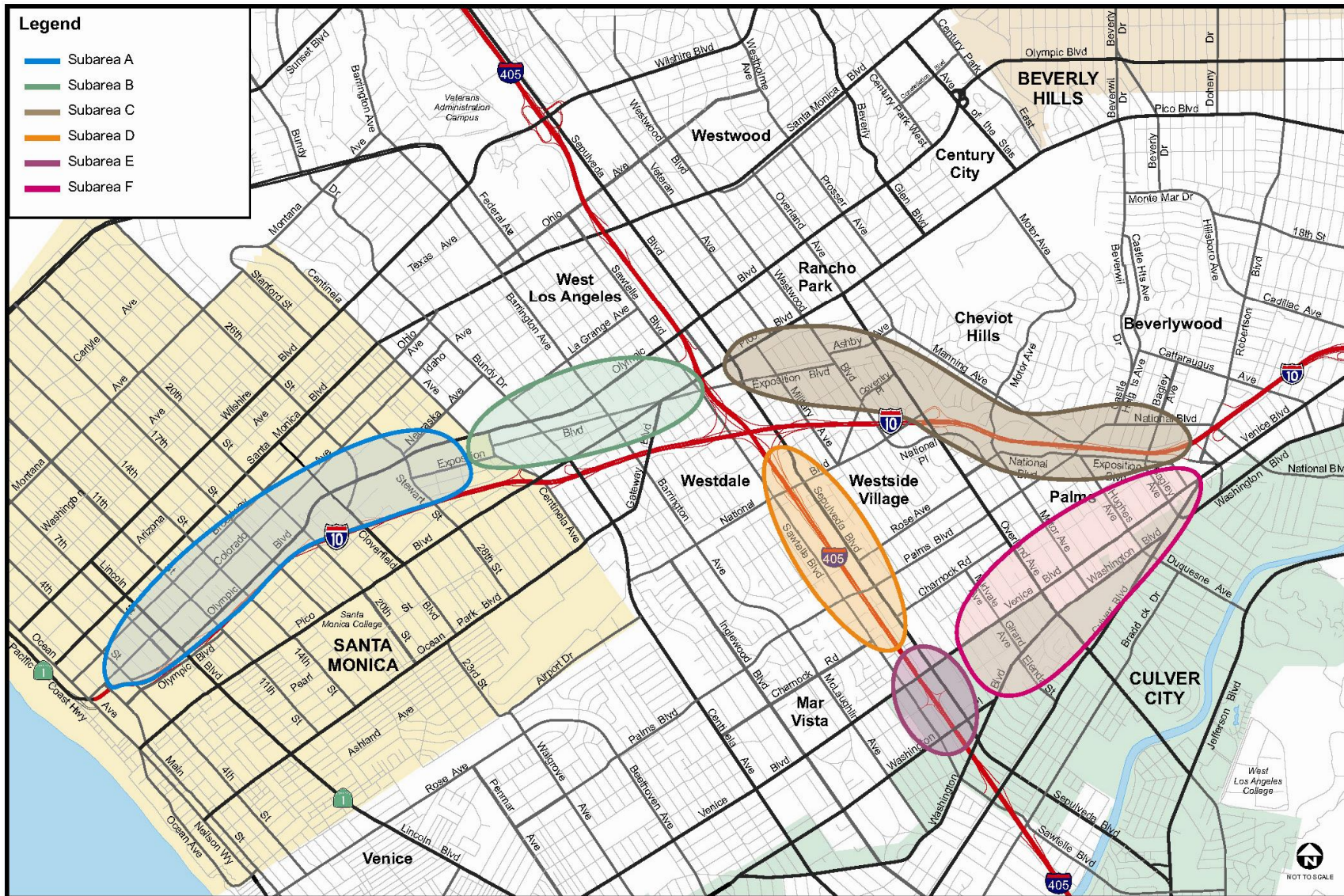


Figure 4-1 Growth Factor Subareas

5. IMPACT ASSESSMENT

5.1 Description of Project Alternatives

This section describes the impacts resulting from a number of future transportation scenarios analyzed, including a No-Build, Transportation Systems Management (TSM), and four transit project build alternatives. Travel demand forecasts were developed for the four future scenarios using the MTA Travel Demand Model for the 2030 horizon year.

Before proceeding with the impact analysis, a brief description of the alternatives and segments is given in the following section.

5.1.1 No-Build Alternative

The No-Build scenario assumes only Metro service features that currently exist or have been explicitly committed for Project Buildout by 2030 including the completion of Exposition Phase 1 LRT project to Culver City. The No-Build Alternative includes existing fixed guideway Metrorail and Metro Liner BRT systems currently under operation, the full implementation of the Metro Rapid Bus program, represented as twenty-eight routes across Los Angeles County, and planned peak-only rapid bus lanes along Wilshire Boulevard between Western Avenue and Centinela Avenue. The remainder of the bus network is based on June 2007 service patterns for Metro, Los Angeles Department of Transportation (LADOT), Culver City, and Santa Monica Big Blue Bus, as well as committed enhancements to those services anticipated by 2030.

5.1.2 Transportation System Management Alternative

The TSM Alternative seeks to address the corridor transit needs without major capital investments. As such, TSM typically involves targeted improvements utilizing existing services and technologies. The TSM Alternative includes three basic components: (1) addition of a rapid bus route connecting downtown Culver City with downtown Santa Monica; (2) associated service improvements on selected north/south routes to feed stations along the new rapid bus route; and (3) service improvements on selected routes, connecting Westside communities to the Expo Phase 1 LRT terminus.

5.1.3 LRT Alternative 1: Expo ROW–Olympic Boulevard

This alternative would utilize approximately five miles of the existing Exposition Rail ROW from the Expo LRT Phase 1 Terminus until reaching the intersection with Olympic Boulevard in Santa Monica. From that point, the alignment would follow Olympic Boulevard to the proposed terminus station.

5.1.4 LRT Alternative 2: Expo ROW–Colorado Avenue

This alternative would also utilize the existing Exposition Rail ROW from the Expo LRT Phase 1 Terminus until reaching the intersection with Olympic Boulevard in Santa Monica. From that point, the alignment would continue within the Expo ROW to west of 19th Street, then diverge



from the ROW and enter onto Colorado Avenue east of 17th Street and follow the center of Colorado Avenue to the proposed terminus.

5.1.5 LRT Alternative 3: Venice/Sepulveda–Olympic Boulevard

This alternative would divert from the Expo ROW at the Expo LRT Phase 1 Terminus and follow Venice Boulevard and Sepulveda Boulevard until reaching the intersection with the Expo ROW. The alignment would then continue westward along the Expo ROW and Olympic Boulevard identical to LRT Alternative 1 (Expo ROW–Olympic).

5.1.6 LRT Alternative 4: Venice/Sepulveda–Colorado Avenue

This alternative would divert from the Expo ROW at the Expo LRT Phase 1 Terminus and follow Venice Boulevard and Sepulveda Boulevard until reaching the intersection with the Expo ROW. The alignment would then continue westward along the Expo ROW and Colorado Avenue identical to LRT Alternative 2 (Expo ROW–Colorado).

To facilitate a detailed description and comparison, the LRT Alternatives have been divided into segments as described below.

5.2 Description of Project Segments

Since all the four alternatives include common alignment segments, for purposes of traffic analysis including comparative analysis, the alternatives have been divided into segments, some common to two or more alternatives and others unique to a particular alternative. The LRT Alternative 1 (Expo ROW–Olympic) would follow Segments 1, 2, and 3, the LRT Alternative 2 (Expo ROW–Colorado) would follow Segments 1, 2, and 3a, the LRT Alternative 3 (Venice/Sepulveda–Olympic) would follow Segments 1a, 2, and 3, and the LRT Alternative 4 (Venice/Sepulveda–Colorado) would follow Segments 1a, 2, and 3a as described below:

- **Segment 1**—From the Expo Phase 1 terminus station in Culver City, following the ROW to the Exposition/Sepulveda intersection
- **Segment 1a**—Venice/Sepulveda Alignment from the Expo Phase 1 terminus station in Culver City, west along the median in Venice to the Venice/Sepulveda intersection, north in the center of Sepulveda Boulevard to the Exposition/Sepulveda intersection
- **Segment 2**—From the Exposition/Sepulveda intersection, following the ROW to Cloverfield Boulevard and Olympic Boulevard
- **Segment 3**—From Cloverfield/Olympic intersection, following the median in Olympic Boulevard to the terminus at 4th Street and Colorado Avenue in Santa Monica
- **Segment 3a**—From just west of Cloverfield Boulevard, the LRT alignment would continue in the Expo ROW from 22nd Street to west of 19th Street; the alignment would then diverge from the Expo ROW and enter onto Colorado Avenue east of 17th Street and continue along the center of Colorado Avenue to the terminus at 4th Street and 5th Street in Santa Monica.

It should be noted that the impact analysis on the highway system, transit system and general impacts have been discussed from the “alternative alignment” perspective and the impact analysis at an intersection level has been performed from the “alternative segment” perspective.

The study area project segment designations are illustrated in Figure 5-1 ([Study Area Project Segments](#)).

5.3 Summary of Grade Crossing Impacts and Improvements

The grade crossing analysis was performed using methodologies outlined in the “MTA Grade Crossing Policy for Light Rail Transit” (December, 2003). This analysis has been performed for the potential grade crossings along the five project segments.

The recommended policy includes three levels of review before a final decision on at-grade operations versus grade separation is reached. The first level is referred to as “Milestone 1—Initial Screening,” which is a planning level review resulting in classifying the crossings into one of the following three categories:

- At-grade operation should be feasible;
- Possible at-grade operation; and
- Grade separation usually required.

The Metro Grade Crossing Policy also states that depending upon the alignment of the LRT tracks (i.e., mid-block crossing, side-running crossing, or median-running crossing), turning movement data must be incorporated into the analysis. For the purposes of this analysis, it has been assumed that along the Venice/Sepulveda alignment, the LRT tracks would be running in the median while along the Exposition Boulevard alignment, the tracks would be running along the Expo ROW. However, west of Cloverfield Boulevard, the LRT tracks are proposed to run in the median of Olympic Boulevard, as described in Segment 3, or in the center of Colorado Avenue as described in Segment 3a.

Since the release of the DEIR, additional studies and discussions with LADOT regarding the evaluation of additional grade separations have occurred in response to comments received on the DEIR. As a result, the at-grade crossings at Overland Avenue, Westwood Boulevard, Sepulveda Boulevard, Barrington Avenue, and Centinela Avenue were reconsidered and reanalyzed using the Metro Grade Crossing Policy, engineering, and EIR thresholds of significance. CPUC standards were also taken into consideration, as well as other environmental factors such as parking impacts, tree removal, property acquisitions, etc. Both at-grade improvements and grade-separated options were discussed. Refer to the Appendix D for the detailed traffic analysis.

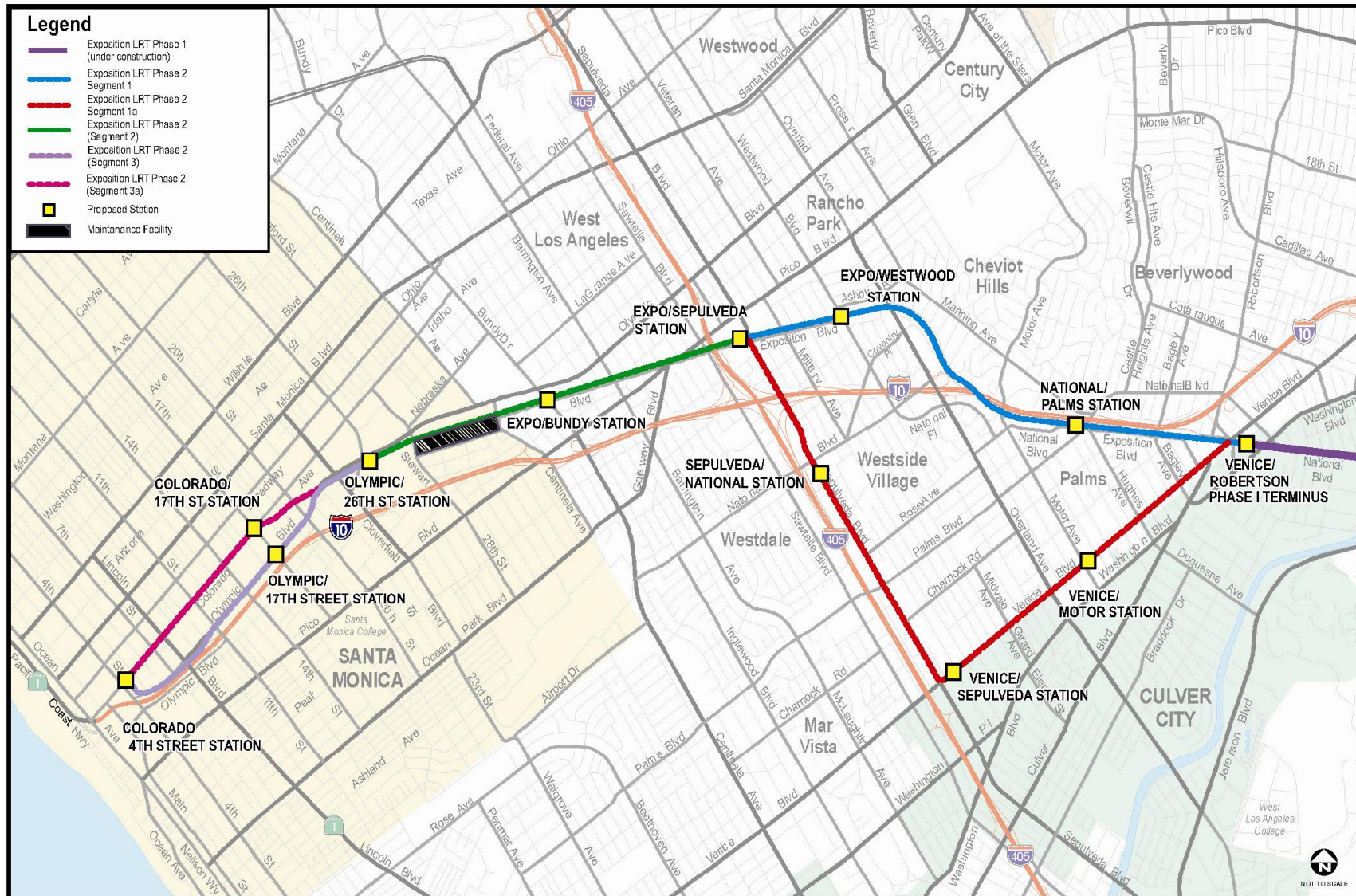


Figure 5-1 Study Area Project Segments



These additional studies can be considered an attainment of Milestone 3 under the Grade Crossing Policy, which typically occurs during the final portion of the environmental review process. This additional analysis is consistent with the guidelines, as outlined in the Metro Grade Crossing Policy. As stated in the Metro Grade Crossing Policy (Appendix A, page 1), "If the agency and the local jurisdiction or other involved party such as the CPUC cannot agree on the status of a grade crossing after a detailed analysis has been conducted, then other studies may be used to reach a final technical recommendation on the classification of the crossing." The policy further states that "Traffic simulation modeling may be used to demonstrate how the crossings will operate at grade and verify the effects of traffic and train operations that were predicted in the detailed analysis."

The additional studies included Synchro analysis based on the 95th percentile queue and the existing signal timing plans, as provided by LADOT. The Synchro model and software represent a tool that is geared toward roadway level traffic analysis and visual simulation of traffic conditions. As part of the Milestone 3 analysis, Synchro was used to assess in detail and refine some of the roadway improvements and mitigations that were built into the project description, as proposed in the DEIR. Synchro illustrates how queues develop and dissipate and sometimes extend between intersections affecting one another. It provides statistics such as travel time and average speed on roadways between specified points. The Synchro tool was used as part of the grade crossing Milestone 3 analysis to assess traffic conditions on Overland Avenue, where overall travel time conditions between Pico Boulevard and the I-10 Freeway were of concern to the public under various alternative striping configurations. It was also used to assess the interplay of queues between the two intersections of Centinela Avenue with Olympic Boulevard, where the intersections are offset, but closely spaced. The Synchro analysis of the Overland Avenue and Centinela Avenue crossings is summarized below, with more detailed information found in Appendix D.

A summary of the additional analyses and coordination efforts with LADOT is provided below:

Overland Avenue

As part of Milestone 3 (verification stage) of the Metro Grade Crossing Policy, a detailed Synchro analysis model was developed to assess the LOS and queuing impacts on the overall Overland Avenue from the I-10 Freeway to Pico Boulevard. The corridor analysis along Overland Avenue shows that the travel times for the LRT Alternatives would be higher than No-Build Alternative. Under the LRT Alternatives, additional delays of 40 seconds for the LRT phase and 7 seconds for a clearance phase have been added for every 90 seconds. The increase in travel time along Overland Avenue between the I-10 ramps and Pico Boulevard would be about 47 seconds in the northbound direction and 20 seconds in the southbound direction during the AM peak hour. The increase during the PM peak hour would be approximately 17 seconds in the northbound direction and 5 seconds in the southbound direction. This would be primarily due to the additional lane in the southbound direction between Cushdon Avenue and Coventry Place assumed for the LRT Alternatives. Also, the additional traffic signal at the LRT crossing would only affect the adjacent intersections at Ashby Avenue and Coventry Place. The signal at the intersection of Overland Avenue/Ashby Avenue would be pre-empted and a queue cutter would be installed at the crossing/Northvale Road.

Intersection level analyses show that based on the DEIR traffic impact threshold criteria, none of the intersections along Overland Avenue would be significantly impacted. The difference in the

intersection delay between the No-Build and LRT Alternatives would be less than the significant impact threshold of 4 seconds at each location. The Overland Avenue intersections at Ashby Avenue and Coventry Place would have less intersection delay in the LRT Alternatives than in the No-Build.

Based on queuing analysis, the queues for most of the movements would be the same in the No-Build and LRT Alternatives. For the LRT Alternatives, the queues at Ashby Avenue and Coventry Place would be shorter than the No-Build Alternative. The southbound through queues would be significantly shorter in the LRT Alternatives. This would be primarily due to an additional lane in the southbound direction and the proximity to the LRT crossing, which would shift the queues to the LRT crossing. The east/west queues at Ashby Avenue would be less in the LRT Alternatives compared to the No-Build Alternative.

The results of the additional analysis were consistent with the DEIR, and in consultation with LADOT, the improvements identified in the DEIR were determined adequate for the Overland Avenue crossing to operate safely at-grade.

Westwood Boulevard

As documented in the DEIR, an at-grade crossing at Westwood Boulevard would eliminate some on-street parking, as well as impact trees and sidewalks, but reconstruct inadequate sidewalks to a larger width. As part of discussions with LADOT, many alternatives were examined to minimize these impacts, including removing the center two-way left turn lane or eliminating bus traffic from the street. Based on this analysis and subsequent discussions with LADOT, these alternatives would have resulted in other safety and grade crossing impacts and, therefore, were not considered further. As such, the improvements identified in the DEIR were determined adequate for the Westwood Boulevard crossing to operate safely at-grade.

However, the signal phasing at the intersection of Westwood Boulevard and Exposition Boulevard North was refined, resulting in a revised LOS and delay that are shown later in this report in Table 5-10 (Segment 1 Study Area Intersections—Year 2030 LOS [AM Peak Hour]) and Table 5-11 (Segment 1 Study Area Intersections—Year 2030 LOS [PM Peak Hour]). The revised LOS and delay would remain at acceptable levels, as the change in signal phasing would not cause the LOS to deteriorate below LOS E or LOS F or increase the average vehicle delay for the intersection by 4 seconds or more for intersections that are already operating at LOS E or LOS F. As such, the change in signal phasing would result in a less-than-significant impact at this intersection.

Sepulveda Boulevard

As described in the DEIR, the Metro Grade Crossing Policy Milestone 2 analysis indicated that the southbound gate spillback queue from the LRT grade crossing at Sepulveda Boulevard to Pico Boulevard would be insufficient. Therefore, the DEIR recommended adding a third southbound lane between Pico Boulevard and Richland Avenue to accommodate the long queues. The Milestone 2 analysis also showed that the northbound influence zone queue from Pico Boulevard to the LRT crossing would be sufficient by only 66 feet, which would be the difference between the estimated average peak queue of 484 feet and the available storage space of 550 feet. Although the operational queuing check predicted that there could be influence zone queuing storage deficiencies, based on the above calculations, the DEIR concluded that the existing two northbound lanes on Sepulveda Boulevard between the LRT grade crossing and Pico Boulevard would be sufficient to handle the typical queuing conditions.

In close consultation with LADOT, the Expo Authority conducted the Milestone 3 analysis for the LRT grade crossing at Sepulveda Boulevard. During this process, LADOT emphasized that Sepulveda Boulevard is a highly important regional arterial facility and an official, designated and signed alternate route to the I-405 Freeway. Sepulveda Boulevard is also part of the Metro's designated Countywide Significant Arterial Network (CSAN), which is the part of the countywide arterial traffic monitoring and Traffic Impact Nexus Program. There is a high degree of variability and unpredictability with peak hour volumes on Sepulveda Boulevard due to its proximity to I-405 and the recurring congestion on this major freeway, which connects significant activity centers such as the Los Angeles International Airport (LAX), University of Southern California Los Angeles (UCLA) Campus/Westwood, Century City, and various employment centers in the South Bay region.

The Milestone 1 and 2 queuing analyses used an average queue length of 22 feet per vehicle for queue calculations. This assumption does not account for high volumes of heavy-duty vehicles on Sepulveda Boulevard due to local industrial uses and freeway bypass traffic. High volumes of trucks would result in higher passenger car equivalency (PCE) factors for Sepulveda Boulevard traffic and increase the probability of the average peak hour queues exceeding the calculated Influence Zone storage length.

The forecast 2030 PM peak hour operations at the intersection of Pico Boulevard at Sepulveda Boulevard (the closest controlling intersection to the LRT crossing) showed a Level of Service (LOS) F, an average delay per vehicle of 149.8 seconds and a very high volume/capacity ratio of 2.09. These extremely high current and projected future peak hour congestion levels and failing LOS at Pico/Sepulveda intersection, increase the chance of the southbound influence zone queue calculations exceeding the calculated 484 feet. Furthermore, LADOT indicated that in the event the northbound queues on Sepulveda Boulevard exceed the 550 feet of available storage space; it would not be possible to preempt east/west traffic signals at the Pico/Sepulveda intersection to clear northbound queues on Sepulveda due to the need to maintain signal coordination along Pico Boulevard, which is a major City of Los Angeles arterial.

Based on the ongoing discussions with LADOT and Milestone 3 analysis, it was determined that an additional northbound lane on Sepulveda Boulevard between the LRT crossing and Pico Boulevard (similar to the additional southbound lane recommended in the DEIR), would provide a "balanced" symmetrical cross-section for Sepulveda Boulevard. It would also improve the highly congested forecast operating condition of Pico/Sepulveda intersection by reducing average PM peak hour delay per vehicle by 11 percent. Further, this third southbound lane would significantly decrease the chances of violating the Influence Zone queues, since it would reduce the PM peak southbound storage requirements from 484 feet to a manageable 319 feet, within the available 550 feet.

Therefore, the FEIR adds a third northbound through lane on Sepulveda Boulevard between the LRT crossing and Pico Boulevard. Furthermore, the third northbound lane would be extended north of Pico Boulevard, with proper transition lengths provided back to two lanes north of Pico Boulevard. This would ensure that the additional third northbound lane at this intersection would provide sufficient traffic capacity, operating as a third through-lane.

In addition to the proposed traffic and grade crossing improvements proposed for Sepulveda Boulevard, the Expo Authority has evaluated the issues associated with a potential future grade separation of Sepulveda Boulevard, along with an aerial station at the same location as the at-grade station (i.e., just east of Sepulveda Boulevard). The Expo Authority has included the

Sepulveda Boulevard grade separation and aerial station as a design option in response to community comments and the potential development of commercial and /or residential properties on the property generally known as the Casden parcel. This parcel is located just west of Sepulveda Boulevard and immediately north of the Expo ROW. An aerial station would provide better joint development opportunities, as well as better pedestrian, auto, and commercial vehicle circulation. Since the station would be located in close proximity to Sepulveda Boulevard, a grade separation of the LRT guideway would also be required. Thus, the Expo Authority has included the aerial station and grade separation of Sepulveda Boulevard as a design option in this FEIR, which could be constructed subject to the provision of additional funding by others.

Barrington Avenue

Upon further discussion and consultation, LADOT agreed with the proposed grade crossing analysis and configuration at Barrington Avenue, as originally proposed in the DEIR.

Centinela Avenue

As part of Milestone 3 (verification stage) of the Metro Grade Crossing Policy, a detailed Synchro analysis model was developed to assess the LOS and queuing impacts at Centinela Avenue. Based on the Synchro and SimTraffic simulation analysis, it was concluded that both spillback queues and influence zone queues would be a potential problem between the LRT crossing and the Centinela (E)/Olympic intersection. In addition, the westbound left turning queues at Centinela (E)/Olympic intersection would have the potential to block the westbound through and left-turn vehicles, disrupting traffic operations on Olympic Boulevard.

In addition, in order to assess the feasibility of signal preemption at the intersection of Centinela (E)/Olympic, a numerical evaluation was performed to determine the impact of signal preemption on traffic flow progression on Olympic Boulevard. This evaluation was done based on calculations given in the Metro Grade Crossing Policy. The Metro Grade crossing policy provides a procedure to evaluate the potential impact of preemption on progressive traffic movements. The evaluation is based upon the degree of cross street traffic progression required to be present and the adjusted volume/capacity (V/C) ratio of the controlling intersection. The results of the evaluation indicate that signal preemption of Centinela (E)/Olympic intersection would result in significant reduction in the quality of traffic flow progression on Olympic Boulevard. This analysis shows that the impact of 24 preemptions per hour is sufficient to raise the V/C at the controlling intersection Centinela (E)/Olympic from 0.85 to 1.97. Using the methodology, traffic operational performance would be considered a "FAIL" if a moderate or high degree of progression is present, or required to be maintained, on the cross street. Extenuating factors would need to be considered in order to accept pre-emption at this location.

Based on this additional analysis, it was concluded that an at-grade crossing is not feasible at this location. As such, a grade separation at Centinela Avenue is recommended in the FEIR.

LADOT Concurrence Regarding Key Locations

After extensive collaborative efforts working with the Expo Authority, the LADOT issued a follow-up letter on October 15, 2009 regarding the Expo Phase 2 project. In this letter, LADOT provided a comparison of at-grade and grade separated operations, summarizing the general impacts of at-grade crossings. Overall, LADOT concurred with the Expo Authority's FEIR at-



[grade and grade separated recommendations at various locations along the Exposition ROW, acknowledging that the CPUC would ultimately need to approve the proposed at-grade crossings. Further, they acknowledge that delays and queuing at the at-grade crossings would be within manageable limits. In addition, they acknowledge that on-street parking losses can be accommodated on adjacent streets. The LADOT's October 15, 2009 letter is included in the *Transportation/Traffic Technical Background Report, Appendix D \(Milestone 3 Analysis\)*.](#)

CPUC Progress Summary

[On December 4, 2009, the CPUC also issued a follow-up letter to the Expo Authority that provided a progress summary of the Expo Phase 2 project crossings since the release of the DEIR. This letter acknowledges the extensive coordination and consultation by the Expo Authority with the CPUC, LADOT, and the City of Santa Monica in response to the CPUC and other comments on the DEIR. Further, the CPUC recognizes the additional work and analysis that was conducted on the crossings, which resulted in proposed project revisions and mitigation measures to further reduce impacts. Accordingly, they state that "the Expo Authority has been responsive to issues raised by the CPUC staff and LADOT concerning the impacts of the proposed crossings." However, the CPUC also acknowledges that they have not made a final determination regarding compliance with CPUC regulatory requirements, which would be made after certification of the FEIR and completion of the CPUC Rail Crossing Hazard Analysis process outlined in GO 164-D. As further noted, the Expo Authority, LADOT, City of Santa Monica, and CPUC will continue to work together during the next steps of the CPUC approval process. The CPUC's December 4, 2009 letter is also included in the *Transportation/Traffic Technical Background Report, Appendix D \(Milestone 3 Analysis\)*.](#)

The details of the grade crossing analysis, [including additional studies conducted as part of Milestone 3](#) are also included as part of Appendix D. Table 5-1 ([Grade Crossing Analysis—Results for Milestones 1, 2 and 3](#)) provides a summary of the analysis results and Table 5-2 ([Grade Crossing Analysis—Proposed Improvements](#)) provides a detailed summary of the improvements identified to allow at-grade operation. [These tables have been updated in the FEIR to reflect the results of the additional studies, coordination efforts, and project changes.](#)

The improvements identified through the grade crossing analysis process are summarized in Table 5-1 ([Grade Crossing Analysis—Results for Milestones 1, 2, and 3](#)) and Table 5-2 ([Grade Crossing Analysis—Proposed Improvements](#)) and are essential to provide acceptable at-grade operations per Metro Grade Crossing Policy; hence, they are part of the project description. The impact assessment results summarized later in this section include all of these proposed improvements as part of the four LRT Alternatives, as appropriate to each LRT Alternative.

Table 5-1 Grade Crossing Analysis—Results for Milestones 1, ~~and 2,~~ and 3

Segment	Grade Crossing	Preliminary Disposition ¹	Remarks
Segment 1: Expo ROW	Bagley Avenue/Exposition Boulevard/Expo ROW	At-Grade, Signal	

¹ The term "At-Grade" refers to a crossing where the roadway and the LRT tracks are at the same level. The term "Grade Separated" refers to a crossing where the roadway and LRT tracks are at different levels (through use of a bridge or a tunnel).

**Table 5-1 Grade Crossing Analysis—Results for Milestones 1, 2, and 3**

	Overland Avenue/Expo ROW	At-Grade Signal	Proposed Improvements (Table 5-2)
	Westwood Boulevard/Expo ROW	At-Grade Signal	Proposed Improvements (Table 5-2)
	Military Avenue/Expo ROW	At-Grade Signal	
	Sepulveda Boulevard/Exposition Boulevard/Expo ROW	At-Grade	Proposed Improvements (Table 5-2)
Segment 1a: Venice/Sepulveda	Culver Boulevard/Venice Boulevard	Grade Separated	Grade Separated due to engineering issues
	Bagley Avenue/Main St/Venice Boulevard	Grade Separated	Grade Separated due to engineering issues
	Hughes Avenue/Venice Boulevard	At-Grade	
	Clarrington Avenue/Venice Boulevard	At-Grade	
	Motor Avenue/Venice Boulevard	At-Grade	
	Overland Avenue/Venice Boulevard	Grade Separated	
	Girard Avenue/Midvale Avenue/Venice Boulevard	At-Grade	
	Military Avenue/Venice Boulevard	Grade Separated	Grade Separated due to engineering issues
	Sepulveda Boulevard/Venice Boulevard	Grade Separated	
	Sepulveda Boulevard/Charnock Road (South)	At-Grade Signal	
	Sepulveda Boulevard/Charnock Road (North)	Grade Separated	Grade Separated due to engineering issues
	Sepulveda Boulevard/Palms Boulevard	Grade Separated	
	Sepulveda Boulevard/Rose Avenue	Grade Separated	Grade Separated due to engineering issues
	Sepulveda Boulevard/National Boulevard	Grade Separated	
	Sepulveda Boulevard/Exposition Boulevard	At-Grade	Proposed Improvements (Table 5-2)
Segment 2: Sepulveda to Cloverfield	Sawtelle Boulevard/Exposition Boulevard/Expo ROW	Grade Separated	Grade Separated due to engineering issues

**Table 5-1 Grade Crossing Analysis—Results for Milestones 1, ~~and 2~~, and 3**

	Gateway Boulevard/Pico Boulevard/Expo ROW	Grade Separated	
	Barrington Avenue/Expo ROW	At-Grade, Signal	Proposed Improvements (Table 5-2)
	Bundy Drive/Expo ROW	Grade Separated	
	Centinela Avenue/Expo ROW	~~At-Grade~~ Separated	~~Proposed Improvements (Table 5-2)~~ Results of Metro Grade Crossing Policy: Milestone 3
	Stewart Street/Expo ROW	At-Grade, Signal	Proposed Improvements (Table 5-2)
	26 th Street/Olympic Boulevard/Expo ROW	At-Grade	
	Cloverfield Boulevard/Olympic Boulevard/Expo ROW	Grade Separated	
Segment 3: Olympic	Median of Olympic Boulevard	Grade Separated	Grade Separated due to engineering issues
	20 th Street/Olympic Boulevard	At-Grade	
	17 th Street/Olympic Boulevard	At-Grade	
	14 th Street/Olympic Boulevard	At-Grade	
	11 th Street/Olympic Boulevard	Grade Separated	Grade Separated due to engineering issues
	Lincoln Boulevard/Olympic Boulevard	Grade Separated	
Segment 3a: Colorado	Olympic Boulevard	Grade Separated	Grade Separated due to engineering issues
	20 th Street/Colorado Avenue	At-Grade, Signal	
	19th Street/Colorado Avenue	At-Grade, Signal	
	17 th Street/Colorado Avenue	At-Grade	
	14 th Street/Colorado Avenue	At-Grade	
	11 th Street/Colorado Avenue	At-Grade	
	Lincoln Boulevard/Colorado Avenue	At-Grade	Proposed Improvements (Table 5-2)

SOURCE: Iteris, 2008; updated 2009.



Table 5-2 Grade Crossing Analysis—Proposed Improvements

Project Segment	Grade Crossing	Proposed Improvements
Segment 1: Expo ROW	Overland Avenue/ Expo ROW	• Add one southbound through and one northbound through lane between Coventry Place and Cushdon Avenue • Prohibit on-street parking on the west side of Overland between Cushdon Avenue and Expo ROW, and on the east side of Overland between Expo ROW and Coventry Place between 7:00 AM and 7:00 PM to accommodate additional lanes • Add a signal at the Expo ROW crossing to facilitate pedestrian/bikeway access across Overland Avenue; to be cleared and funded by others • Eliminate eastbound left turn lane on Exposition Boulevard (South) • Eliminate westbound left turn lane on Northvale Road • Pre-empt signal at intersection of Overland Avenue/Ashby Avenue; install queue cutter at the crossing/Northvale Road
	Westwood Boulevard/ Expo ROW	• Signalize intersections of Westwood and Exposition Boulevards (South and North) • Add a northbound through lane between Ashby Avenue and Richland Avenue • Prohibit on-street parking in the vicinity of north and south bus zones near the Expo ROW crossing • Restrict west leg of Exposition Boulevard (South) to right-out only and east leg to right-in/right-out only for access to proposed station parking • Allow northbound and eastbound lefts at Exposition Boulevard (North) but restrict east leg to right-out only • ~~Add a signal at the Expo ROW crossing to facilitate pedestrian access across Westwood Boulevard~~
	Sepulveda Boulevard/ Exposition Boulevard/ Expo ROW	• Add one southbound through lane between Pico and Richland Avenues (taper to end at Richland) • Add one northbound through lane from south of Exposition Boulevard to Tennessee Avenue (taper to end at Tennessee) • Prohibit on-street parking on the east side of Sepulveda Boulevard between ~~Pico~~



Table 5-2 Grade Crossing Analysis—Proposed Improvements

Project Segment	Grade Crossing	Proposed Improvements
		~~Boulevard~~<u>Tennessee Avenue</u> and Pearl Street, and on the west side of Sepulveda Boulevard ~~from 400' north of the Expo ROW to south of Pearl Street~~ <u>between Exposition Boulevard and Richland Avenue</u> to accommodate additional lanes • Provide exclusive eastbound and westbound left turn lanes on Exposition Boulevard to Sepulveda Boulevard • <u>Grade separate as a design option</u>
Segment 1a: Venice/Sepulveda	Sepulveda Boulevard/ Exposition Boulevard	• Add one southbound through lane between Pico and Richland Avenues (taper to end at Richland) • Prohibit on-street parking between Pico Blvd and Exposition Boulevard to accommodate additional lane • Provide exclusive eastbound and westbound left turn lanes on Exposition Boulevard to Sepulveda Boulevard
Segment 2: Sepulveda to Cloverfield	Barrington Avenue/ Expo ROW	• Elongate the northbound left turn lane between the Expo ROW crossing and Olympic Boulevard • Add a dedicated northbound right turn lane at Olympic Boulevard • Add a dedicated southbound right turn lane at Pico Boulevard • Exposition Boulevard (North) and the driveway on east side just north of the Expo ROW crossing would operate as a right-in/right-out access only • Close the east leg of Exposition Boulevard (South) and prohibit eastbound left turns • Prohibit on-street parking generally on the west side of Barrington Avenue between Exposition Boulevard (North) and Tennessee Avenue • Add a signal at the Expo ROW crossing to facilitate pedestrian/<u>bikeway</u> access across Barrington Avenue; <u>to be cleared and funded by others</u>
	~~Gentilela Avenue/Expo ROW~~	• ~~Add one northbound lane between the Expo ROW and Olympic Boulevard~~ • ~~Add two northbound lanes between Exposition Boulevard and the Expo ROW~~ • ~~Signalize Exposition Boulevard (North) and prohibit southbound left turns~~ • ~~Prohibit on-street parking on both sides of Gentilela Avenue between Olympic Boulevard~~



Table 5-2 Grade Crossing Analysis—Proposed Improvements

Project Segment	Grade Crossing	Proposed Improvements
		~~and Exposition Boulevard~~
	Stewart Street/Expo ROW	• Add a southbound through lane between Olympic Boulevard and Exposition Boulevard ~~(south of the Expo ROW)~~ • Add a dedicated eastbound right turn lane on Olympic Boulevard • Add a westbound left turn lane on Olympic Boulevard • Move the existing stop bars south of Expo ROW crossing • Prohibit on-street parking on both sides of Stewart Street between Olympic Boulevard and Exposition Boulevard • Add a signal at the Expo ROW crossing to facilitate pedestrian/bikeway access across Stewart Avenue; to be cleared and funded by others
~~Segment 3a: Colorado~~	~~Lincoln Blvd/Colorado Ave~~	• ~~Add an eastbound right turn lane on Colorado Avenue at Lincoln Boulevard~~

[SOURCE: Iteris, 2008; updated 2009.](#)

The detailed geometric drawings of the proposed improvements for the recommended at-grade crossings are illustrated in [FEIR Appendix E \(Plans and Profiles\)](#) ~~of the DEIR~~. With the proposed improvements at the grade crossings, there will be some residual queuing impacts ~~at two locations, Centinela Avenue/Expo ROW and~~ Stewart Street/Expo ROW in the southbound direction (north of Exposition Boulevard). But since ~~these intersections are~~ [this intersection is](#) operating at satisfactory levels of service, the eastbound right turns can be held on Olympic Boulevard at the signal to reduce the southbound queues. [The Centinela/Expo ROW crossing is no longer impacted since it is now proposed to be grade separated.](#)

To evaluate the extent of additional traffic delay due to the at-grade crossings, an analysis was conducted to calculate the average vehicular delay (in seconds) at the proposed crossings. Based on projected vehicular volumes (year 2030) at the planned LRT crossings and train activities, average vehicular delays at all the crossings were calculated and are summarized in Table 5-3 [\(Average Vehicle Delay at Selected At-Grade Crossings \[seconds\] with Improvements and Mitigations\)](#). The results are presented in terms of average vehicle delay in seconds. This analysis was conducted for the peak hour volumes for vehicular traffic and LRT frequency of 5-minute headways (expected peak hour service) and 10-minute headways (expected mid day service).

**Table 5-3 Average Vehicle Delay at Selected At-Grade Crossings (seconds) with Improvements and Mitigations**

LRT Crossing Location	AM Peak Hour		PM Peak Hour	
	5-Minute Headways	10-Minute Headways	5-Minute Headways	10-Minute Headways
Overland Avenue	8.09	4.04	8.70	4.35
Westwood Boulevard	8.98	4.49	10.17	5.08
Sepulveda Boulevard	9.52	4.76	9.23	4.62
Barrington Avenue	10.43	5.22	12.48	6.24
~~Centinela Avenue~~	~~10.56~~	~~5.28~~	~~9.53~~	~~4.77~~
Stewart St	7.61	3.81	7.94	3.97
26 th St	7.52	3.76	7.57	3.79

[SOURCE: Iteris, 2008; updated 2009.](#)

As can be seen from the table, with 5-minute headways, the average vehicular delay ranges from 7.5 seconds to 12.5 seconds. With 10-minute headways, the average vehicular delay ranges from 3.7 seconds to 6.2 seconds. This analysis is based on the fact that in any given hour, based on the timing of vehicular arrivals, some vehicles will never experience any delays due to the trains, and some vehicles will experience the entire total gate down time period of ~~42~~ 40 seconds on average (per Metro Grade Crossing Policy for Light Rail Transit, December 2003). Should an inbound and outbound LRT train approach a crossing less than 30 seconds apart from one another, the total gate down time for that particular crossing event could last as long as 82 seconds. However, this delay would not occur simultaneously at adjacent crossings due to the spacing of the LRT trains and, in the event that such an extended delay were to occur at a particular crossing, it would be offset by the extended period for which the gates would then remain up until the next LRT train crossing. Thus, there would be no change in the average delay discussed in this section. The highest delays are experienced at Barrington Avenue in both ~~the PM peak hour and at Centinela Avenue in the AM~~ peak hours.

Emergency vehicles traveling on streets that cross the at-grade LRT Alternatives crossings will experience some additional delay above the level experienced prior to the implementation of LRT Alternatives. Unlike at intersections with traffic signals where emergency vehicles can pass through the intersections at reduced speeds even when receiving a red signal indication, they will not be able to cross through the at-grade crossings when the railroad gates are down. This may cause some minor delay to emergency vehicles, but the impacts would be considered less than significant as noted in Section 3.15 (Safety and Security) of the ~~DE~~ FEIR.

FEIR Design Options

Implementation of the Sepulveda Grade Separation Design Option would result in a grade-separated crossing at Sepulveda Boulevard. Thus, traffic operations or emergency vehicle response would remain the same as compared to the No-Build Alternative, resulting in **no impact**.

The Colorado Parking Retention, Colorado/4th Parallel Platform and South Side Parking, Maintenance Facility Buffer, and Expo/Westwood Station No Parking design options would not result in changes to the at-grade crossings proposed for the LRT Alternatives. Hence, these design options would not substantially disrupt traffic operations or emergency vehicle access. As such, no impact beyond that discussed above with the LRT Alternatives would occur with implementation of any of the identified design options, and impacts would remain *less than significant*.

5.4 Impacts on Highway Performance Measures

This section provides a summary of transportation performance measures using data from MTA's travel demand model. Performance measures for all future scenarios are compared to the results of 2030 No-Build Alternative for the region, Los Angeles County and for the study area. Analyzed transportation performance measures include: vehicle miles traveled (VMT); vehicle hours traveled (VHT) and average vehicular travel speeds.

Table 5-4 ([Performance Measures for Current Year \(2005\) and Project Alternatives for Year 2030](#)) provides a summary of performance measures for all modeled scenarios. The following general observations can be made from this table:

Transportation Systems Management (TSM)

- On a regionwide scale, this alternative shows some increase in daily VHT and daily VMT, as compared to the No-Build Alternative.
- However, in the focused study area, this alternative shows a reduction, both on a daily basis and in the peak periods. This reduction can be attributed to the fact that the TSM Alternative assumes certain service improvements to selected transit routes connecting Culver City, Santa Monica, and Exposition LRT Phase 1.

LRT Alternative 1: Expo ROW–Olympic (Segments 1, 2, and 3)

- On a regionwide scale, there is a reduction in the daily VMT and VHT, indicating that some trips are shifted towards transit.
- In the focused study area, there is expected to be a greater reduction of VMT and VHT compared to the No-Build Alternative. The auto VHT decreases by more than one percent on a daily basis.
- The reduction in VMT and VHT is greater in the peak periods, with the AM peak hour VHT showing the greatest decrease, approximately 2.25 percent reduction.
- The average highway speed in both the AM and PM peak hour also increases from the No-Build Alternative, indicating slight improvement in traffic operating conditions and a relative reduction in congestion in the Study area.

LRT Alternative 2: Expo ROW–Colorado (Segments 1, 2, and 3a)

- As for LRT Alternative 1 (Expo ROW–Olympic), in the focused study area, there are expected to be greater reductions in daily VMT and VHT in the peak periods, with the AM peak hour showing a greater decrease. It should be noted that the reduction in VMT and VHT is less than for LRT Alternative 1 (Expo ROW–Olympic) in both peak hours.



Table 5-4 Performance Measures for Current Year (2005) and Project Alternatives for Year 2030

Performance Measures	Existing (2005)	No-Build	TSM	LRT 1: Expo ROW–Olympic	LRT 2: Expo ROW–Colorado	LRT 3: Venice/ Sepulveda–Olympic	LRT 4: Venice/ Sepulveda–Colorado
Six-County Region							
Daily Auto VMT	325,651,489	454,216,941	454,283,158	454,141,039	454,249,551	454,190,217	454,259,139
		% Diff from No-Build	0.01%	-0.02%	0.01%	-0.01%	0.01%
Daily Auto VHT	10,381,384	20,161,579	20,163,440	20,155,624	20,165,425	20,159,001	20,169,954
		% Diff from No-Build	0.01%	-0.03%	0.02%	-0.01%	0.04%
Daily Avg. Speed (mph)	31	23	23	23	23	23	23
		-25.81%	0.00%	0.00%	0.00%	0.00%	0.00%
Los Angeles County							
Daily Auto VMT	168,623,923	223,164,138	223,163,833	223,073,743	223,120,245	223,147,690	223,152,265
		% Diff from No-Build	-0.001%	-0.04%	-0.02%	-0.01%	-0.01%
Daily Auto VHT	5,173,085	9.363,595	9,362,004	9,342,867	9,354,590	9,360,651	9,351,369
		% Diff from No-Build	-0.02%	-0.22%	-0.10%	-0.03%	-0.13%
Daily Avg. Speed (mph)	33	24	24	24	24	24	24
		-27.20%	0.00%	0.00%	0.00%	0.00%	0.00%
Expo Study Area							
Daily Auto VMT	2,121,209	2,695,854	2,693,804	2,684,231	2,685,511	2,686,360	2,685,540
		% Diff from No-Build	-0.08%	-0.43%	-0.38%	-0.35%	-0.38%
Daily Auto VHT	65,586	114,091	113,809	112,476	112,701	112,831	112,605
		% Diff from No-Build	-0.25%	-1.42%	-1.22%	-1.10%	-1.30%
Daily Avg. Speed (mph)	32	24	24	24	24	24	24
		% Diff from No-Build	0.00%	0.00%	0.00%	0.00%	0.00%

**Table 5-4 Performance Measures for Current Year (2005) and Project Alternatives for Year 2030**

Performance Measures	Existing (2005)	No-Build	TSM	LRT 1: Expo ROW–Olympic	LRT 2: Expo ROW–Colorado	LRT 3: Venice/ Sepulveda–Olympic	LRT 4: Venice/ Sepulveda–Colorado
AM Peak Auto VMT	415,390	547,294	546,294	543,442	543,929	545,044	543,896
		% Diff from No-Build	-0.18%	-0.70%	-0.61%	-0.41%	-0.62%
AM Peak Auto VHT	14,673	28,348	28,197	27,709	27,824	27,999	27,844
		% Diff from No-Build	-0.53%	-2.25%	-1.85%	-1.23%	-1.78%
AM Peak Avg. Speed (mph)	28	19	19	20	20	20	20
		% Diff from No-Build	0.00%	5.26%	5.26%	5.26%	5.26%
PM Peak Auto VMT	613,998	802,765	802,229	798,904	799,348	799,156	798,301
		% Diff from No-Build	-0.07%	-0.48%	-0.43%	-0.45%	-0.56%
PM Peak Auto VHT	23,918	49,036	48,911	48,233	48,336	48,271	48,158
		% Diff from No-Build	-0.25%	-1.64%	-1.43%	-1.56%	-1.79%
PM Peak Avg. Speed (mph)	26	16	16	17	17	17	17
		% Diff from No-Build	0.00%	6.25%	6.25%	6.25%	6.25%

[SOURCE: AECOM and Iteris, 2008.](#)

VMT = vehicle miles traveled, VHT = vehicle hours traveled



- The daily and AM peak hour reductions in VMT and VHT are higher than for LRT Alternative 3 (Venice/Sepulveda–Olympic). In the PM peak hour, the reductions are less than for both the LRT Alternative 1 (Expo ROW–Olympic) and LRT Alternative 3 (Venice/Sepulveda–Olympic).

LRT Alternative 3: Venice/Sepulveda–Olympic (Segments 1a, 2, and 3)

- On a regionwide scale, there is a reduction in the daily VMT and VHT, indicating that some trips are shifted towards transit.
- As for LRT Alternative 1 (Expo ROW–Olympic), in the focused study area, there are expected to be greater reductions in daily VMT and VHT in the peak periods, with the PM peak hour showing a greater decrease.

LRT Alternative 4: Venice/Sepulveda–Colorado (Segments 1a, 2, and 3a)

- This alternative is comparable to LRT Alternative 2 (Expo ROW–Colorado) in terms of reduction in VMT and VHT on a daily basis and in the AM Peak hour.
- However, in the PM peak hour, the reduction in VMT and VHT is the highest across all alignment alternatives.

In summary, all the four alternatives show a beneficial impact in terms of reduction of VMT and VHT in the study area.

FEIR Design Options

Implementation of the Colorado Parking Retention, Sepulveda Grade Separation, Colorado/4th Parallel Platform and South Side Parking, Maintenance Facility Buffer, or Expo/Westwood Station No Parking design options would not cause a substantial increase in regional VMT or VHT. As such, no impact beyond that discussed above for the LRT Alternatives would occur with implementation of any of the identified design options. Impacts would remain **beneficial** with implementation of the design options.

5.5 Impacts on the Overall Transit System

To analyze the effects of the various alternative project scenarios on the transit system as a whole, the following transit performance measures were derived from the MTA travel demand model and summarized for each scenario:

- Daily Transit Trips
- Daily Segment Boardings
- Total Transit Mode Share

Table 5-5 ([Comparison of Transit Performance Measures for 2030](#)) provides a summary of regionwide transit performance measures for all scenarios. The statistics for each scenario are compared to the 2030 No-Build Alternative. The results are consistent with the overall highway performance indicators discussed in the previous section. The following general observations can be made from this table for each alternative.

**Table 5-5 Comparison of Transit Performance Measures for 2030**

Regionwide	No-Build	TSM	LRT 1: Expo ROW– Olympic	LRT 2: Expo ROW– Colorado	LRT 3: Venice/ Sepulveda– Olympic	LRT 4: Venice/ Sepulveda– Colorado
Daily Boardings	—	—	36,653	36,412	35,880	35,849
Daily Transit Trips	1,528,323	1,531,723	1,542,727	1,542,709	1,541,975	1,542,055
	% Diff from No-Build	0.22%	0.94%	0.94%	0.89%	0.90%
Transit Mode Share	1.963%	1.967%	1.981%	1.981%	1.980%	1.980%
	% Diff from No-Build	0.22%	0.94%	0.94%	0.89%	0.90%

SOURCE: AECOM, 2008.

Daily Boardings = The total project LRT boardings within the study area

Daily Transit Trips = The total transit trips in the entire county

Transit Mode Share = The % of transit trips compared to the total trips

The statistics for the TSM and LRT Alternatives are compared to the No-Build Alternative.

Transportation Systems Management (TSM):

- There is a minimal increase in the number of transit trips (0.22%) as compared to the No-Build Alternative.
- The transit mode share increases slightly from 1.963% to 1.967% as compared to the No-Build Alternative.

LRT Alternative 1: Expo ROW–Olympic—Segments 1, 2, and 3

- Total transit trips and transit mode share increase as compared to No-Build and TSM.
- The total segment boardings in the focused Study Area is approximately 36,653
- The transit mode share increases from 1.963% to 1.981% as compared to the No-Build Alternative.

LRT Alternative 2: Expo ROW–Colorado—Segments 1, 2 and 3a

- Total transit trips and transit mode share increase as compared to No-Build and TSM.
- This alternative has fewer segment boardings compared to LRT Alternative 1 (Expo ROW–Olympic), but greater than LRT Alternative 3 (Venice/Sepulveda–Olympic).
- The transit mode share increases from 1.963% to 1.981% as compared to the No-Build Alternative.

LRT Alternative 3: Venice/Sepulveda–Olympic—Segments 1a, 2 and 3

- Total transit trips and transit mode share increase as compared to No-Build and TSM.



- This alternative has less segment boardings than both the Expo ROW alternatives (LRT Alternatives 1 and 2).
- The transit mode share increases from 1.963% to 1.980% as compared to the No-Build Alternative and is less than both the Expo ROW alternatives (LRT Alternatives 1 and 2).

LRT Alternative 4: Venice/Sepulveda–Colorado—Segments 1a, 2 and 3a

- Total transit trips and transit mode share increase compared to No-Build and TSM.
- This alternative has the least number of segment boardings as compared to all other alternatives.
- The transit mode share increases from 1.963% to 1.980% as compared to the No-Build Alternative.

As can be seen from the Table 5-5 [Comparison of Transit Performance Measures for 2030](#) above, all the Alternatives show an increase in total transit trips and the transit mode share as compared to the No-Build Alternative and have a beneficial impact in terms of increase in transit trips and transit mode share.

FEIR Design Options

[Implementation of the Colorado Parking Retention, Sepulveda Grade Separation, Colorado/4th Parallel Platform and South Side Parking, or Maintenance Facility Buffer would not change daily transit trips, daily boardings, or transit mode share. As such, impacts would remain **beneficial** with implementation of these design options.](#)

[The Expo/Westwood Station No Parking Design Option would cause a decrease in daily boardings and transit trips commensurate with the elimination of 170 parking spaces, as transit patrons would no longer be able to drive and park at this station. However, some passengers may drive to another nearby Expo Phase 2 station to board the system or they may access the Expo/Westwood Station by walking, biking or taking the bus. Overall, impacts to the LRT Alternatives would still remain **beneficial** with implementation of this design option, as there would still be an increase in daily boardings, transit trips and transit mode share in comparison to the No-Build Alternative.](#)

5.6 General Impacts

This section describes the general effects that the project alternatives will have on traffic and circulation in the study area. It describes in qualitative terms the changes in traffic patterns that will occur due to the physical changes to the streets associated with the various alternatives.

5.6.1 Traffic Diversion through Neighborhoods

Segment 1: Expo ROW (LRT Alternatives 1 and 2)

The LRT Alternatives will not create major changes in overall circulation patterns since along this segment the LRT will be located in the Expo ROW and vehicular traffic will cross the ROW at existing street crossings.



To accommodate at-grade crossings at Overland Avenue and Westwood Boulevard, improvements have been identified as discussed in the previous section. These improvements, coupled with the fact that there is a proposed station between Overland Avenue and Westwood Boulevard, require certain turn restrictions resulting in some redistribution of traffic into adjacent neighborhoods or onto nearby parallel streets/arterials like Exposition Boulevard and Ashby Avenue. The possible redistribution of traffic due to expected restricted movements has been accounted for in the analysis of study intersections with the project. A percentage of project related trips could attempt detours around the congested areas to reach stations, especially ones with station parking, using side streets through residential neighborhoods. Since project-related traffic is expected to be distributed across the entire peak period and parking lot sizes are relatively small (170 spaces at Expo/Westwood station and 260 spaces at Expo/Sepulveda station), this diversion of traffic is ~~not~~ expected to cause a less-than-significant impact.

FEIR Design Options

The Sepulveda Grade Separation Design Option would not result in any conflict between vehicular traffic and the Expo Phase 2 line in Segment 1 (Expo ROW), with minimal diversion of traffic onto residential streets. As such, the impacts would remain **less than significant** with implementation of the Sepulveda Grade Separation Design Option in Segment 1 (Expo ROW).

The Expo/Westwood Station No Parking Design Option would eliminate the 170 parking spaces that were dedicated to transit patrons at the Expo/Westwood Station. While 20 parking spaces would be dedicated to neighborhood residents, the potential for the redistribution of traffic onto adjacent streets would be less than for the LRT Alternatives. Some transit patrons may choose to drive to a nearby station, thereby redistributing traffic to another neighborhood. However, a **less-than-significant** impact would remain with implementation of this design option in Segment 1 (Expo ROW).

Segment 1a: Venice Sepulveda (LRT Alternatives 3 and 4)

The operation of the LRT Alternatives may result in the redistribution of traffic along Sepulveda and Venice Boulevards into adjacent neighborhoods and onto adjacent parallel streets or arterials, primarily due to the left-turn restrictions and proposed closures of existing median openings. Along Venice Boulevard, the crossing at Military Avenue/Huron Avenue will be closed. In addition, left turns from Venice Boulevard onto Watseka, Jasmine, Mentone, and Glendon Avenues will be eliminated. Some crossings along Sepulveda Boulevard, like Regent Street, Charnock Road (North), Westminster Avenue, Sardis Avenue, and Pearl Street will be closed allowing only right-turn movements to/from these streets.

Both Sawtelle Boulevard, which is parallel to Sepulveda Boulevard, and Washington Boulevard, which is parallel to Venice Boulevard, may be affected by possible traffic diversion. Some drivers will adjust their travel patterns by making U-turns at subsequent intersections and doubling back to their destination. Others may turn right onto an adjacent street and go around the block to reach the street onto which they would otherwise have turned left. Due to the variability and expected relatively small volumes of these movements, it is not feasible to quantify all of these changes in local travel patterns.

The possible impacts of diverting left turns to/from the major signalized intersections has already been quantified in the LOS analysis presented in this section. However, the diversion impacts at the relatively minor intersections are not assessed. This is based on the observation of relatively low volumes at these small streets, good operating conditions, and the fact that the



left turn restrictions on major streets are limited in nature, leading to the expectation that the diversion of traffic on to minor streets is not expected to cause an impact.

FEIR Design Options

The Sepulveda Grade Separation Design Option would not be implemented with LRT Alternatives 3 and 4, and as such, would not result in any diversion of traffic in Segment 1a (Venice/Sepulveda).

Segment 2: Sepulveda to Cloverfield (LRT Alternatives 1 through 4)

The LRT Alternatives along Segment 2 will not create any major changes in overall circulation patterns since along this segment the LRT will be located in the existing Expo ROW and vehicular traffic will cross the ROW at existing crossings.

The proposed parking at the Expo/Bundy station is designed for one-way traffic flow with access from only the major arterials on either side of the station and parking facility. With traffic accessing the parking lot only from arterials with a simple one-way operation, it is not expected that there would be any traffic diverted into adjacent residential neighborhoods.

FEIR Design Options

The Sepulveda Grade Separation Design Option would not result in any conflict between vehicular traffic and the Expo Phase 2 line in Segment 2 (Sepulveda to Cloverfield), with minimal diversion of traffic onto residential streets. As such, the impacts would remain **less than significant** with the Sepulveda Grade Separation Design Option in Segment 2 (Sepulveda to Cloverfield).

Parking spaces for approximately 65 employee vehicles would remain the same for the Maintenance Facility Buffer Design Option, and the main entrance for employee and visitor access would be in approximately the same location along Exposition Boulevard as the original Maintenance Facility concept. As such, implementation of the Maintenance Facility Buffer Design Option would not result in substantial redistribution of traffic into adjacent neighborhoods, as described above with the LRT Alternatives. Therefore, impacts would remain **less than significant** in Segment 2 (Sepulveda to Cloverfield).

Segment 3: Olympic (LRT Alternatives 1 and 3)

Along Segment 3, the LRT Alternatives will be at-grade or in an aerial structure in the Olympic Boulevard median or in the Caltrans ROW. No turning restrictions are anticipated for vehicular traffic as a result of the LRT alignment along this segment; therefore, the overall circulation patterns in the area are expected to remain unchanged from the No-Build conditions, resulting in **no impact**.

FEIR Design Options

None of the five contemplated design options would occur within Segment 3 (Olympic). As such, **no impact** would occur with implementation of any of the identified design options along Segment 3 (Olympic).

Segment 3a: Colorado (LRT Alternatives 2 and 4)

In this segment, the number of through lanes in each direction is proposed to be reduced from the existing two lanes to one lane on Colorado Avenue. The left turn movements along Colorado Avenue will be prohibited from 5th Street to 16th Street. In addition, left turn access from cross streets on to Colorado Avenue will only be allowed at 5th Street, 6th Street, 7th Street, Lincoln Boulevard, 11th Street, 14th Street, and 17th Street.

To estimate the amount of diversion, a separate traffic model run was performed using the Metro Travel Demand Model for 2030 conditions. Traffic diversions are expected to occur from Colorado Avenue to other parallel streets, including Olympic Boulevard and Broadway as a result of this lane reduction and turn prohibitions. Based on the model results, it is estimated that traffic on Colorado Avenue could be reduced by approximately 9 percent in the AM peak hour and 11 percent in the PM peak hour as a result of the lane reduction. At the same time, traffic on Olympic Boulevard is expected to increase by approximately 1.8 percent in the AM peak hour and 2.6 percent in the PM peak hour. Since Broadway is a relatively smaller street, traffic is expected to only increase by 0.8 percent in the AM peak hour and 1.7 percent in the PM peak hour based on the results of the model run.

In addition to the expected increase in traffic on the parallel streets, the north/south roadways are also projected to show an expected increase in traffic due to these trip diversions. The overall average increase in traffic was estimated to be 1.5 percent in the AM peak hour and approximately 7 percent in the PM peak hour for the connecting north/south streets. These projected increases in traffic have been accounted for in resulting traffic volumes and included in the intersection analyses for this scenario.

In summary, it is not anticipated that the operation of any of the LRT Alternatives will cause substantial redistribution of traffic into adjacent neighborhoods or onto nearby parallel streets or arterials as described above. Therefore, the impacts would be less than significant.

FEIR Design Options

The Colorado Parking Retention and Colorado/4th Parallel Platform and South Side Parking may redistribute traffic patterns along Colorado Avenue, as the available on-street parking would be different than under the LRT Alternatives. However, the potential diversion of traffic onto residential streets would remain a **less-than-significant** impact in Segment 3a (Colorado).

5.6.2 Impacts to Pedestrian Routes to School

Based on the existing pedestrian system, recommended pedestrian safe routes to schools have been developed by LADOT. The routes focus on providing access to schools via specially marked crosswalks, intersections with stop signs or traffic signals, and avoiding unsignalized/unmarked intersections and mid-block crossings. Table 5-6 ([Safe Routes to School within City of Los Angeles](#)) shows the segments of roadways within the study area that are pedestrian safe routes to schools and which intersect with the LRT Alternatives at at-grade crossings.

Table 5-6 Safe Routes to School [within City of Los Angeles](#)

LRT Alternative	Safe Route to School
1 and 2	• Exposition Boulevard between Durango Avenue and Palms Boulevard • Bagley Avenue between the Expo ROW and Venice Boulevard • Overland Avenue between Pico Boulevard and National/I-10 WB ramps • Westwood Boulevard between Pico Boulevard and Coventry Place • Exposition Boulevard (N) and (S) between Military Avenue and Westwood Boulevard • Barrington Avenue between Exposition Boulevard (S) and Pico Boulevard
3 and 4	• Bagley Avenue between the Expo ROW and Venice Boulevard • Barrington Avenue between Exposition Boulevard (S) and Pico Boulevard

There are other pedestrian safe routes to school within the ~~study area~~ [LADOT jurisdiction](#), but they are not listed here because either the LRT Alternative crossing is within the median of an existing roadway/intersection or the crossing is grade separated.

[The City of Santa Monica have ongoing collaborations with the Safe Routes to School \(SRTS\) program. Some of the routes used by school children walking and cycling across the Exposition ROW in the City of Santa Monica include: Stewart Street, 26th Street, Cloverfield Boulevard, 20th Street, 17th Street, 14th Street, 11th Street, Lincoln Boulevard and 4th Street.](#)

As part of the Grade Crossing Safety Program initiated by Metro in 1992, several innovative features and demonstration projects have been introduced to address safety concerns and evaluate the effectiveness of methods designed to discourage illegal ~~encroachment~~ [crossings](#) onto at-grade LRT crossings by both motorists and pedestrians. They include pedestrian swing gates, "~~second train coming~~ [look both ways](#)" signage, pedestrian automatic gates, automated photo enforcement, and four-quadrant gates.

Pedestrian safety and conflicts with all of the proposed LRT Alternatives at-grade crossings could be addressed in the following manner and are part of the project:

- Signs that display a train icon and warn pedestrians to "LOOK BOTH WAYS" will be placed at each LRT at-grade crossing.
- The use of pavement delineation and barriers will direct pedestrians to a designated crossing location, and will control pedestrian movement.
- ADA-approved tactile warning strips that provide visual warning of the dynamic envelope of the train will be used at stations to warn pedestrians at the edge of the platform and will be installed at all designated pedestrian crossings, marking the limits of pedestrian occupancy. Dynamic envelope is the clearance required for the train and its cargo overhang due to any combination of loading, lateral motion, or suspension failure.
- Swing gates that are gravity-operated will be installed at pedestrian crossings that warrant their use. They require a positive action by the pedestrian entering the crossing,

thereby forcing awareness of the light rail vehicle and the possible presence of an approaching train.

- Pedestrian gates that operate in the same manner as a vehicular gate will be installed at pedestrian crossings wherever their use is warranted—they block pedestrian approach in the presence of a train, especially in locations with high train volume and limited sight distance.
- ~~“SECOND TRAIN APPROACHING”~~ [“LOOK BOTH WAYS”](#) signs will be installed at crossings where two or more LRT tracks are present, and the light rail vehicle headways are short—these signs warn pedestrians to make sure that they look both ways and are not surprised by a second train that may be coming from the opposite direction while they are occupied by watching the first train.

Additionally, Metro’s Rail Safety Education Program will help to educate community members, especially school children, on important safety precautions as trains travel through the neighborhoods. Also, Metro’s Rail Safety Orientation Program offers guided tours for students and site-specific presentations in a classroom setting, using photos and videos of LRT crossings.

The measures described above have been very effective in providing for both pedestrian and vehicular safety. These measures have been implemented on the Pasadena Gold Line where, in the approximate [4.55.7](#) million [train](#) miles of operation since opening in the summer of 2003, there have been 7 auto/train collisions at gated crossings, [7-8](#) auto/train collisions at non-gated, traffic signal controlled crossings, and one crossing incident that involved a pedestrian. Implementation of Metro’s Grade Crossing Safety Program and Rail Safety Education Program will help to ensure pedestrian safety at the LRT Alternatives at-grade crossings near pedestrian safe routes to schools.

[FEIR Design Options](#)

[Implementation of the Sepulveda Boulevard Grade Separation, Maintenance Facility Buffer, Colorado Parking Retention, Colorado/4th Parallel Platform and South Side Parking, or Expo/Westwood Station No Parking design options would not result in any additional impacts beyond what is discussed above for the LRT Alternatives. Impacts would remain *less than significant* with implementation of the design options.](#)

5.7 Intersection Traffic Impacts

Intersection capacity analyses were performed for the [86ninety](#) critical intersections within the study area for No-Build conditions and for each of the TSM and LRT Alternatives. The threshold of significance, adopted by the Exposition Construction Authority in consultation with LADOT, the City of Culver City, and Santa Monica to determine when a project impact is significant, was discussed earlier. This methodology is used to evaluate the impacts of project-related traffic, as well as the effects of transit operations on signalized intersections. Detailed level of service calculations can be found in Appendix B. The traffic impacts for each of the alternatives are discussed in the following sections.

**No-Build Alternative**

Table 5-7 ([LOS E/F Intersections—Current and Year 2030 No-Build Alternative](#)) presents thirty-six~~eight~~ intersections that are expected to operate at LOS E or F during AM, PM, or both peak hours in year 2030 without the development of the proposed project. This compares to twenty-six~~eight~~ intersections currently operating at LOS E or F. The analysis supporting this table assumed that traffic signal operating specifications (cycle lengths, phases, etc.) will be generally the same as those of existing conditions. The growth factors were applied to existing peak hour movements at the study area intersections to develop estimated 2030 No-Build intersection traffic volumes for weekday AM and PM peak hours. The table also shows the existing conditions for comparison purposes. It should be noted that although most of the counts are from year 2007, some of the intersection counts are from 2008, with comparable volumes. Results of intersection operating conditions for each of the proposed project Alternatives, with levels of service and average delay for each peak hour, are included in Appendix B. The complete LOS tables are in Appendix E.

Figure 5-2 ([LOS E/F Intersections—Year 2030 No-Build](#)) illustrates the study area intersections which are projected to operate at LOS E or F under year 2030 No-Build conditions. Some local intersection and roadway improvements included as part of the LRT project would not be built resulting in poorer operations at some intersections. However, the significant unavoidable impacts of the LRT project would not occur. The No-Build Alternative would have less-than-significant negative impacts if the TSM or LRT project is not built.

Table 5-7 LOS E/F Intersections—Current and Year 2030 No-Build Alternative

Intersection	Existing LOS E or F		2030 No-Build LOS E or F	
	AM	PM	AM	PM
3. 4th St/I-10EB and Olympic Boulevard	E	C	E	C
6. Lincoln Boulevard/I-10EB and Olympic Boulevard	F	C	F	C
15. 20th St and Olympic Boulevard	D	C	E	C
26. Bundy Dr and Olympic Boulevard	F	E	F	F
27. Bundy Dr and Exposition Boulevard	A	F	A	F
28. Bundy Dr and Pico Boulevard	C	D	E	D
29. Barrington Avenue and Olympic Boulevard	D	D	D	E
31. Barrington Avenue and Exposition Boulevard (S)	A	F	A	F
33. Gateway Boulevard/Pico Boulevard and Exposition Boulevard	F	F	F	F
34. Sawtelle Boulevard and Pico Boulevard	F	E	F	F
35. Sawtelle Boulevard and Exposition Boulevard	A	F	C	F
36. Sawtelle Boulevard and National Boulevard	C	C	E	F
37. Sawtelle Boulevard and Palms Boulevard	B	C	D	E
38. Sawtelle Boulevard and Venice Boulevard	E	D	F	F
40. Sepulveda Boulevard and Pico Boulevard	D	D	D	F
42. Sepulveda Boulevard and National Boulevard	D	F	F	F

**Table 5-7 LOS E/F Intersections—Current and Year 2030 No-Build Alternative**

Intersection	Existing LOS E or F		2030 No-Build LOS E or F	
	AM	PM	AM	PM
43. Sepulveda Boulevard and Palms Boulevard	C	E	F	F
45. Sepulveda Boulevard and Venice Boulevard	F	F	F	F
46. Sepulveda Boulevard and I-405 NB Ramps	D	C	E	C
51. Westwood Boulevard & Exposition Boulevard (N)	C	F	D	F
52. Westwood Boulevard & Exposition Boulevard (S)	C	F	E	F
54. Overland Avenue & Northvale Rd	F	A	E	A
55. Overland Avenue & National Boulevard/I-10 WB Ramps	F	F	F	F
59. Overland Avenue and Venice Boulevard	E	F	F	F
60. Overland Avenue and Washington Boulevard	D	E	E	F
66. Palms Boulevard/Exposition Boulevard/National Boulevard	B	E	B	E
67. Hughes Avenue and Venice Boulevard	D	D	E	D
69. Manning Avenue/I-10 WB and National Boulevard	F	D	F	E
70. Culver Boulevard and Washington Boulevard	D	D	D	E
71. Bagley Avenue and Exposition Boulevard	C	E	B	F
72. Bagley Avenue/Main St and Venice Boulevard	C	E	D	F
73. Culver Boulevard and Washington Boulevard/Main St	F	F	F	F
74. Culver Boulevard and Venice Boulevard	F	F	F	F
76. Sepulveda Boulevard and Queensland St	B	B	E	C
77. Sepulveda Boulevard and Rose Avenue	C	C	F	F
79. Military Avenue and Venice Boulevard	F	F	F	F
<u>87. Sepulveda Boulevard and Olympic Boulevard</u>	<u>C</u>	<u>E</u>	<u>D</u>	<u>E</u>
<u>89. Overland Avenue and Pico Boulevard</u>	<u>E</u>	<u>E</u>	<u>E</u>	<u>E</u>

SOURCE: Iteris, 2008; updated 2009.

Transportation System Management (TSM) Alternative

The TSM Alternative would increase Metro local bus service, as well as Metro Rapid Bus service, along city streets. In contrast to the LRT Alternatives, this Alternative does not have transit stations to which automobile trips are attracted in large numbers. Passengers using the bus services are assumed to access the buses through conventional bus stops and existing or unofficial park-and-ride facilities. To develop traffic volume forecasts for this Alternative, growth factors presented in Table 4-1 ([Growth Factors for Study Area between 2007 and 2030](#)) corresponding to the TSM Alternative were used. No other trips were added, nor adjustments made, to intersection traffic signal operations for this Alternative. Table 5-8 ([LOS E/F Intersections—Year 2030 TSM Alternative](#)) summarizes the results of these analyses.

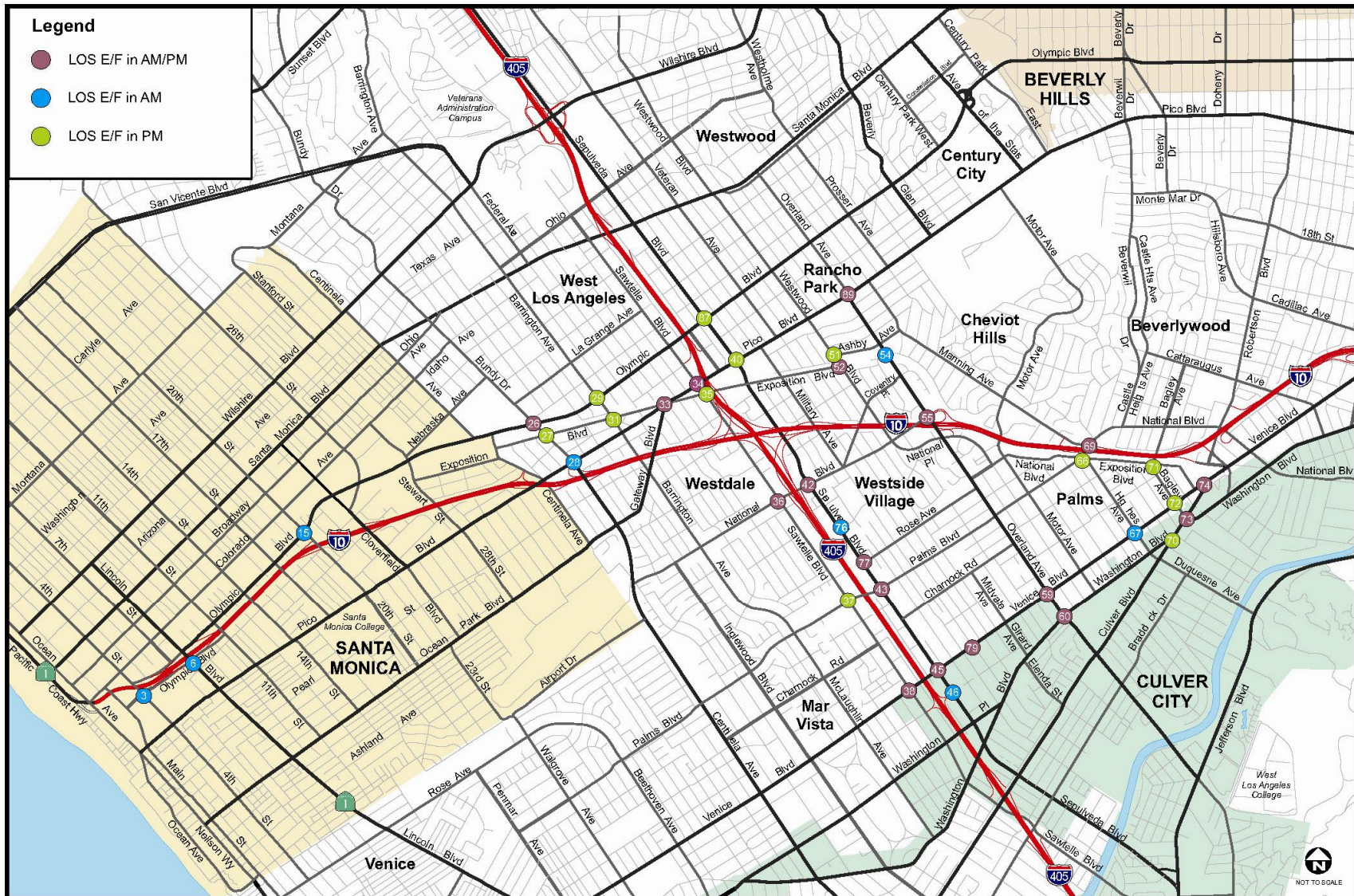


Figure 5-2 LOS E/F Intersections—Year 2030 No-Build



Table 5-8 LOS E/F Intersections—Year 2030 TSM Alternative

Study Area Intersections	AM Peak Hour						PM Peak Hour					
	No-Build (NB)		TSM Alternative			Impact?	No-Build (NB)		TSM Alternative			Impact?
	LOS	Delay (sec)	LOS	Delay (sec)	Change from NB	Yes or No	LOS	Delay (sec)	LOS	Delay (sec)	Change from NB	Yes or No
3. 4 th St/I-10EB and Olympic Boulevard	E	69.3	E	67.2	-2.1	No	C	32.6	C	32.6	0.0	No
6. Lincoln Boulevard/I-10EB and Olympic Boulevard	F	115.5	F	111.8	-3.7	No	C	34.7	C	34.7	0.0	No
15. 20 th St and Olympic Boulevard	E	60.5	E	58.2	-2.3	No	C	34.5	C	34.5	0.0	No
26. Bundy Dr and Olympic Boulevard	F	217.6	F	216.6	-1.0	No	F	95.3	F	94.1	-1.2	No
27. Bundy Dr and Exposition Boulevard	A	2.9	A	2.8	-1.0	No	F	300.0	F	300.0	0.0	No
28. Bundy Dr and Pico Boulevard	E	62.8	E	61.9	-0.9	No	D	48.7	D	48.1	-0.6	No
29. Barrington Avenue and Olympic Boulevard	D	53.7	D	53.8	0.1	No	E	77.4	E	75.7	-1.7	No
31. Barrington Avenue and Exposition Boulevard (S)	A	7.4	A	7.1	-0.3	No	F	300.0	F	300.0	0.0	No
33. Gateway Boulevard/Pico Boulevard and Exposition Boulevard	F	168.8	F	167.3	-1.5	No	F	156.4	F	154.6	-1.8	No
34. Sawtelle Boulevard and Pico Boulevard	F	134.1	F	133.3	-0.8	No	F	131.8	F	129.9	-1.9	No
35. Sawtelle Boulevard and Exposition Boulevard	C	15.6	C	15.1	-0.5	No	F	300.0	F	300.0	0.0	No
36. Sawtelle Boulevard and National Boulevard	E	63.2	E	60.5	-2.7	No	F	93.5	F	92.2	-1.3	No
37. Sawtelle Boulevard and Palms Boulevard	D	47.3	D	45.3	-2.0	No	E	67.5	E	66.3	-1.2	No
38. Sawtelle Boulevard and Venice Boulevard	F	158.5	F	151.8	-6.7	No	F	102.3	F	101.0	-1.3	No
40. Sepulveda Boulevard and Pico Boulevard	D	44.5	D	43.8	-0.7	No	F	152.9	F	148.4	-4.5	No
42. Sepulveda Boulevard and National Boulevard	F	116.7	F	111.8	-4.9	No	F	195.7	F	193.3	-2.4	No
43. Sepulveda Boulevard and Palms Boulevard	F	95.3	F	92.8	-2.5	No	F	119.4	F	117.6	-1.8	No



Table 5-8 LOS E/F Intersections—Year 2030 TSM Alternative

Study Area Intersections	AM Peak Hour						PM Peak Hour					
	No-Build (NB)		TSM Alternative			Impact?	No-Build (NB)		TSM Alternative			Impact?
	LOS	Delay (sec)	LOS	Delay (sec)	Change from NB	Yes or No	LOS	Delay (sec)	LOS	Delay (sec)	Change from NB	Yes or No
45. Sepulveda Boulevard and Venice Boulevard	F	109.1	F	105.2	-3.9	No	F	211.1	F	210.0	-1.1	No
46. Sepulveda Boulevard and I-405 NB Ramps	E	66.5	E	64.6	-1.9	No	C	30.0	C	29.9	-0.1	No
51. Westwood Boulevard & Exposition Boulevard (N)	D	26.6	D	26.2	-0.4	No	F	185.0	F	176.6	-8.4	No
52. Westwood Boulevard & Exposition Boulevard (S)	E	41.6	E	39.5	-2.1	No	F	186.8	F	175.0	-11.8	No
54. Overland Avenue & Northvale Road	E	42.6	E	41.7	-0.9	No	A	2.4	A	2.3	-0.1	No
55. Overland Avenue & National Boulevard/I-10 WB Ramps	F	343.2	F	341.0	-2.2	No	F	232.8	F	228.0	-4.8	No
59. Overland Avenue and Venice Boulevard	F	136.7	F	136.5	-0.2	No	F	144.0	F	141.9	-2.1	No
60. Overland Avenue and Washington Boulevard	E	76.1	E	75.7	-0.4	No	F	108.0	F	106.1	-1.9	No
66. Palms Boulevard/Exposition Boulevard/National Boulevard	B	18.0	B	17.9	-0.1	No	E	60.8	E	58.2	-2.6	No
67. Hughes Avenue and Venice Boulevard	E	60.2	E	59.8	-0.4	No	D	52.9	D	52.5	-0.4	No
69. Manning Avenue/I-10 WB and National Boulevard	F	139.5	F	138.9	-0.6	No	E	57.4	D	54.6	-2.8	No
70. Culver Boulevard and Washington Boulevard	D	50.9	D	50.8	-0.1	No	E	67.8	E	66.8	-1.0	No
71. Bagley Avenue and Exposition Boulevard	B	13.7	B	13.6	-0.1	No	F	52.4	E	49.4	-3.0	No
72. Bagley Avenue/Main St and Venice Boulevard	D	46.1	D	45.8	-0.3	No	F	95.8	F	93.9	-1.9	No



Table 5-8 LOS E/F Intersections—Year 2030 TSM Alternative

Study Area Intersections	AM Peak Hour						PM Peak Hour					
	No-Build (NB)		TSM Alternative			Impact?	No-Build (NB)		TSM Alternative			Impact?
	LOS	Delay (sec)	LOS	Delay (sec)	Change from NB	Yes or No	LOS	Delay (sec)	LOS	Delay (sec)	Change from NB	Yes or No
73. Culver Boulevard and Washington Boulevard/Main St	F	314.2	F	313.9	-0.3	No	F	290.0	F	287.5	-2.5	No
74. Culver Boulevard and Venice Boulevard	F	148.6	F	148.0	-0.6	No	F	266.4	F	264.7	-1.7	No
76. Sepulveda Boulevard and Queensland St	E	75.1	E	69.2	-5.9	No	C	32.5	C	31.8	-0.7	No
77. Sepulveda Boulevard and Rose Avenue	F	133.4	F	123.1	-10.3	No	F	64.2	F	63.0	-1.2	No
79. Military Avenue and Venice Boulevard	F	300.0	F	300.0	0.0	No	F	300.0	F	300.0	0.0	No
87. Sepulveda Boulevard and Olympic Boulevard	D	35.8	D	35.4	-0.4	No	E	93.7	E	92.8	-0.9	No
89. Overland Avenue and Pico Boulevard	E	71.4	E	70.4	-1.0	No	E	213.0	E	211.3	-1.7	No

SOURCE: Iteris, 2008; updated 2009.

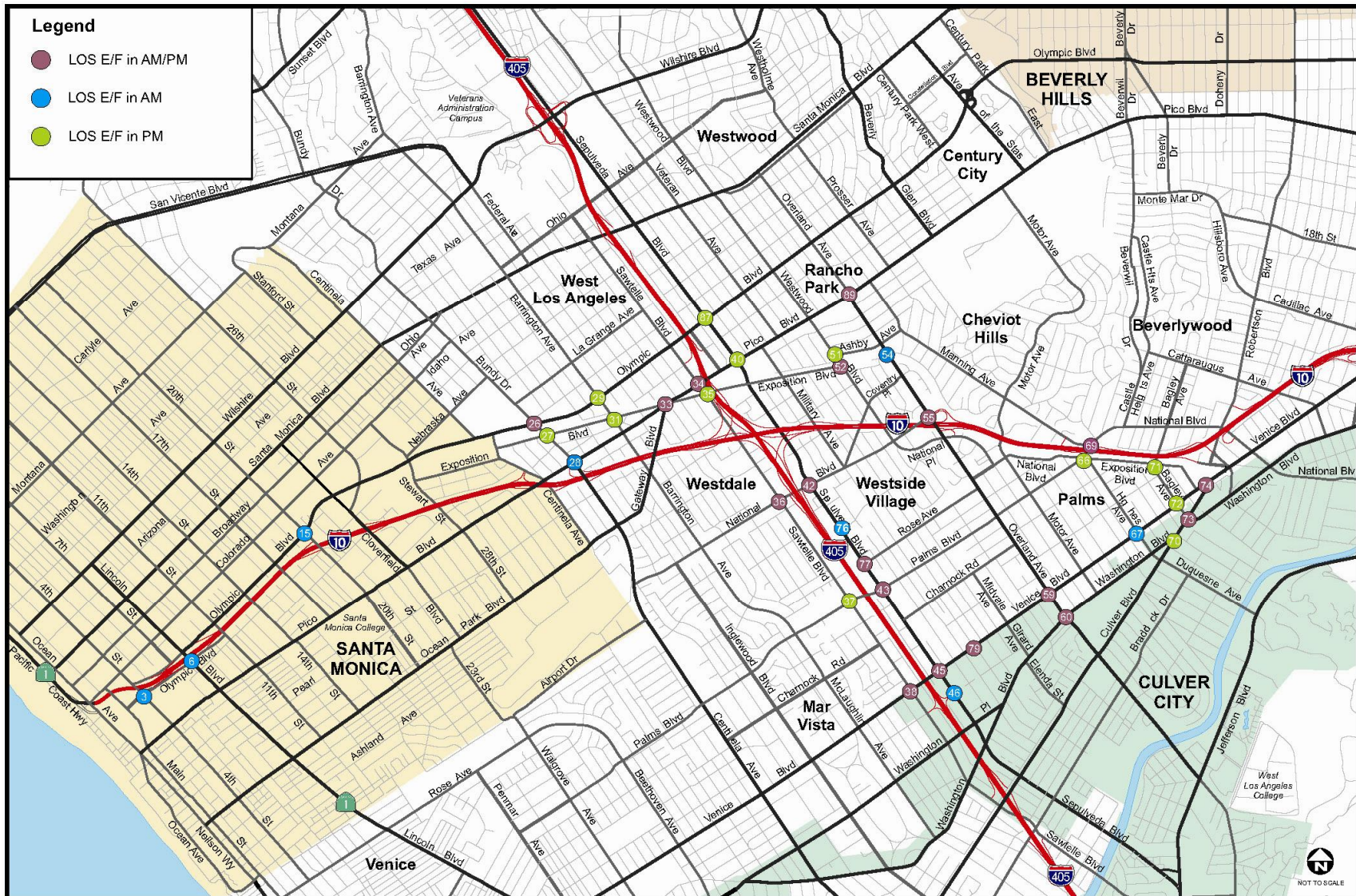
A review of Table 5-8 ([LOS E/F Intersections—Year 2030 TSM Alternative](#)) shows thirty-~~six~~^{eight} intersections projected to operate at LOS E or F during the peak hours, all of which are the same under the No-Build Alternative. The pattern of congestion is similar to the No-Build Alternative. However, all study intersections are expected to operate slightly better than the No-Build Alternative. This is mostly due to reduction of vehicle trips from the highway system as a result of any potential auto trips diverted to the improved bus services and redistribution of auto trips as a result of changes in bus services. Overall, most intersections experience a slight improvement in operations, hence, there are no potential impacts associated with this Alternative. The complete LOS tables are in Appendix E. Figure 5-3 ([LOS E/F Intersections—Year 2030 TSM](#)) illustrates the study area intersections which are projected to operate at LOS E or F under year 2030 TSM conditions.

LRT Alternatives

The analysis of the study area intersections along the various segments involved the ~~following~~ [steps following assumptions and modifications](#):

- Auto access trips to each proposed LRT station were developed assuming that all of the station parking spaces would be filled in the peak period. To provide a worst-case assessment, it was assumed all traffic to the station would be inbound to the station in the AM peak hour and outbound from the station in the PM peak hour. Additionally, those values were increased approximately 20 percent to account for cars dropping off or picking up transit patrons.
- Station access auto traffic was distributed to the roadway system for each station area based on the Metro Travel Demand Model trip distribution characteristics and probable travel patterns based on major origin-destination patterns. The resulting station access traffic movements at each of the study area intersections were added to the 2030 traffic volumes specifically developed for the LRT Alternatives using the growth factors discussed in Section 4.1.1.
- Specific signal timing as well as geometric modifications were assumed at the study area intersections that are along and/or immediately adjacent to the LRT Alternatives. These include items such as improvements identified during the grade crossing analysis (Table 5-2 [Grade Crossing Analysis—Proposed Improvements]), additional turn phases to stop the vehicles from turning across the LRT at-grade crossing and elimination of access due to the LRT at-grade or aerial crossings (i.e., left turns or closure of cross streets).
- Impacts of preemption at certain locations (less than 200 feet from the LRT crossing) were also taken into account.
- [According to the Metro Grade Crossing Policy, the total gate down time depends upon speed of the train, warning time, train passage time, station proximity, etc. The train passage time is between 3 to 4 seconds, 3 seconds for a 2-car train and 4 seconds for a 3-car train. For consistency of calculations, a 40-second total gate down time was assumed in the traffic, delay, and queue calculations.](#)

The above assumptions and modifications were assumed to be part of the LRT Alternatives and are reflected in the intersection LOS calculations.



**Segment 1: Expo ROW (LRT Alternatives 1 and 2)**

This segment is proposed to have two stations, National/Palms Station and Expo/Westwood Station. Daily station trip generation, as estimated from the Metro Travel Demand Model for each station, is summarized in Table 5-9 ([Daily Station Trip Generation—Segment 1](#)). Parking demand at stations based on the Metro Travel Demand Model results is discussed later in the section.

Table 5-9 Daily Station Trip Generation—Segment 1

Station	Total Daily Passengers	Daily Walk/Transit Access	Daily Auto Access	% of Passengers by Auto Access	Provided Station Parking
National/Palms Station	1,861	1,772	89	5%	0
Expo/Westwood Station	5,237	4,895	342	6%	170

SOURCE: AECOM, 2008.

A [peak hour](#) LOS analysis was conducted for all of the study area intersections in this segment. Results of intersection operating conditions for this segment, with LOS and average vehicle delay for each peak period, are included in Appendix B. Table 5-10 ([Segment 1 Study Area Intersections—Year 2030 LOS \[AM Peak Hour\]](#)) and Table 5-11 ([Segment 1 Study Area Intersections—Year 2030 LOS \[PM Peak Hour\]](#)) summarizes the LOS analysis results for the No-Build and LRT Alternatives of the study area intersections within this segment for year 2030 in the AM and PM peak hours, respectively. A review of Table 5-10 and Table 5-11 shows a total of ~~five~~[six](#) intersections are projected to operate at LOS E or F during either or both the peak hours. Figure 5-4 ([LOS E/F Intersections—Year 2030 With Project \[LRT Alternatives\]](#)) illustrates the study area intersections which are projected to operate at LOS E or F under year 2030 project conditions (Expo ROW). Compared to the No-Build Alternative, the same ~~five~~[six](#) intersections are projected to operate at LOS E or F [during either or both the peak hours](#). Based on a comparison to the No-Build conditions, ~~it can be seen that~~ none of the intersections are ~~affected~~[impacted](#) by the LRT Alternatives in this segment.

The complete LOS tables are in Appendix E.

[FEIR Design Options](#)

[To determine the impacts of the implementation of the Sepulveda Grade Separation Design Option, LOS and delays have been calculated at nearby intersections to determine project impacts. A review of Table 3.2-14 \(Segment 1 Study Area Intersections—Year 2030 LOS \[AM Peak Hour\]\) and Table 3.2-15 \(Segment 1 Study Area Intersections—Year 2030 LOS \[PM Peak Hour\]\) shows that under year 2030 No-Build conditions in the AM peak hour, the delay at the intersection of Sepulveda Boulevard and Exposition Boulevard is projected to be 20.5 seconds at LOS C, and in the PM peak hour, the delay is projected to be 23 seconds at LOS C. With the implementation of the Sepulveda Grade Separation Design Option, the delay is projected to be 20 seconds in the AM peak hour at LOS B and 25.1 seconds in the PM peak hour at LOS C. Based on a comparison to the No-Build Alternative, the intersection of Sepulveda Boulevard and Exposition Boulevard is not affected by the implementation of the Sepulveda Grade Separation Design Option, resulting in **no impact** in Segment 1 \(Expo ROW\).](#)



Table 5-10 Segment 1 Study Area Intersections—Year 2030 LOS [AM Peak Hour]

Study Area Intersections	No-Build (NB)		LRT Alternative			Impact	Remarks
	LOS	Delay (sec)	LOS	Delay (sec)	Change from NB	Yes or No	
40. Sepulveda Boulevard and Pico Boulevard	D	44.5	D	~~43.8~~ 39.0	~~-0.7~~ 5.5	No	The project includes additional lanes as described in Table 5-2
41. Sepulveda Boulevard and Exposition Boulevard*	C	20.5	D	55.0	34.5	No	The project includes ~~an~~ additional lanes as described in Table 5-2
49. Military Avenue and Exposition Boulevard	B	11.5	B	~~10.9~~ 14.0	~~-0.6~~ 2.5	No	Traffic signal to be installed.
51. Westwood Boulevard and Exposition Boulevard (N)*	D	26.6	~~A~~ D	~~4.0~~ 38.0	- ~~22.6~~ 11.4	No	The project includes an additional lane as described in Table 5-2. Traffic signal to be installed.
52. Westwood Boulevard and Exposition Boulevard (S)*	E	41.6	~~A~~ B	~~5.1~~ 11.5	- ~~36.5~~ 30.1	No	
53. Overland Avenue and Ashby Avenue*	C	20.1	B	16.3	-3.8	No	The project includes additional lanes as described in Table 5-2
54. Overland Avenue and Northvale Rd*	E	42.6	C	34.6	-8.0	No	The project includes additional lanes as described in Table 5-2. Pedestrian/ Bicycle signal to be cleared and funded by others ~~installed~~ .
55. Overland Avenue and I-10 WB Ramps	F	343.2	F	338.3	-4.9	No	
56. Overland Avenue and I-10 EB On-Ramp	C	31.4	C	30.2	-1.2	No	
57. Overland Avenue and National Boulevard/National Place	C	22.2	C	21.9	-0.3	No	
58. I-10 EB Off-Ramp and National Boulevard	C	25.2	C	24.9	-0.3	No	
61. Motor Avenue and National Boulevard	C	25.0	C	24.9	-0.1	No	Existing grade separation at this location.



Table 5-10 Segment 1 Study Area Intersections—Year 2030 LOS [AM Peak Hour]

Study Area Intersections	No-Build (NB)		LRT Alternative			Impact	Remarks
	LOS	Delay (sec)	LOS	Delay (sec)	Change from NB	Yes or No	
66. Palms Boulevard/Exposition Boulevard and National Boulevard	B	18.0	B	17.9	-0.1	No	Existing grade separation at this location.
69. Manning Avenue/I-10 WB and National Boulevard	F	139.5	F	138.4	-1.1	No	
71. Bagley Avenue and Exposition Boulevard	B	13.7	B	~~13.8~~ 16.7	~~3.0~~ -1	No	Traffic signal to be installed.
87. Sepulveda Boulevard and Olympic Boulevard	D	35.8	D	36.0	0.2	No	
88. Westwood Boulevard and Pico Boulevard	D	37.0	D	36.8	-0.2	No	
89. Overland Avenue and Pico Boulevard	E	71.4	E	71.2	-0.2	No	
90. Bagley Avenue and National Boulevard	C	32.1	C	31.2	-0.9	No	

SOURCE: Iteris, 2008; updated 2009.

* Intersection is to be preempted



Table 5-11 Segment 1 Study Area Intersections—Year 2030 LOS (PM Peak Hour)

Study Area Intersections	No-Build (NB)		LRT Alternative			Impact	Remarks
	LOS	Delay (sec)	LOS	Delay (sec)	Change from NB	Yes or No	
40. Sepulveda Boulevard and Pico Boulevard	F	152.9	F	~~149.8~~ 133.2	~~-3.1~~ 19.7	No	The project includes additional lanes as described in Table 5-2
41. Sepulveda Boulevard and Exposition Boulevard*	C	23.0	C	32.4	9.4	No	The project includes ~~an~~ additional lanes as described in Table 5-2
49. Military Avenue and Exposition Boulevard	C	17.3	C	~~18.1~~ 21.0	~~0.8~~ 3.7	No	Traffic signal to be installed.
51. Westwood Boulevard and Exposition Boulevard (N)*	F	185.0	~~B~~ C	~~10.9~~ 23.4	- ~~174.1~~ 161.1	No	The project includes an additional lane as described in Table 5-2. Traffic signal to be installed.
52. Westwood Boulevard and Exposition Boulevard (S)*	F	186.8	~~A~~ B	~~9.8~~ 15.3	- ~~177.0~~ 171.5	No	
53. Overland Avenue and Ashby Avenue*	D	37.1	C	24.5	-14.9	No	The project includes additional lanes as described in Table 5-2.
54. Overland Avenue and Northvale Rd*	A	2.4	C	30.6	28.2	No	The project includes additional lanes as described in Table 5-2. Pedestrian/ Bicycle signal to be cleared and funded by others installed.
55. Overland Avenue and I-10 WB Ramps	F	232.8	F	230.6	-2.2	No	
56. Overland Avenue and I-10 EB On-Ramp	C	20.5	B	20.0	-0.5	No	
57. Overland Avenue and National Boulevard/National Place	D	48.6	D	47.3	-1.3	No	
58. I-10 EB Off-Ramp and National Boulevard	C	21.0	C	20.9	-0.1	No	
61. Motor Avenue and National Boulevard	C	27.1	C	28.2	1.1	No	Existing grade separation at this location.



Table 5-11 Segment 1 Study Area Intersections—Year 2030 LOS (PM Peak Hour)

Study Area Intersections	No-Build (NB)		LRT Alternative			Impact	Remarks
	LOS	Delay (sec)	LOS	Delay (sec)	Change from NB	Yes or No	
66. Palms Boulevard/Exposition Boulevard and National Boulevard	E	60.8	E	59.6	-1.2	No	Existing grade separation at this location.
69. Manning Avenue/I-10 WB and National Boulevard	E	57.4	E	56.3	-1.1	No	
71. Bagley Avenue and Exposition Boulevard	F	52.4	~~F~~ C	~~55.2~~ 22.3	~~2.8~~ -30.1	No	Traffic signal to be installed.
87. Sepulveda Boulevard and Olympic Boulevard	E	93.7	E	94.5	0.8	No	
88. Westwood Boulevard and Pico Boulevard	D	52.8	D	51.9	-0.9	No	
89. Overland Avenue and Pico Boulevard	E	213.0	E	210.1	-2.9	No	
90. Bagley Avenue and National Boulevard	C	31.7	C	31.1	-0.6	No	

SOURCE: Iteris, 2008; updated 2009.

* Intersection is to be preempted

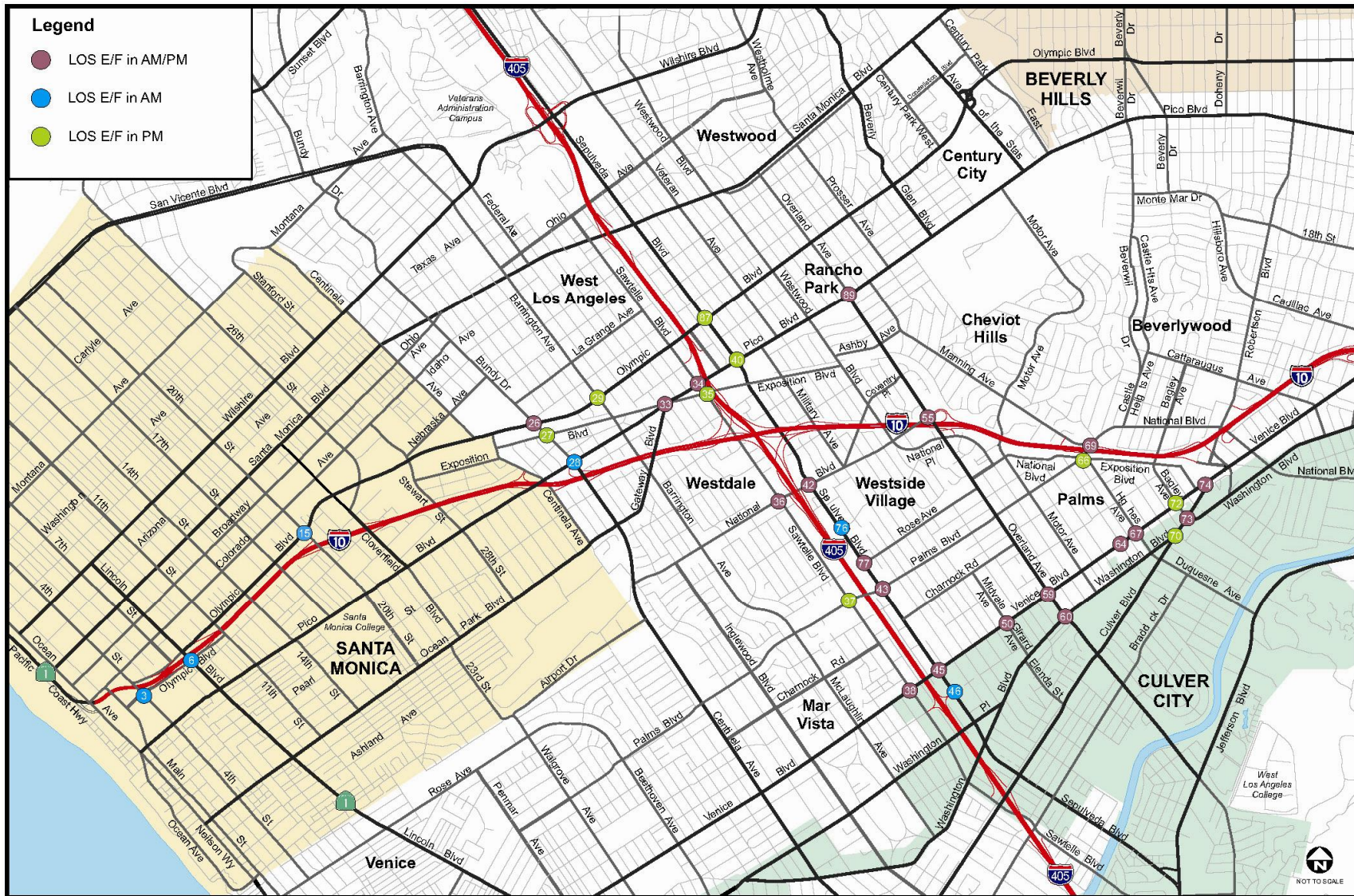


Figure 5-4 LOS E/F Intersections—Year 2030 With Project (LRT Alternatives)



[The Expo/Westwood Station No Parking Design Option would eliminate the 170 surface parking spaces that were dedicated to transit patrons at the Expo/Westwood Station. However, 20 parking spaces would be dedicated to neighborhood residents. Given the elimination of transit patron parking, daily auto access to the station would be reduced. As such, **no impact** beyond that discussed above for the LRT Alternatives would occur with implementation of the Expo/Westwood Station No Parking Design Option.](#)

Segment 1a: Venice/Sepulveda (LRT Alternatives 3 and 4)

This segment will have three stations: Venice/Motor Station, Venice/Sepulveda Station, and Sepulveda/National Station. Daily station trip generation, as estimated from the Metro Travel Demand Model for each station, is summarized in Table 5-12 ([Daily Station Trip Generation—Segment 1a](#)).

Table 5-12 Daily Station Trip Generation—Segment 1a

Station	Total Daily Passengers	Daily Walk/ Transit Access	Daily Auto Access	% of Passengers by Auto Access	Provided Station Parking
Venice/Motor Station	2,045	1,970	75	3%	0
Venice/Sepulveda Station	3,292	3,204	88	3%	0
Sepulveda/National Station	2,367	2,070	297	13%	250

[SOURCE: AECOM, 2008.](#)

An LOS analysis was conducted for all of the study area intersections in this segment. Results of intersection operating conditions for this segment, with levels of service and average vehicle delay for each peak period, are included in Appendix B. Table 5-13 ([Segment 1a Study Area Intersections—Year 2030 LOS \[AM Peak Hour\]](#)) and Table 5-14 ([Segment 1a Study Area Intersections—Year 2030 LOS \[PM Peak Hour\]](#)) summarize the LOS analysis results for the No-Build and LRT Alternatives of the study area intersections within this segment for year 2030 in the AM and PM peak hours, respectively. In the No-Build Alternative, sixteen intersections are projected to operate at LOS E or F [during either or both the peak hours](#) under this LRT Alternative segment. With the project, two additional intersections are projected to operate at LOS E or F under this LRT Alternative segment. These additional intersections are Girard Avenue/Venice Boulevard and Clarington Avenue/Venice Boulevard. Previously referenced

Figure 5-4 ([LOS E/F Intersections—Year 2030 With Project \[LRT Alternatives\]](#)) illustrates the study area intersections which are projected to operate at LOS E or F under year 2030 project conditions. Based on a comparison to the No-Build conditions the LRT Alternatives can be expected to impact four intersections along this segment. These intersections are Sepulveda Boulevard/Palms Boulevard, Girard Avenue/Venice Boulevard, Clarington Avenue/Venice Boulevard, and Hughes Avenue/Venice Boulevard. The impacted intersections are illustrated in Figure 5-5 ([Year 2030 Impacted Intersections With Project \[LRT Alternatives\]](#)).



Table 5-13 Segment 1a Study Area Intersections—Year 2030 LOS (AM Peak Hour)

Study Area Intersections	No-Build (NB)		LRT Alternative			Impact	Remarks
	LOS	Delay (sec)	LOS	Delay (sec)	Change from NB	Yes or No	
36. Sawtelle Boulevard and National Boulevard	E	63.2	E	61.2	-2.0	No	
37. Sawtelle Boulevard and Palms Boulevard	D	47.3	D	45.5	-1.8	No	
38. Sawtelle Boulevard and Venice Boulevard	F	158.5	F	153.7	-4.8	No	
39. Sawtelle Boulevard and I-405 SB Ramps	D	36.7	D	36.1	-0.6	No	
41. Sepulveda Boulevard and Exposition Boulevard	C	20.5	D	47.7	27.2	No	The project includes additional lanes as described in Table 5-2.
42. Sepulveda Boulevard and National Boulevard	F	116.7	E	79.7	-37.0	No	Grade Separated at this location.
43. Sepulveda Boulevard and Palms Boulevard	F	95.3	F	105.7	10.4	Yes	Grade Separated at this location. However, left turn closures at other locations divert traffic to this location increasing the delay.
45. Sepulveda Boulevard and Venice Boulevard	F	109.1	F	110.4	1.3	No	Grade Separated at this location.
46. Sepulveda Boulevard and I-405 NB Ramps	E	66.5	E	64.7	-1.8	No	
47. Sepulveda Boulevard and Washington Place	D	43.1	D	41.1	-2.0	No	
48. Washington Place and Washington Boulevard	C	31.7	C	31.4	-0.3	No	
50. Girard Avenue and Venice Boulevard	D	46.8	F	206.0	159.2	Yes	Left turn closures at other locations divert traffic to this location. Additional protected phasing increases the delay.
59. Overland Avenue and Venice Boulevard	F	136.7	F	137.9	1.2	No	Grade Separated at this location.
60. Overland Avenue and Washington Boulevard	E	76.1	E	74.5	-1.6	No	
62. Motor Avenue and Venice Boulevard	C	31.1	D	45.6	14.5	No	
63. Motor Avenue and Washington Boulevard	C	21.6	C	21.4	-0.2	No	



Table 5-13 Segment 1a Study Area Intersections—Year 2030 LOS (AM Peak Hour)

Study Area Intersections	No-Build (NB)		LRT Alternative			Impact	Remarks
	LOS	Delay (sec)	LOS	Delay (sec)	Change from NB	Yes or No	
64. Clarington Avenue and Venice Boulevard	D	44.4	E	58.1	13.7	Yes	Change in phasing to protected left turn phasing increases the delay.
65. Clarington Avenue and Washington Boulevard	C	24.9	C	24.8	-0.1	No	
67. Hughes Avenue and Venice Boulevard	E	60.2	E	74.9	14.7	Yes	Change in phasing to protected left turn phasing increases the delay.
68. Hughes Avenue and Washington Boulevard	C	21.2	C	21.0	-0.2	No	
70. Culver Boulevard and Washington Boulevard	D	50.9	D	50.2	-0.7	No	
72. Bagley Avenue/Main Street and Venice Boulevard	D	46.1	D	46.0	-0.1	No	Grade Separated at this location.
73. Culver Boulevard and Washington Boulevard	F	314.2	F	312.0	-2.2	No	
74. Culver Boulevard and Venice Boulevard	F	148.6	F	146.1	-2.5	No	Grade Separated at this location.
75. Sawtelle Boulevard and Washington Place	B	16.8	B	16.7	-0.1	No	
76. Sepulveda Boulevard and Queensland Street	E	75.1	E	78.0	2.9	No	Grade Separated at this location.
77. Sepulveda Boulevard and Rose Avenue	F	133.4	F	137.2	3.8	No	Grade Separated at this location.
78. Sepulveda Boulevard and Washington Boulevard	C	29.8	C	29.0	-0.8	No	
80. Girard Avenue and Washington Boulevard	B	19.9	B	19.8	-0.1	No	
81. Robertson Boulevard and Washington Boulevard	C	27.7	C	27.4	-0.3	No	

SOURCE: Iteris, 2008.

Bold italics indicate intersections impacted by the project and forecast to operate at unsatisfactory levels of service.



Table 5-14 Segment 1a Study Area Intersections—Year 2030 LOS (PM Peak Hour)

Study Area Intersections	No-Build (NB)		LRT Alternative			Impact	Remarks
	LOS	Delay (sec)	LOS	Delay (sec)	Change from NB	Yes or No	
36. Sawtelle Boulevard and National Boulevard	F	93.5	F	90.0	-3.5	No	
37. Sawtelle Boulevard and Palms Boulevard	E	67.5	E	65.3	-2.2	No	
38. Sawtelle Boulevard and Venice Boulevard	F	102.3	F	101.0	-1.3	No	
39. Sawtelle Boulevard and I-405 SB Ramps	D	37.4	D	37.0	-0.4	No	
41. Sepulveda Boulevard and Exposition Boulevard	C	23.0	D	40.5	17.5	No	The project includes additional lanes as described in Table 5-2.
42. Sepulveda Boulevard and National Boulevard	F	195.7	F	135.3	-60.4	No	Grade Separated at this location.
43. Sepulveda Boulevard and Palms Boulevard	F	119.4	F	339.1	219.7	Yes	Grade Separated at this location. However, left turn closures at other locations divert traffic to this location increasing the delay.
45. Sepulveda Boulevard and Venice Boulevard	F	211.1	F	213.6	2.5	No	Grade Separated at this location.
46. Sepulveda Boulevard and I-405 NB Ramps	C	30.0	C	29.9	-0.1	No	
47. Sepulveda Boulevard and Washington Place	C	20.0	B	20.0	0.0	No	
48. Washington Place and Washington Boulevard	C	30.8	C	30.8	0.0	No	
50. Girard Avenue and Venice Boulevard	D	45.3	F	214.5	169.2	Yes	Left turn closures at other locations divert traffic to this location. Additional protected phasing increases the delay.
59. Overland Avenue and Venice Boulevard	F	144.0	F	147.9	3.9	No	Grade Separated at this location.
60. Overland Avenue and Washington Boulevard	F	108.0	F	107.1	-0.9	No	
62. Motor Avenue and Venice Boulevard	C	27.0	D	36.2	9.2	No	
63. Motor Avenue and Washington Boulevard	B	18.5	B	18.5	0.0	No	



Table 5-14 Segment 1a Study Area Intersections—Year 2030 LOS (PM Peak Hour)

Study Area Intersections	No-Build (NB)		LRT Alternative			Impact	Remarks
	LOS	Delay (sec)	LOS	Delay (sec)	Change from NB	Yes or No	
64. Clarington Avenue and Venice Boulevard	D	40.7	E	60.4	19.7	Yes	Change in phasing to protected left turn phasing increases the delay.
65. Clarington Avenue and Washington Boulevard	C	27.4	C	27.3	-0.1	No	
67. Hughes Avenue and Venice Boulevard	D	52.9	F	92.5	39.6	Yes	Change in phasing to protected left turn phasing increases the delay.
68. Hughes Avenue and Washington Boulevard	B	18.1	B	18.1	0.0	No	
70. Culver Boulevard and Washington Boulevard	E	67.8	E	67.3	-0.5	No	
72. Bagley Avenue/Main St and Venice Boulevard	F	95.8	F	95.1	-0.7	No	Grade Separated at this location.
73. Culver Boulevard and Washington Boulevard	F	290.0	F	289.0	-1.0	No	
74. Culver Boulevard and Venice Boulevard	F	266.4	F	265.7	-0.7	No	Grade Separated at this location.
75. Sawtelle Boulevard and Washington Place	C	21.8	C	21.7	-0.1	No	
76. Sepulveda Boulevard and Queensland Street	C	32.5	C	34.8	2.3	No	Grade Separated at this location.
77. Sepulveda Boulevard and Rose Avenue	F	64.2	F	65.8	1.6	No	Grade Separated at this location.
78. Sepulveda Boulevard and Washington Boulevard	C	32.8	C	32.7	-0.1	No	
80. Girard Avenue and Washington Boulevard	B	14.4	B	14.4	0.0	No	
81. Robertson Boulevard and Washington Boulevard	C	33.9	C	33.8	-0.1	No	

SOURCE: Iteris, 2008.

Bold italics indicate intersections impacted by the project and forecast to operate at unsatisfactory levels of service.

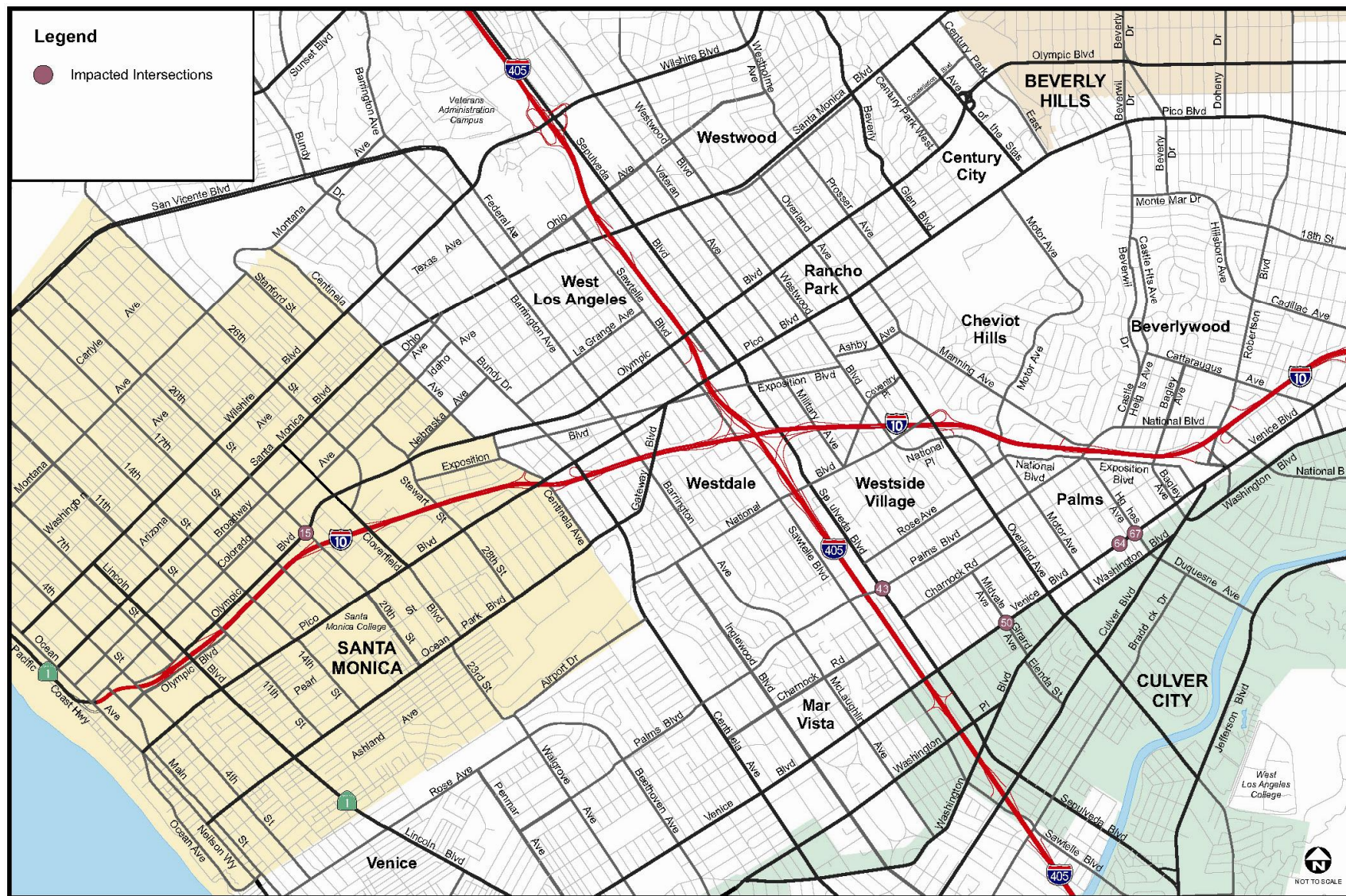


Figure 5-5 Year 2030 Impacted Intersections With Project (LRT Alternatives)



Three of the four impacted intersections are along Venice Boulevard. This can be attributed to the fact that the intersections currently operate with permitted left-turn east/west phasing on Venice Boulevard but, with the LRT Alternatives, these intersections will have exclusive left-turn phasing added to the signal cycle which increases the average vehicle delay. An increase in delay at the intersection of Sepulveda and Palms Boulevards is due to the fact that some traffic is being diverted to Palms Boulevard from Charnock Road (North), which is being limited to right-in and right-out movements due to the project. These additional left turns have a substantial impact on the overall intersection delay, especially in the PM peak hour. Similarly, with Military Avenue at Venice Boulevard restricted to right-in and right-out, traffic is diverted to Girard Avenue, impacting its intersection with Venice Boulevard. Additionally, the east/west permitted phasing at this intersection changes to protected phasing increasing the overall intersection delay. The complete LOS tables are in Appendix E.

[FEIR Design Options](#)

[The Sepulveda Grade Separation Design Option would not be implemented with LRT Alternatives 3 and 4. As such, the impacts would not change in Segment 1a \(Venice/Sepulveda\) relative to LOS and delays.](#)

Segment 2: Sepulveda to Cloverfield (LRT Alternatives 1 through 4)

This segment will have three stations: Expo/Sepulveda Station, Expo/Bundy Station, and Olympic/26th Street Station. Daily trip generation, as estimated from the Metro Travel Demand Model for each station, is summarized in Table 5-15 [\(Daily Station Trip Generation—Segment 2\)](#).

Table 5-15 Daily Station Trip Generation—Segment 2

Station	Total Daily Passengers	Daily Walk/ Transit Access	Daily Auto Access	% of Passengers by Auto Access	Provided Station Parking
Expo/Sepulveda Station	5,096	4,681	415	8%	260
Expo/Bundy Station	2,863	~~2,569~~ 469	393	13%	250
Olympic/26 th Station	2,113	~~2,957~~ 057	56	~~0%~~ 2%	0

[SOURCE: AECOM, 2008; revised 2009.](#)

The additional LRT vehicles that will [be](#) added to the Metro light rail fleet to serve the LRT Alternatives will require maintenance and overnight storage. The light rail vehicle maintenance facility site is proposed between Stewart Street and Centinela Avenue with automobile access on Exposition Boulevard [\(in response to community concerns, access could possibly be provided on Stewart Street\)](#). Parking will be provided based on the number of employees at the site at any given time and is estimated to be 65 ~~to 70~~ parking spaces. Although many of the employees will arrive and depart the site in the off-peak hours, for traffic analysis purposes, it is assumed that all the employees would arrive in the peak period. This employee-generated traffic was included in the intersection analysis.

An LOS analysis was conducted for all of the study area intersections in this segment. Results of intersection operating conditions for this segment, with levels of service and average vehicle delay for each peak period, are included in Appendix B. Table 5-16 ([Segment 2 Study Area Intersections—Year 2030 LOS \[AM Peak Hour\]](#)) and Table 5-17 ([Segment 2 Study Area Intersections—Year 2030 LOS \[PM Peak Hour\]](#)) summarize the LOS analysis results for the No-Build and LRT Alternatives of the study area intersections within this segment for year 2030 in the AM and PM peak hours, respectively. A review of Table 5-16 and Table 5-17 shows a total of eight intersections are projected to operate at LOS E or F during either or both the peak hours under the No-Build Alternative. For the LRT Alternatives, seven of these eight intersections are projected to operate at LOS E or F while one intersection shows an improvement from LOS F to LOS B. Previously referenced Figure 5-4 ([LOS E/F Intersections—Year 2030 With Project \[LRT Alternatives\]](#)) illustrates the study area intersections that are projected to operate at LOS E or F under year 2030 project conditions. Therefore, the LRT Alternatives do not result in impacts to intersections in this segment.

The complete LOS tables are in Appendix E.

[FEIR Design Options](#)

[Implementation of the Sepulveda Grade Separation Design Option would also result in **no impact** to intersection delay and LOS in Segment 2 \(Sepulveda to Cloverfield\).](#)

[Implementation of the Maintenance Facility Design Option would not result in any change in the LOS and delay results reported in Table 3.2-20 \(Segment 2 Study Area Intersections—Year 2030 LOS \[AM Peak Hour\]\) and Table 3.2-21 \(Segment 2 Study Area Intersections—Year 2030 LOS \[PM Peak Hour\]\) since the number of proposed parking spaces would remain the same in the design option. This design option would not result in any additional impacts beyond what is discussed above for the LRT Alternatives. As such, impacts would remain **less than significant**.](#)

Segment 3: Olympic (LRT Alternatives 1 and 3)

This segment will include two stations: Olympic/17th Street Station and Colorado/4th Street Station. Daily trip generation, as estimated from the Metro Travel Demand Model at each station, is summarized in Table 5-18 ([Daily Station Trip Generation—Segment 3](#)).

An LOS analysis was conducted for all of the study area intersections in this segment. Results of intersection operating conditions for this segment, with levels of service and average vehicle delay for each peak period, are included in Appendix B. Table 5-19 ([Segment 3 Study Area Intersections—Year 2030 LOS \[AM Peak Hour\]](#)) and Table 5-20 ([Segment 3 Study Area Intersections—Year 2030 LOS \[PM Peak Hour\]](#)) summarizes the LOS analysis results for the No-Build and LRT Alternatives of the study area intersections within this segment for year 2030 in the AM and PM peak hours, respectively. A review of Table 5-19 and Table 5-20 shows a total of three intersections are projected to operate at LOS E or F during either or both the peak hours. For the LRT Alternatives, the same three intersections are projected to operate at LOS E or F. Previously referenced Figure 5-4 ([LOS E/F Intersections—Year 2030 With Project \[LRT Alternatives\]](#)) illustrates the study area intersections that are projected to operate at LOS E or F under year 2030 project conditions. Based on a comparison to the No-Build conditions, one intersection can be expected to be impacted in this segment (i.e., 20th Street and Olympic Boulevard). The impacted intersection is illustrated in Figure 5-5 ([Year 2030 Impacted Intersections With Project \[LRT Alternatives\]](#)).



Table 5-16 Segment 2 Study Area Intersections—Year 2030 LOS (AM Peak Hour)

Study Area Intersections	No-Build (NB)		LRT Alternative			Impact	Remarks
	LOS	Delay (sec)	LOS	Delay (sec)	Change from NB	Yes or No	
16. Cloverfield Boulevard and Colorado Avenue	D	38.1	D	37.8	-0.3	No	
17. Cloverfield Boulevard and Olympic Boulevard	D	47.6	D	46.7	-0.9	No	Grade Separated at this location
18. 26th St and Colorado Avenue	C	20.1	B	19.9	-0.2	No	
19. 26th St and Olympic Boulevard*	D	38.6	D	41.8	3.2	No	
20. Stewart St and Colorado Avenue	B	17.1	B	17.0	-0.1	No	
21. Stewart St and Olympic Boulevard*	C	34.2	D	49.0	14.8	No	The project includes additional lanes as described in Table 5-2.
22. Centinela Avenue (W) and Olympic Boulevard	B	16.9	B	17.0	0.1	No	
23. Centinela Avenue (E) and Olympic Boulevard	C	21.4	~~BC~~	~~17.4~~ 21.2	~~-4.0~~ 2	No	The project includes additional lanes as described in Table 5-2.
24. Centinela Avenue and Exposition Boulevard*	A	3.3	~~AB~~	~~8.4~~ 11.2	~~5.1~~ 7.9	No	The project includes additional lanes as described in Table 5-2. Signal to be installed. Grade Separated at this location.
25. Centinela Avenue and Pico Boulevard	C	26.5	C	26.0	-0.5	No	
26. Bundy Dr and Olympic Boulevard	F	217.6	F	216.0	-1.6	No	
27. Bundy Dr and Exposition Boulevard	A	2.9	A	3.4	0.5	No	Grade Separated at this location.
28. Bundy Dr and Pico Boulevard	E	62.8	E	60.6	-2.2	No	
29. Barrington Avenue and Olympic Boulevard	D	53.7	D	50.7	-3.0	No	The project includes additional lanes as described in Table 5-2.



Table 5-16 Segment 2 Study Area Intersections—Year 2030 LOS (AM Peak Hour)

Study Area Intersections	No-Build (NB)		LRT Alternative			Impact	Remarks
	LOS	Delay (sec)	LOS	Delay (sec)	Change from NB	Yes or No	
30. Barrington Avenue and Exposition Boulevard (N)*	C	20.4	A	5.0	-15.4	No	The project includes additional lanes as described in Table 5-2. Pedestrian/Bicycle sSignal to be <u>cleared and funded by others</u> ~~installed~~ .
31. Barrington Avenue and Exposition Boulevard (S)*	A	7.4	A	2.8	-4.6	No	
32. Barrington Avenue and Pico Boulevard	C	27.1	C	27.1	0.0	No	The project includes additional lanes as described in Table 5-2.
33. Gateway Boulevard and Pico Boulevard	F	168.8	F	167.8	-1.0	No	Grade Separated at this location.
34. Sawtelle Boulevard and Pico Boulevard	F	134.1	F	130.9	-3.2	No	
35. Sawtelle Boulevard and Exposition Boulevard	C	15.6	D	34.5	18.9	No	Grade Separated at this location.

SOURCE: Iteris, 2008; updated 2009.

* Intersection to be preempted



Table 5-17 Segment 2 Study Area Intersections—Year 2030 LOS (PM Peak Hour)

Study Area Intersections	No-Build (NB)		LRT Alternative			Impact	Remarks
	LOS	Delay (sec)	LOS	Delay (sec)	Change from NB	Yes or No	
16. Cloverfield Boulevard and Colorado Avenue	D	37.3	D	37.2	-0.1	No	
17. Cloverfield Boulevard and Olympic Boulevard	D	39.3	D	39.2	-0.1	No	Grade Separated at this location.
18. 26th St and Colorado Avenue	C	23.6	C	23.3	-0.3	No	
19. 26th St and Olympic Boulevard*	D	47.1	D	53.5	6.4	No	
20. Stewart St and Colorado Avenue	B	16.4	B	16.3	-0.1	No	
21. Stewart St and Olympic Boulevard*	D	44.6	D	50.7	6.1	No	The project includes additional lanes as described in Table 5-2.
22. Centinela Avenue (W) and Olympic Boulevard	B	18.0	B	17.9	-0.1	No	
23. Centinela Avenue (E) and Olympic Boulevard	B	17.7	B	~~14.2~~ 18.4	~~-3.5~~ 0.7	No	The project includes additional lanes as described in Table 5-2.
24. Centinela Avenue and Exposition Boulevard*	A	6.7	B	~~12.9~~ 11.4	~~6.2~~ 4.7	No	The project includes additional lanes as described in Table 5-2. Signal to be installed. Grade Separated at this location.
25. Centinela Avenue and Pico Boulevard	C	27.1	C	27.7	0.6	No	
26. Bundy Dr and Olympic Boulevard	F	95.3	F	93.5	-1.8	No	
27. Bundy Dr and Exposition Boulevard	F	300.0	F	300.0	0.0	No	Grade Separated at this location.
28. Bundy Dr and Pico Boulevard	D	48.7	D	48.7	0.0	No	
29. Barrington Avenue and Olympic Boulevard	E	77.4	E	74.4	-3.0	No	The project includes additional lanes as described in Table 5-2.



Table 5-17 Segment 2 Study Area Intersections—Year 2030 LOS (PM Peak Hour)

Study Area Intersections	No-Build (NB)		LRT Alternative			Impact	Remarks
	LOS	Delay (sec)	LOS	Delay (sec)	Change from NB	Yes or No	
30. Barrington Avenue and Exposition Boulevard (N)*	C	16.5	A	8.2	-8.3	No	The project includes additional lanes as described in Table 5-2. Pedestrian/Bicycle signal to be <u>cleared and funded by others</u> ~~installed~~ .
31. Barrington Avenue and Exposition Boulevard (S)*	F	300.0	B	10.4	-289.6	No	
32. Barrington Avenue and Pico Boulevard	D	41.8	D	37.0	-4.8	No	The project includes additional lanes as described in Table 5-2.
33. Gateway Boulevard and Pico Boulevard	F	156.4	F	152.9	-3.5	No	<i>Grade Separated at this location.</i>
34. Sawtelle Boulevard and Pico Boulevard	F	131.8	F	134.1	2.3	No	
35. Sawtelle Boulevard and Exposition Boulevard	F	300.0	F	300.0	0.0	No	<i>Grade Separated at this location.</i>

SOURCE: Iteris, 2008; updated 2009.

* Intersection to be preempted

**Table 5-18 Daily Station Trip Generation—Segment 3**

Station	Total Daily Passengers	Daily Walk/ Transit Access	Daily Auto Access	% of Passengers by Auto Access	Provided Station Parking
Olympic/17 th Street	2,643	2,586	57	2%	0
Colorado/4 th Street	3,333	3,085	249 ^a	7%	~~250~~ 0 ^a

[SOURCE: AECOM, 2008.](#)

[a. Parking demand at the Colorado/4th Street Station could be accommodated in nearby public parking facilities in downtown Santa Monica.](#)

Most of the intersections on Olympic Boulevard currently operate on permitted left-turn east/west phasing, but with the LRT project, these intersections will need to have exclusive left-turn phasing, which increases the average delay. However, other intersections, like 17th Street and 14th Street, do not experience substantial impacts due to unused capacity, which lets them operate at better than LOS E/F.

The complete LOS tables are in Appendix E.

[FEIR Design Options](#)

[Implementation of any of the identified design options would not result in any impacts along Segment 3 \(Olympic\).](#)

Segment 3a: Colorado (LRT Alternatives 2 and 4)

This segment will include two stations: Colorado/17th Street Station and Colorado/4th Street Station. Daily trip generation, as estimated from the Metro Travel Demand Model at each station, is summarized in Table 5-21 ([Daily Station Trip Generation—Segment 3a](#)).



Table 5-19 Segment 3 Study Area Intersections—Year 2030 LOS (AM Peak Hour)

Study Area Intersections	No-Build (NB)		LRT Alternative			Impact	Remarks
	LOS	Delay (sec)	LOS	Delay (sec)	Change from NB	Yes or No	
1. 4 th St and Colorado Avenue	C	31.2	C	32.0	0.8	No	
2. 4 th St/I-10WB and Olympic Boulevard	C	26.2	C	26.0	-0.2	No	Grade Separated at this location
3. 4 th St/I-10EB and Olympic Boulevard	E	69.3	E	66.6	-2.7	No	Grade Separated at this location
4. Lincoln Boulevard and Colorado Avenue	D	53.3	D	51.1	-2.2	No	
5. Lincoln Boulevard/I-10WB and Olympic Boulevard	D	39.1	D	41.2	2.1	No	Grade Separated at this location
6. Lincoln Boulevard/I-10EB and Olympic Boulevard	F	115.5	F	110.9	-4.6	No	
7. 11 th St and Colorado Avenue	C	21.0	C	20.5	-0.5	No	
8. 11 th St (N) and Olympic Boulevard	B	14.1	B	14.0	-0.1	No	Grade Separated at this location
9. 11 th St (S) and Olympic Boulevard	B	11.2	B	11.1	-0.1	No	
10. 14 th St and Colorado Avenue	B	17.1	B	17.0	-0.1	No	
11. 14 th St and Olympic Boulevard	B	19.4	C	25.3	5.9	No	Change in phasing to protected left turn phasing increases the delay
12. 17 th St and Colorado Avenue	B	17.2	B	17.1	-0.1	No	
13. 17 th St and Olympic Boulevard	B	18.4	C	27.3	8.9	No	Change in phasing to protected left turn phasing increases the delay
14. 20 th St and Colorado Avenue	C	22.0	C	21.2	-0.8	No	
15. 20th St and Olympic Boulevard	E	60.5	F	81.6	21.1	Yes	Change in phasing to protected left turn phasing increases the delay

SOURCE: Iteris, 2008.

Bold italics indicate intersections impacted by the project and forecast to operate at unsatisfactory levels of service.



Table 5-20 Segment 3 Study Area Intersections—Year 2030 LOS (PM Peak Hour)

Study Area Intersections	No-Build (NB)		LRT Alternative			Impact	Remarks
	LOS	Delay (sec)	LOS	Delay (sec)	Change from NB	Yes or No	
1. 4 th St and Colorado Avenue	C	34.7	D	35.7	1.0	No	
2. 4 th St/I-10WB and Olympic Boulevard	C	27.8	C	28.1	0.3	No	Grade Separated at this location
3. 4 th St/I-10EB and Olympic Boulevard	C	32.6	C	32.7	0.1	No	Grade Separated at this location
4. Lincoln Boulevard and Colorado Avenue	D	52.3	D	54.7	2.4	No	
5. Lincoln Boulevard/I-10WB and Olympic Boulevard	D	35.2	D	38.4	3.2	No	Grade Separated at this location
6. Lincoln Boulevard/I-10EB and Olympic Boulevard	C	34.7	C	34.2	-0.5	No	
7. 11 th St and Colorado Avenue	C	29.5	C	28.9	-0.6	No	
8. 11 th St (N) and Olympic Boulevard	B	16.7	B	16.6	-0.1	No	Grade Separated at this location
9. 11 th St (S) and Olympic Boulevard	B	17.9	B	17.8	-0.1	No	
10. 14 th St and Colorado Avenue	B	19.6	B	19.6	0.0	No	
11. 14 th St and Olympic Boulevard	B	18.7	C	25.0	6.3	No	Change in phasing to protected left turn phasing increases the delay
12. 17 th St and Colorado Avenue	B	17.5	B	17.5	0.0	No	
13. 17 th St and Olympic Boulevard	B	18.9	C	27.0	8.1	No	Change in phasing to protected left turn phasing increases the delay
14. 20 th St and Colorado Avenue	B	18.3	B	18.2	-0.1	No	
15. 20 th St and Olympic Boulevard	C	34.5	D	46.3	11.8	No	Change in phasing to protected left turn phasing increases the delay

SOURCE: Iteris, 2008.



Table 5-21 Daily Station Trip Generation—Segment 3a

Station	Total Daily Passengers	Daily Walk/ Transit Access	Daily Auto Access	% of Passengers by Auto Access	Provided Station Parking
Colorado/17 th Street	2,912	2,623	289	10%	70
Colorado/4 th Street	2,557	2,422	135	5%	2250 ^a

SOURCE: AECOM, 2008; updated 2009.

[a. Parking demand at the Colorado/4th Street Station could be accommodated in nearby public parking facilities in downtown Santa Monica.](#)

An LOS analysis was conducted for all of the study area intersections in this segment. Results of intersection operating conditions for this segment, with levels of service and average vehicle delay for each peak period, are included in Appendix B. Table 5-22 ([Segment 3a Study Area Intersections—Year 2030 LOS \[AM Peak Hour\]](#)) and Table 5-23 ([Segment 3a Study Area Intersections—Year 2030 LOS \[PM Peak Hour\]](#)) summarizes the LOS analysis results for the No-Build and LRT Alternative of the study area intersections within this segment for year 2030 in the AM and PM peak hours, respectively. A review of Table 5-22 and Table 5-23 shows a total of three intersections are projected to operate at LOS E or F during either or both the peak hours. For the LRT Alternatives, the same three intersections are projected to operate at LOS E or F. Previously referenced Figure 5-4 ([LOS E/F Intersections—Year 2030 With Project \[LRT Alternatives\]](#)) illustrates the study area intersections that are projected to operate at LOS E or F under year 2030 project conditions. Therefore, the LRT Alternatives do not result in impacts to intersections in this segment.

[FEIR Design Options](#)

[Implementation of the Colorado Parking Retention and the Colorado/4th Parallel Platform and South Side Parking design options would not result in any LOS or delay changes. As such, **no impact** beyond that discussed above for the LRT Alternatives would occur with implementation of any of the identified design options along Segment 3a \(Colorado\).](#)

5.8 Parking Impacts of LRT Alternatives

The following sections describe the impacts to on-street parking in the various segments of the LRT Alternatives, and identifies where proposed replacement parking could be located. ~~As a part of the next phase of the project, Preliminary Engineering, more detailed surveys will be completed to refine the number of parking spaces to be replaced. As noted previously, the number of removed spaces was modified in the FEIR to reflect changes to the project that emerged in response to community concerns (i.e., at Westwood Boulevard, Sepulveda Boulevard, Centinela Avenue). Those parking spaces that could potentially be removed were inventoried and the utilization of these spaces was assessed. Parking availability on adjacent streets was also inventoried to determine whether these could serve as potential replacement parking areas. Potential replacement parking options were determined based on the number of removed spaces that are utilized and not on the total number of spaces removed.~~

**Table 5-22 Segment 3a Study Area Intersections—Year 2030 LOS (AM Peak Hour)**

Study Area Intersections	No-Build (NB)		LRT Alternative			Impact	Remarks
	LOS	Delay (sec)	LOS	Delay (sec)	Change from NB	Yes or No	
1. 4 th St and Colorado Avenue	C	31.2	C	33.6	2.4	No	Reduced capacity on Colorado Avenue increased the delay
2. 4 th St/I-10WB and Olympic Boulevard	C	26.2	C	26.8	0.6	No	
3. 4 th St/I-10EB and Olympic Boulevard	E	69.3	E	69.6	0.3	No	
4. Lincoln Boulevard and Colorado Avenue	D	53.3	C	29.6	-23.7	No	
5. Lincoln Boulevard/I-10WB and Olympic Boulevard	D	39.1	D	40.6	1.5	No	
6. Lincoln Boulevard/I-10EB and Olympic Boulevard	F	115.5	F	116.2	0.7	No	
7. 11 th St and Colorado Avenue	C	21.0	C	27.9	6.9	No	Reduced capacity on Colorado Avenue increased the delay
8. 11 th St and Olympic Boulevard	B	14.1	B	14.1	0.0	No	
9. 11 th St (S) and Olympic Boulevard	B	11.2	B	11.3	0.1	No	
10. 14 th St and Colorado Avenue	B	17.1	C	20.3	3.2	No	Reduced capacity on Colorado Avenue increased the delay
11. 14 th St and Olympic Boulevard	B	19.4	B	19.5	0.1	No	
12. 17 th St and Colorado Avenue	B	17.2	C	34.6	17.4	No	Reduced capacity on Colorado Avenue increased the delay
13. 17 th St and Olympic Boulevard	B	18.4	B	18.4	0.0	No	
14. 20 th St and Colorado Avenue	C	22.0	C	21.7	-0.3	No	
15. 20 th St and Olympic Boulevard	E	60.5	E	61.3	0.8	No	
82. 20 th St and Broadway	B	18.2	B	18.3	0.1	No	
83. 14 th St and Broadway	B	18.9	B	19.0	0.1	No	
84. Lincoln Boulevard and Broadway	B	16.4	B	16.6	0.2	No	

**Table 5-22 Segment 3a Study Area Intersections—Year 2030 LOS (AM Peak Hour)**

Study Area Intersections	No-Build (NB)		LRT Alternative			Impact	Remarks
	LOS	Delay (sec)	LOS	Delay (sec)	Change from NB	Yes or No	
85. 4 th St and Broadway	C	27.3	C	27.3	0.0	No	
86. Main St and Colorado Avenue	A	8.3	A	8.7	0.4	No	

[SOURCE: Iteris, 2008.](#)

Table 5-23 Segment 3a Study Area Intersections—Year 2030 LOS (PM Peak Hour)

Study Area Intersections	No-Build (NB)		LRT Alternative			Impact	Remarks
	LOS	Delay (sec)	LOS	Delay (sec)	Change from NB	Yes or No	
1. 4 th St and Colorado Avenue	D	34.7	D	38.8	4.1	No	Reduced capacity on Colorado Avenue increased the delay
2. 4 th St/I-10WB and Olympic Boulevard	C	27.8	C	30.7	2.9	No	
3. 4 th St/I-10EB and Olympic Boulevard	C	32.6	D	36.6	4.0	No	
4. Lincoln Boulevard and Colorado Avenue	D	52.3	D	49.4	-2.9	No	
5. Lincoln Boulevard/I-10WB and Olympic Boulevard	D	35.2	D	44.3	9.1	No	
6. Lincoln Boulevard/I-10EB and Olympic Boulevard	C	34.7	D	41.1	6.4	No	
7. 11 th St and Colorado Avenue	C	29.5	D	53.4	23.9	No	Reduced capacity on Colorado Avenue increased the delay
8. 11 th St and Olympic Boulevard	B	16.7	B	16.9	0.2	No	
9. 11 th St (S) and Olympic Boulevard	B	17.9	B	18.6	0.7	No	
10. 14 th St and Colorado Avenue	B	19.6	C	26.1	6.5	No	Reduced capacity on Colorado Avenue increased the delay



Table 5-23 Segment 3a Study Area Intersections—Year 2030 LOS (PM Peak Hour)

Study Area Intersections	No-Build (NB)		LRT Alternative			Impact	Remarks
	LOS	Delay (sec)	LOS	Delay (sec)	Change from NB	Yes or No	
11. 14 th St and Olympic Boulevard	B	18.7	B	19.0	0.3	No	
12. 17 th St and Colorado Avenue	B	17.5	D	41.9	24.4	No	Reduced capacity on Colorado Avenue increased the delay
13. 17 th St and Olympic Boulevard	B	18.9	B	19.4	0.5	No	
14. 20 th St and Colorado Avenue	B	18.3	B	18.6	0.3	No	
15. 20 th St and Olympic Boulevard	C	34.5	D	37.8	3.3	No	
82. 20 th St and Broadway	B	19.3	B	20.0	0.7	No	
83. 14 th St and Broadway	C	20.8	C	22.1	1.3	No	
84. Lincoln Boulevard and Broadway	C	20.7	C	24.4	3.7	No	
85. 4 th St and Broadway	C	29.2	C	29.8	0.6	No	
86. Main St and Colorado Avenue	B	12.6	B	13.1	0.5	No	

SOURCE: Iteris, 2008.

The parking inventories were initially completed during weekday, daytime hours. Supplemental surveys were subsequently conducted in certain areas for both daytime and nighttime hours to confirm the validity of the utilization rates and potential parking restrictions (e.g., time limits, metered parking, parking permits, etc.). In general, the utilization rates of both the initial and supplemental surveys were found to be consistent. In addition, the areas of the surveys were expanded to further clarify the parking availability and restrictions on adjacent streets.

5.8.1 Segment 1: Expo ROW (LRT Alternatives 1 and 2)

Overland Avenue

As part of the project, Overland Avenue would be widened and reconstructed within the public right-of-way between Cushdon Avenue (north of Expo ROW) and Coventry Place (south of Expo ROW) to accommodate two additional lanes of traffic, one northbound and one southbound. This would require the removal of on-street parking from 7 AM to 7 PM along portions of Overland.² Table 5-24 (Overland Avenue—Parking Utilization and Replacement Parking Options [Years 2008/09]) provides a summary of parking utilization along Overland Avenue and replacement parking options along adjacent streets. A field survey determined that these spaces are relatively lightly used, and available on-street parking on the adjacent side streets could serve as replacement parking for the spaces lost on Overland Avenue. However, parking on some of the side streets is metered and limited to two hours ~~for vehicles without a neighborhood permit. LRT Alternatives using this portion of Segment 1 are expected to impact on-street parking. Modification of the current on-street parking limitations to address the loss of unlimited time spaces will be required, and/or has an existing neighborhood permit program.~~ Therefore, a permit may be required for replacement parking on the adjacent side streets. LRT Alternatives using this portion of Segment 1 (Expo ROW) are not expected to have an impact on-street parking based upon the utilization and adjacent available parking surveys.

Westwood Boulevard

Westwood Boulevard would be widened and reconstructed within the public right-of-way between Ashby Avenue (north Expo ROW) and Richland Avenue (south of Expo ROW). It will allow for two northbound lanes of traffic and bus stops on both sides of the street in close proximity to the proposed LRT station. This would require the removal of on-street parking on both sides of Westwood Boulevard, between ~~700~~ 400 feet north of Ashby Avenue to Richland Avenue; on South Exposition Boulevard east and west of Westwood Boulevard; and on North Exposition Boulevard, to the east of Westwood Boulevard. A field survey determined that these spaces are relatively lightly used, and that on-street parking on adjacent side streets and/or new spaces created within the Expo ROW could replace these spaces. Table 5-25 (Westwood Boulevard Area—Parking Utilization and Replacement Parking Options [Years 2008/09]) provides a summary of parking utilization along the affected sections of Westwood Boulevard and replacement parking options along adjacent streets and the Expo ROW.

² The additional northbound lane may be incorporated into a proposed LADOT project that would provide a third northbound lane from National Boulevard to Pico Boulevard. Implementation of the LADOT project would require the removal of on-street parking from 7:00 a.m. to 7:00 p.m. along a longer portion of Overland Avenue.



Table 5-24 Overland Avenue—Parking Utilization and Replacement Parking Options
(Years ~~2008~~2009)

Affected Sections along Overland Avenue	<u>Total Removed Parking Spaces Occupied</u>	<u>Total Parking Spaces Removed</u>	Potential Replacement Parking Options
West side of Overland Avenue, between Cushdon Avenue and Expo ROW	13	28	<u>Residential Demand</u> could be met on Cushdon, Esther, and Ashby Avenues, but permit <u>is</u> required <u>or may be required; business demand could be met on east side of Overland Avenue, between Esther Avenue and Ayres Avenue, utilizing 2-hour metered parking spaces.</u> Hence, mitigation required
East side of Overland Avenue, between Expo ROW and Coventry Place	1	20	Demand could be met on Coventry Place and on Dunleer Place, but permit <u>may be</u> required. Hence, mitigation required
Total	14	48	
Overall Utilization	29%		

SOURCE: DMJM Harris, 2008; updated 2009.

Table 5-25 Westwood Boulevard Area—Parking Utilization and Replacement Parking Options (Years ~~2008~~09)

Affected Sections along Westwood Boulevard	<u>Total Removed Parking Spaces Occupied</u>	<u>Total Parking Spaces Removed</u>	Potential Replacement Parking Options
West side of Westwood Boulevard, 700 feet north of Ashby Avenue	~~12~~ <u>5</u>	~~24~~ <u>10</u>	Demand could be met on Cushdon, Esther and Ashby Avenues, <u>but permit required or may be required</u>
West side of Westwood Boulevard, between South Exposition Boulevard and Richland Avenue	2	~~12~~ <u>10</u>	Demand could be met farther south along Westwood ~~Avenue~~ <u>Boulevard</u> , <u>but permit may be is required</u>
East side of Westwood Boulevard, between Cushdon and Esther Avenues	4	~~7~~ <u>6</u>	Demand could be met on Cushdon and Esther Avenues, <u>but permit is required</u>

**Table 5-25 Westwood Boulevard Area—Parking Utilization and Replacement Parking Options (Years 2008/09)**

Affected Sections along Westwood Boulevard	<u>Total Removed Parking Spaces Occupied</u>	<u>Total Parking Spaces Removed</u>	Potential Replacement Parking Options
East side of Westwood Boulevard, between Esther and Ashby Avenues	1	8	Demand could be met on ~~south side of Esther or~~ Ashby Avenues, <u>but permit is required or may be required</u>
East side of Westwood Boulevard, between South Exposition Boulevard and Richland Avenue	1	7	Replacement parking could be accommodated along Richland Avenue east of Westwood Boulevard, <u>but permit may be required</u>
North side of South Exposition Boulevard, ~~between Midvale Avenue and 120' west of~~ Westwood Boulevard	~~43~~	~~135~~	~~Not all of the spaces would have to be removed; enough could be maintained to meet this demand~~ <u>Demand could be shifted west on Exposition Boulevard or could be met on Midvale Avenue</u>
North side of South Exposition Boulevard, east of Westwood Boulevard	~~23~~	~~710~~	Replacement parking could be accommodated ~~within Expo/Westwood Station on~~ Richland Avenue, <u>but permit may be required</u>
South side of South Exposition Boulevard, ~~between Midvale Avenue and 120' west of~~ Westwood Boulevard	~~72~~	~~97~~	<u>Demand could be shifted west on Exposition Boulevard or could be met on Midvale Avenue</u> ~~Not all of the spaces would have to be removed; remaining demand could be met on Midvale Avenue~~
South side of South Exposition Boulevard, east of Westwood Boulevard	0	6	~~Replacement parking could be accommodated within Expo/Westwood Station~~ <u>No replacement parking required</u>
North side of North Exposition Boulevard, east of Westwood Boulevard	3	~~45~~	Replacement parking could be accommodated ~~within Expo/Westwood Station on~~ Ashby Avenue, <u>but permit may be required</u>
South side of North Exposition Boulevard, east of Westwood Boulevard	4	~~54~~	Replacement parking could be accommodated ~~within Expo/Westwood Station on N. Exposition Boulevard between~~ Midvale Avenue and Westwood Boulevard, <u>but permit may be required</u>
Total	~~40~~ 28	~~102~~ 78	
Overall Utilization	~~39~~ 36 %		

SOURCE: DMJM Harris, 2008.

**Sepulveda Boulevard**

Sepulveda Boulevard would be widened ~~in the vicinity of the Expo ROW between Tennessee Avenue and Richland Avenue~~ to accommodate an additional southbound through lane and an additional northbound through lane. This would ~~also~~ require the removal of on-street parking on the west side of Sepulveda Boulevard from ~~Exposition Boulevard Tennessee Avenue to approximately 100 feet south of Pearl Street~~ Richland Avenue. On-street parking would also need to be removed on the east side between ~~Pico Boulevard Tennessee Avenue~~ and Pearl Street. In addition, on-street parking would also be removed along Exposition Boulevard on the blocks on either side of Sepulveda Boulevard, which need to be reconfigured to accommodate left-turn lanes. ~~A~~ F ~~field surveys~~ determined that ~~there is moderate the~~ demand for these spaces that could be served by available on-street parking on adjacent side streets. Table 5-26 (Sepulveda Boulevard Area—Parking Utilization and Replacement Parking Options [Years 2008/09]) provides a summary of parking utilization along the affected sections of Sepulveda Boulevard and replacement parking options.

Table 5-26 Sepulveda Boulevard Area—Parking Utilization and Replacement Parking Options (Years 2008/09)

Affected Sections along Sepulveda Boulevard	<u>Total Removed Parking Spaces Occupied</u>	<u>Total Parking Spaces Removed</u>	Potential Replacement Parking Options
North side of Exposition Boulevard, <u>300' west of</u> ~~between Sepulveda and Sawtelle~~ <u>Boulevard</u> s	~~19~~ <u>11</u>	~~45~~ <u>13</u>	Demand on eastern end where parking would be removed could be shifted west on Exposition Boulevard, <u>but permit may be required</u>
North side of Exposition Boulevard, between Sepulveda Boulevard and Tilden Avenue	7	21	Demand on western end where parking would be removed could be shifted east on Exposition Boulevard or could be accommodated on Bentley Avenue, <u>but permit may be required</u>
South side of Exposition Boulevard, ~~between 300' west of~~ <u>between 300' west of</u> Sepulveda ~~and Sawtelle~~ <u>Boulevard</u> s	~~14~~ <u>9</u>	~~24~~ <u>13</u>	Demand on eastern end where parking would be removed could be ~~shifted west~~ <u>accommodated to the south</u> on ~~Exposition Boulevard~~ <u>Pearl Street</u> , <u>but permit may be required</u>
South side of Exposition Boulevard, between Sepulveda Boulevard and Tilden Avenue	16	22	Demand on western end where parking would be removed could be shifted east on Exposition Boulevard or could be accommodated on Bentley Avenue, <u>but permit may be required</u>
<u>West side of Sepulveda Boulevard, between Tennessee Avenue and Pico Boulevard</u>	<u>6</u>	<u>6</u>	<u>Business demand could be accommodated on the adjacent side streets including Tennessee Avenue, South Bentley Avenue and the alley between Tennessee Avenue and Pico Boulevard, but subject to time restrictions.</u>

**Table 5-26 Sepulveda Boulevard Area—Parking Utilization and Replacement Parking Options (Years 2008/09)**

Affected Sections along Sepulveda Boulevard	<u>Total Removed</u> <u>Parking</u> Spaces Occupied	Total <u>Parking</u> Spaces <u>Removed</u>	Potential Replacement Parking Options
<u>East side of Sepulveda Boulevard between Tennessee Avenue and Pico Boulevard</u>	<u>2</u>	<u>5</u>	<u>Business demand could be accommodated on the adjacent side streets including Tennessee Avenue, South Bentley Avenue and the alley between Tennessee Avenue and Pico Boulevard, but subject to time restrictions</u>
West side of Sepulveda Boulevard, between Exposition Boulevard and Pearl Street	2	6	Demand could be accommodated to the south ~~between on~~ Pearl Street ~~and Richland Avenue, but permit may be required~~
West side of Sepulveda Boulevard, ~~150 feet South of between~~ Pearl Street ~~and Richland Avenue~~	~~1~~ <u>11</u>	~~4~~ <u>16</u>	Demand on northern end where parking would be removed could be shifted south on Sepulveda Boulevard, <u>but permit may be required</u>
East side of Sepulveda Boulevard, between Pico and Exposition Boulevards	3	9	Replacement parking could be accommodated ~~in the proposed Expo/Sepulveda station parking structure on~~ <u>Exposition Boulevard, but permit may be required</u>
East side of Sepulveda Boulevard, between Exposition Boulevard and Pearl Street	2	6	Demand on northern end where parking would be removed could be shifted south on Sepulveda Boulevard, <u>but permit may be required</u>
Total	~~6~~<u>469</u>	~~137~~<u>117</u>	
Overall Utilization	~~47~~<u>59</u>%		

SOURCE: DMJM Harris, 2008; updated 2009.

FEIR Design Options

Implementation of the Sepulveda Grade Separation would eliminate the need for changes to the lane configurations on Sepulveda Boulevard. Therefore, the design option would eliminate impacts to on-street parking along Sepulveda Boulevard. However, impacts would remain **less than significant**, as on-street parking would still need to be removed along Exposition Boulevard to accommodate the LRT Alternatives.

Implementation of the Expo/Westwood Station No Parking Design Option would include the provision of 20 parking spaces dedicated to neighborhood residents east of Westwood Boulevard and north of the LRT line. This would address community concerns regarding the



[loss of on-street parking spaces along Westwood Boulevard, and impacts would remain *less than significant*.](#)

5.8.2 Segment 1a: Venice/Sepulveda (LRT Alternatives 3 and 4)

Implementation of LRT Alternatives 3 and 4, and their related street improvements, would eliminate much of the existing on-street parking on both Venice and Sepulveda Boulevards. This loss of parking capacity cannot be mitigated by on-street parking on side streets because of the high overall demand for parking in the adjacent neighborhoods, which are characterized by multi-family dwellings. Replacement parking would be accommodated in off-street lots on properties along Venice Boulevard. [In general, these off-street lots would be located in reasonable proximity \(approximately 1500 feet\) to the displaced on-street parking. The required size of the off-street lots would be based on the number of utilized spaces that would be removed and assumes a lot size requirement of 350 square feet per parking space; this allows for the size of each parking space, as well as the aisle width requirements to access the space.](#) Many of these parcels would already be acquired to accommodate the LRT guideway and street improvements, but others would have to be acquired specifically for replacement parking.

Table 5-27 ([Segment 1a: Venice Boulevard Area—Parking Utilization and Replacement Parking Options \[Year 2008\]](#)) provides a summary of parking utilization along the affected sections along Venice Boulevard in Segment 1a. The table divides the portion of Venice Boulevard between Robertson and Sepulveda into four sections, each with a north and south side.

Table 5-27 Segment 1a: Venice Boulevard Area—Parking Utilization and Replacement Parking Options (Year 2008)

Affected Sections along Venice Boulevard	Total Removed Parking Spaces Occupied	Total Parking Spaces Removed	Potential Replacement Parking Options
Section A: Venice Boulevard, Robertson Boulevard to Watseka Avenue			
North side of Venice Boulevard, between Robertson Boulevard and Watseka Avenue	12	36	Parking not available on adjacent streets. Hence, mitigation required.
South side of Venice Boulevard, between Robertson Boulevard and Watseka Avenue	10	39	
~~East and West sides of Clarrington Avenue, 250 feet north of Venice Boulevard~~	~~5~~	~~15~~	
~~West side of Hughes Avenue, 250 feet north of Venice Boulevard~~	~~12~~	~~12~~	
Total	~~39~~ 22	~~102~~ 75	
Overall Utilization	~~38~~ 29 %		

**Table 5-27 Segment 1a: Venice Boulevard Area—Parking Utilization and Replacement Parking Options (Year 2008)**

Affected Sections along Venice Boulevard	<u>Total Removed Parking Spaces Occupied</u>	<u>Total Parking Spaces Removed</u>	Potential Replacement Parking Options
Section B: Venice Boulevard, Watseka Avenue to Jasmine Avenue			
North side of Venice Boulevard, between Watseka Avenue and Jasmine Avenue	12	35	Parking not available on adjacent streets. Hence, mitigation required.
South side of Venice Boulevard, between Watseka Avenue and Jasmine Avenue	14	28	
<u>East and West sides of Clarington Avenue, 250 feet north of Venice Boulevard^a</u>	<u>5</u>	<u>15</u>	
<u>West side of Hughes Avenue, 250 feet north of Venice Boulevard^b</u>	<u>12</u>	<u>12</u>	
Total	~~26~~<u>43</u>	~~63~~<u>90</u>	
Overall Utilization	~~41~~ <u>48</u> %		
Section C: Venice Boulevard, Jasmine Avenue to Glendon Avenue/Midway Avenue			
North side of Venice Boulevard, between Jasmine Avenue and Glendon Avenue	17	30	Parking not available on adjacent streets. Hence, mitigation required.
South side of Venice Boulevard, between Jasmine Avenue and Midway Avenue	29	45	
Total	46	75	
Overall Utilization	61%		
Section D: Venice Boulevard, Glendon Avenue/Midway Avenue to Sepulveda Boulevard			
North side of Venice Boulevard, between Westwood Boulevard and Bentley Avenue	36	52	Parking not available on adjacent streets. Hence, mitigation required.
South side of Venice Boulevard, between Westwood Boulevard and Bentley Avenue	28	47	
Total	64	99	
Overall Utilization	65%		

SOURCE: DMJM Harris, 2008.

a. As noted previously, mitigation measure MM TR-1 will require the removal of on-street parking along a portion of Clarington Avenue, north of Venice Boulevard.b. As noted previously, mitigation measure MM TR-2 will require the removal of on-street parking along a portion of Hughes Avenue, north of Venice Boulevard



Table 5-28 ([Segment 1a: Sepulveda Boulevard Area—Parking Utilization and Replacement Parking Options \(Year 2008\)](#)) provides a summary of parking utilization along the affected sections of Sepulveda Boulevard in Segment 1a. The table divides portions of Sepulveda Boulevard into five sections.

Table 5-28 Segment 1a: Sepulveda Boulevard Area—Parking Utilization and Replacement Parking Options (Year 2008)

Affected Sections along Venice Boulevard	<u>Total Removed Parking Spaces Occupied</u>	<u>Total Parking Spaces Removed</u>	Potential Replacement Parking Options
Section A: Sepulveda Boulevard, Venice Boulevard to Charnock Road			
East side of Sepulveda, between Venice Boulevard and Charnock Road	28	51	Parking not available on adjacent streets. Hence, mitigation required.
West side of Sepulveda, between Venice Boulevard and Charnock Road	18	31	
Total	46	82	
Overall Utilization	56%		
Section B: Sepulveda Boulevard, Charnock Road to Sepulveda Channel			
East side of Sepulveda, between Charnock Road and Sepulveda Channel	15	45	Parking not available on adjacent streets. Hence, mitigation required.
West side of Sepulveda, between Charnock Road and Sepulveda Channel	29	45	
Total	44	90	
Overall Utilization	49%		
Section C: Sepulveda Boulevard, Sepulveda Channel to Clover Avenue			
East side of Sepulveda, between Sepulveda Channel and Clover Avenue	30	52	Parking not available on adjacent streets. Hence, mitigation required.
West side of Sepulveda, between Sepulveda Channel and Clover Avenue	9	40	
Total	39	92	
Overall Utilization	42%		

**Table 5-28 Segment 1a: Sepulveda Boulevard Area—Parking Utilization and Replacement Parking Options (Year 2008)**

Affected Sections along Venice Boulevard	<u>Total Removed Parking Spaces Occupied</u>	Total <u>Parking Spaces Removed</u>	Potential Replacement Parking Options
Section D: Sepulveda Boulevard, Clover Avenue to I-10			
East side of Sepulveda, between Clover Avenue and I-10	16	58	Parking not available on adjacent streets. Hence, mitigation required.
West side of Sepulveda, between Clover Avenue and I-10	14	43	
Total	30	101	
Overall Utilization	30%		
Section E: Sepulveda Boulevard, I-10 to Exposition Boulevard			
West side of Sepulveda, between I-10 and Exposition Boulevard	10	32	Parking not available on adjacent streets. Hence, mitigation required.
Overall Utilization	31%		

SOURCE: DMJM Harris, 2008.

FEIR Design Options

Implementation of any of the proposed design options would not alter the impacts to on-street parking along Segment 1a (Venice/Sepulveda).

5.8.3 Segment 2: Sepulveda to Cloverfield (All LRT Alternatives)

At the intersection of Barrington Avenue and Olympic Boulevard, a northbound right-turn pocket is proposed requiring the removal of existing on-street parking on the east side of Barrington Avenue. At the intersection of Barrington Avenue and Pico Boulevard, a southbound right-turn pocket is proposed requiring on-street parking to be removed on the west side of Barrington between Tennessee Avenue and Pico Boulevard. A field survey determined that there is only moderate demand for these spaces and that their removal could be mitigated by available on-street parking in the surrounding commercial area ~~neighborhood and/or parking proposed to be built within the Expo ROW.~~

Centinela Avenue is now proposed to be grade separated in Segment 2 (Sepulveda to Cloverfield). As such, ~~The required provision of an additional northbound lane on Centinela Avenue where it crosses the Expo ROW would require~~ the removal of on-street parking on the west side of the street and a loading zone on the east side would no longer be required. ~~A field survey determined intensive use of these spaces but their removal could be mitigated by introducing new spaces within the Expo ROW.~~



The provision of an additional southbound lane on Stewart Street where it crosses the Expo ROW would require the removal of on-street parking on both sides of the street between Olympic and Exposition Boulevards. A field survey determined that these spaces are lightly used. The removals could be mitigated by available on-street parking in the surrounding ~~neighborhood~~[commercial area](#).

Table 5-29 ([Segment 2—Parking Utilization and Replacement Parking Options \[Years 2008/09\]](#)) provides a summary of parking utilization along the affected sections along Segment 2 and replacement parking options.

Table 5-29 Segment 2—Parking Utilization and Replacement Parking Options (Years [2008/09](#))

Affected Sections along Barrington Avenue, ~~Centinela Avenue~~ and Stewart St	<u>Existing</u> Spaces Occupied	Total <u>Existing</u> Spaces	Potential Replacement Parking Options
Barrington Avenue			
East side of Barrington Avenue, ~~north of Exposition Boulevard~~ <u>between Olympic and Exposition Boulevards</u>	7 0 (loading)	16 2 (loading)	Replacement parking could be accommodated ~~within Expo/Bundy Station parking facility~~ <u>on Barrington Avenue between Mississippi Avenue and Olympic Boulevard</u>
West side of Barrington Avenue, between Tennessee Avenue and Pico Boulevard	1	3	<u>Replacement parking could be accommodated on</u> Barrington Avenue, between Exposition Boulevard and Tennessee Avenue
Total	8	19	
Overall Utilization	42%		
~~Centinela Avenue~~			
~~West side of Centinela Avenue, between Olympic and Exposition Boulevards~~	~~20~~	~~21~~	~~Replacement parking could be accommodated within Expo/Bundy Station parking facility~~
~~East side of Centinela, between Exposition (E) and Exposition (W) Boulevards~~	~~2 (loading)~~	~~2 (loading)~~	~~Loading zone relocated to Exposition Boulevard east of Centinela Avenue~~
Total	22	23	
~~Overall Utilization~~	~~96%~~		
Stewart Street			
West side of Stewart Street, between Olympic and Exposition Boulevards	2	12	Demand could be accommodated on ~~Exposition Boulevard~~ <u>Stewart Street north of Olympic Boulevard</u>
East side of Stewart Street, between Olympic and Exposition Boulevards	0	10	~~Demand could be accommodated on Exposition Boulevard~~ <u>No replacement parking required</u>
Total	2	22	
Overall Utilization	9%		

SOURCE: [DMJM Harris, 2008; updated 2009.](#)

**FEIR Design Options**

Implementation of any of the proposed design options would not alter the impacts to on-street parking along Segment 2 (Sepulveda to Cloverfield).

5.8.4 Segment 3: Olympic (LRT Alternatives 1 and 3)

To accommodate the LRT Alternatives using Olympic Boulevard, all on-street parking would be eliminated between 20th and Euclid Streets. A field survey determined a moderate level of use of these on-street parking spaces that is greater than excess capacity of adjacent side streets. As a result, replacement parking would have to be accommodated in off-street locations, potentially requiring property acquisitions. In general, these off-street lots would be located in reasonable proximity (approximately 1,500 feet) to the displaced on-street parking. The required size of the off-street lots would be based on the number of utilized on-street spaces that would be removed and assumes a lot size requirement of 350 square feet per parking space; this allows for the size of each parking space as well as the aisle width requirements to access the space.

Table 5-30 ([Segment 3—Parking Utilization and Replacement Parking Options \[Year 2008\]](#)) provides a summary of parking utilization along the affected sections of Olympic Boulevard and replacement parking options. The table divides Olympic Boulevard into two sections.

Table 5-30 Segment 3—Parking Utilization and Replacement Parking Options (Year 2008)

Affected Sections along Olympic Boulevard	<u>Total Removed Parking Spaces Occupied</u>	<u>Total Parking Spaces</u>	Potential Replacement Parking Options
Section A: 20 th Street to 17 th Street			
North side of Olympic Boulevards, between 20 th and 19 th Streets	1	8	Parking not available on adjacent streets. Hence, mitigation required
North side of Olympic Boulevard, between 19 th and 18 th Streets	8	9	
South side of Olympic Boulevard, between 20 th and 17 th Streets	16	31	
Total	25	48	
Overall Utilization	52%		
Section B: 17 th Street to Euclid Street			
North side of Olympic Boulevard, between 17 th and 16 th Streets	1	11	Parking not available on adjacent streets. Hence, mitigation required
North side of Olympic Boulevard, between 16 th and 14 th Streets	4	21	
North side of Olympic Boulevard, between 14 th and Euclid Streets	6	6	
South side of Olympic Boulevard, between 17 th and 14 th Streets	15	28	

**Table 5-30 Segment 3—Parking Utilization and Replacement Parking Options (Year 2008)**

Affected Sections along Olympic Boulevard	<u>Total Removed Parking Spaces Occupied</u>	<u>Total Parking Spaces</u>	Potential Replacement Parking Options
South side of Olympic Boulevard, between 14 th and Euclid Streets	8	9	
Total	34	75	
Overall Utilization	45%		

SOURCE: DMJM Harris, 2008.

FEIR Design Options

Implementation of any of the proposed design options would not alter the impacts to on-street parking along Segment 3 (Olympic).

5.8.5 Segment 3a: Colorado (LRT Alternatives 2 and 4)

Reconstruction of Colorado Avenue to accommodate the LRT Alternatives would eliminate on-street parking on the south side of the street between 14th ~~and 4th~~ Streets and Lincoln Avenue and also eliminate. Also, on-street parking on either the north or south side of the street between Lincoln Avenue and 4th Street. A field surveys determined moderate to intensive use of these spaces, and little excess capacity on adjacent side streets. As a result, replacement parking would have to be accommodated ~~in off-street lots~~ with various options along Colorado Avenue or through other options such as the implementation of diagonal parking on adjacent streets.

Table 5-31 (Segment 3a—Parking Utilization and Replacement Parking Options [Years 2008/09]) provides a summary of parking utilization along the affected sections of Colorado Avenue and replacement parking options. The table divides Colorado Avenue into two sections.

Table 5-31 Segment 3a—Parking Utilization and Replacement Parking Options (Years 2008/09)

Affected Sections along Colorado Avenue	<u>Total Removed Parking Spaces Occupied</u>	<u>Total Parking Spaces Removed</u>	Potential Replacement Parking Options
Section A: 14th Street to 11th Street			
South side of Colorado Avenue between 14 th and 11 th Streets	13	21	Parking not available on adjacent streets. Hence, mitigation required.
Total	13	21	62% overall utilization

Table 5-31 Segment 3a—Parking Utilization and Replacement Parking Options (Years 2008/09)

Affected Sections along Colorado Avenue	<u>Total Removed Parking Spaces Occupied</u>	<u>Total Parking Spaces Removed</u>	Potential Replacement Parking Options
Section B: 11th Street to 4th Street			
South side of Colorado Avenue between 11 th and 9 th Streets	14	14	Parking not available on adjacent streets. Hence, mitigation required.
South side of Colorado Avenue between Lincoln Boulevard and 7 th Street	4	5	
South side of Colorado Avenue between 7 th and 4 th Streets	4	16	
Total	22	35	63% overall utilization

SOURCE: DMJM Harris, 2008, updated 2009.

In summary, the utilization data for all segments illustrate that the supply of ~~1266~~1,199 potentially affected spaces along all the segments are on average only 46.6 percent utilized (~~588~~559 spaces), indicating that there is not an existing severe parking shortage in the study area.

FEIR Design Options

The Colorado Parking Retention Design Option would reduce the track centers and sidewalk widths to create room for parking between Lincoln Boulevard and 4th Street along the both sides of Colorado Avenue. Impacts to on-street parking along Segment 3a (Colorado) would remain **less than significant**.

The Colorado/4th Parallel Platform and South Side Parking Design Option would reconfigure the Colorado/ 4th Street Station so that the platform would be parallel with 4th Street. If implemented, this design option would create room for parking between Lincoln Boulevard and 6th Street along the south side of Colorado Avenue. Impacts to on-street parking along Segment 3a (Colorado) would remain **less than significant**.

5.9 Station Parking

Table 5-32 (Parking Supply and Demand at Stations—Year 2030) illustrates the daily passenger forecasts and mode of access at each station along the segments for both the daily amount and peak period. At stations where no dedicated station parking is proposed to be provided, only drop-off auto access is forecasted in addition to walk/transit ~~and walk/bike~~ access. At stations where there is proposed dedicated station parking, the table indicates the number of autos expected to arrive and park in the peak period (i.e., does not include drop-off), and compares that demand to the number of spaces available. ~~The daily station parking demand is also indicated in the table where there is proposed station parking.~~ There is likely to be some

Table 5-32 Parking Supply and Demand at Stations—Year 2030

Segment	Station Name	Total Daily Passengers	Mode of Access (Daily)		Mode of Access (Peak Period)		Auto Access Demand (Daily)		Auto Access Demand (Peak Period)	Park & Ride Lot Capacity
			Walk/ Transit	Auto	Walk/ Transit	Auto	Station Parking	Drop-Off		
Segment 1: Expo ROW	National/Palms	1,861	1,772	89	1,329	67	0	89	0	0
	Expo/Westwood	5,237	4,895	342	3,671	257	286	56	215	170
Segment 1a: Venice/Sepulveda	Venice/Motor	2,045	1,970	75	1,478	56	0	75	0	0
	Venice/Sepulveda	3,292	3,204	88	2,403	66	0	88	0	0
	Sepulveda/National	2,367	2,070	297	1,553	223	244	53	183	250
Segment 2: Sepulveda to Cloverfield	Expo/Sepulveda	5,096	4,681	415	3,511	311	354	61	266	260
	Expo/Bundy	2,863	2,469	393	1,852	295	337	56	253	250
	Olympic/26 th Street	2,113	2,057	56	1,543	42	0	56	0	0
Segment 3: Olympic	Olympic/17 th Street	2,643	2,586	57	1,940	43	0	57	0	0
	Colorado/4 th Street	3,333	3,085	249	2,314	187	214	35	161	250
Segment 3a: Colorado	Colorado/17 th Street	2,912	2,623	289	1,967	217	240	49	180	70
	Colorado/4 th Street	2,557	2,422	135	1,817	101	109	26	82	225

SOURCE: AECOM, 2008, updated 2009.

turnover of parkers during the peak period that would free up spaces to accommodate midday parking demand, so the peak parking demand represents a conservative estimate of the parking demand. At the Expo/Westwood Station, Expo/Sepulveda Station, Expo/Bundy Station, ~~and Colorado/17th Street Station,~~ and Colorado/4th Street Station, the proposed supply of parking would be less than the forecast peak period demand.

No parking is proposed at National/Palms Station, Venice/Motor Station, Venice/Sepulveda Station, Olympic/26th Street Station, ~~and Olympic/17th Street Station,~~ and Colorado/4th Street Station. With the exception of the Colorado/4th Street Station (where LRT station parking demand could be accommodated in adjacent existing public parking facilities), the ridership model projections for the project have assumed that no station parking would be provided at these stations and no ridership would be generated as a result. However drop-offs are still included in the ridership. Nevertheless, it can be expected that some LRT patrons will attempt to park in the neighborhoods or commercial areas surrounding each of these stations. Some of the excess parking demand may be met in existing off-street parking facilities (e.g., an office worker may park in his/her office parking lot and take the train Downtown), but most will likely attempt to park on streets within walking distance of the stations.

The Sepulveda/National ~~and Colorado/4th Street S~~stations ~~are is~~ expected to have adequate parking and would not be expected to have spillover parking in the ~~neighborhoods~~ commercial areas surrounding ~~it~~them. ~~The Colorado/4th Street Station may in fact have the opposite problem; people bound for alternate destinations in downtown Santa Monica may park in the station parking lot if mechanisms are not in place to prevent non-LRT-related parking.~~

Spillover parking in the neighborhoods or commercial areas around the stations can be expected to occur around all of the stations except the Sepulveda/National ~~Station and Colorado/4th Street Stations.~~ Some of the residential neighborhoods near proposed stations have existing residential permit parking districts, such as north of the Expo/Westwood Station, which will reduce the potential for LRT-related parking impacts in those neighborhoods. Other station areas, such as Colorado/17th Street Station and Colorado/4th Street Station, have time-restricted metered on-street parking which will also reduce the impact of spillover parking demand from the stations. However, some station areas do not have residential permit parking districts or time-restricted on-street parking (e.g., south of the Expo/Westwood Station, south of the Expo/Sepulveda Station, and south of the Expo/Bundy Station) and could be impacted by spillover parking.

5.10 Pico/Olympic One-Way Couplet

The City of Los Angeles is considering changes to Pico Boulevard and Olympic Boulevard that could eventually convert them to a one-way couplet from Downtown Los Angeles to Centinela Avenue. The initial phase of this project would entail modifying the signal timing on the two parallel corridors to provide more green time for eastbound traffic on Pico Boulevard and more green time for westbound traffic on Olympic Boulevard, as well as peak period parking restrictions on Pico Boulevard to gain more travel lanes. The second phase would result in redesigning the streets to have one-way traffic flow on each street.

Due to court challenges from groups opposed to the one-way couplet, the City of Los Angeles will be required to complete a full environmental impact report on the project prior to proceeding with its implementation.

In concept, where Pico and Olympic are in the vicinity of the Exposition LRT corridor, this is expected to help reduce queuing and/or potential future congestion in the immediate project area and help the overall circulation conditions.

6. MITIGATION MEASURES

6.1 Intersection Improvements

As stated previously, an intersection is considered to be significantly affected if the project causes deterioration in level of service to E or worse, and/or results in an increase in the average vehicle delay of 4 seconds or more at an intersection projected to operate at LOS E or worse under No-Build conditions. Using these criteria, mitigation measures need to be implemented at five intersections, depending on the alternative considered. These intersections are summarized in Table 6-1 [\(Impacted Study Area Intersections Without Mitigations—Year 2030\)](#).

Table 6-1 Impacted Study Area Intersections Without Mitigations—Year 2030

LRT Alternatives	Segment	Intersection
3 and 4	Segment 1a: Venice/Sepulveda	43. Sepulveda Boulevard and Palms Boulevard
		50. Girard Avenue & Venice Boulevard
		64. Clarington Avenue and Venice Boulevard
		67. Hughes Avenue and Venice Boulevard
1 and 3	Segment 3: Olympic	15. 20 th Street and Olympic Boulevard

[SOURCE: Iteris, 2008.](#)

For each LRT Alternative, improvements, such as the grade separations, roadway and signal modifications described in Table 5-2 [\(Grade Crossing Analysis—Proposed Improvements\)](#), are proposed as part of the project description contained in Chapter 2 (Project Alternatives) of the [DEIR](#). As a result of the incorporation of the improvements only the five intersections below are impacted.

The approach used to develop mitigation measures at the intersections began by considering operational improvements, followed by physical improvements. Operational improvements included signal timing and phasing changes. The cycle lengths for the study area intersections were adjusted and the green times for each approach were fine-tuned to satisfy the forecast traffic demand. If that step did not mitigate the effect, physical improvements to the intersections were then developed. The following intersection improvements were developed to help mitigate the residual traffic impacts.

6.1.1 Segment 1a

The following mitigation measures are required to reduce the level of impact to an acceptable level.

- **Clarington/Venice**—Adjust signal timing and add a southbound left-turn lane. This additional lane will require the removal of on-street parking [on both sides of Clarington Avenue](#). Property would have to be acquired to provide replacement parking. Potential parcels at the northwest and southwest corners of the Hughes Avenue/Venice Boulevard intersection have been identified.
- **Hughes/Venice**—Adjust signal timing and add a northbound left-turn lane, a southbound left-turn lane and an eastbound right-turn lane. These additional lanes will require the removal of on-street parking [on both sides of Hughes Avenue](#). Property would have to be acquired to provide replacement parking. Potential parcels at the northwest and southwest corners of the Hughes Avenue/Venice Boulevard intersection have been identified.

Two intersections in this segment cannot be mitigated to a less-than-significant impact. No feasible mitigation measures could be identified to reduce the level of impact to an acceptable level.

Sepulveda Blvd/Palms Blvd—The intersection at Sepulveda Boulevard and Palms Boulevard along Segment 1a (LRT Alternatives 3 and 4) is projected to operate at saturated conditions under year 2030 No-Build conditions. Under LRT Alternatives 3 and 4, added traffic due to left turn closures at parallel streets will be diverted to this intersection. Addition of turn lanes would not reduce the delays to an acceptable level and addition of through lanes is not feasible due to right-of-way constraints. There would be an unavoidable impact at this location.

Girard Ave/Venice Blvd—The intersection of Girard Avenue/Midvale Avenue/Venice Boulevard would degrade substantially under LRT Alternatives 3 and 4. No feasible mitigation measure could be identified to reduce the level of impact to an acceptable level. This intersection is projected to operate at satisfactory levels of service under year 2030 No-Build conditions. Under LRT Alternatives 3 and 4, provision of left turn phasing and addition of traffic due to left turn closures at parallel streets, will divert traffic to this intersection. Addition of turn lanes would not reduce the delays to an acceptable level and addition of through lanes is not feasible due to right-of-way constraints. There would be an unavoidable impact at this location.

6.1.2 Segment 3

The following mitigation measure is required to reduce the level of impact to less than significant.

- **20th St/Olympic Boulevard**—Adjust signal timing and add a northbound right-turn lane. To make it a feasible mitigation, partial acquisitions ~~will~~ [may](#) be required for corner cuts at all four corners of the intersection.

Table 6-2 ([Impacted Study Area Intersections with Mitigation Measures—Levels of Service—Year 2030 With Project](#)) summarizes the level of service with the implementation of [the](#) above mentioned mitigation measures for the affected study area intersections.

**Table 6-2 Impacted Study Area Intersections with Mitigation Measures—Levels of Service—Year 2030 With Project**

Study Area Intersection	Control	AM Peak Hour		PM Peak Hour	
		LOS	Delay (sec)	LOS	Delay (sec)
15. 20th St and Olympic Blvd	Signal	D	51.4	D	40.6
43. Sepulveda Blvd and Palms Blvd	Signal	F	105.7	F	339.1
50. Girard Ave & Venice Blvd	Signal	F	206.0	F	214.5
64. Clarington Ave and Venice Blvd	Signal	D	49.5	D	40.5
67. Hughes Ave and Venice Blvd	Signal	D	54.9	D	36.6

SOURCE: Iteris, 2008.

LOS = level of service

Delay = average vehicle delay (seconds)

V/C = volume-to-capacity ratio for signalized intersections

In summary, implementation of LRT Alternatives 1 and result in **less-than-significant** impacts, and implementation of LRT Alternatives 3 and 4 would result in two **significant and unavoidable** impacts.

All mitigations have been evaluated for feasibility and detailed drawings are given in Appendix A of the **DEIR**.

6.2 Parking Mitigations

In most segments, there is sufficient alternate on-street parking available to ~~reduce the effect of accommodate the removed utilized on-street parking removal spaces to an acceptable impact level. Available, underutilized on-street parking on adjacent side streets would mitigate the impacts of the displaced parking spaces.~~

In areas where there is insufficient on-street availability, the following mitigation measures would be implemented to reduce the impacts of displaced on-street parking spaces along the affected segments. The proposed replacement parking lot locations were selected based upon the approximate distance of 1,500 feet between the area of impact and the lot. Some of these parking mitigations have been revised in consultation with the local agencies. ~~Before implementing, detailed analyses are required for sections where replacement parking is not available on adjacent streets.~~ Also, the size of the parking lots to be developed for the purposes of providing replacement parking will be analyzed as part of PE.

6.2.1 Segment 1

Overland Avenue—~~The parking time limit of adjacent streets should be lengthened to accommodate parking spaces being displaced on Overland Avenue.~~



6.2.1 Segment 1a

Venice Boulevard—The loss of on-street parking on Venice Boulevard cannot be accommodated on adjacent streets due to the high overall parking demand in adjacent neighborhoods. Replacement parking would be required along the affected sections of Venice Boulevard. The potential replacement parking lots are listed below:

- (a) *South Side of Venice Boulevard between Robertson Boulevard to Watseka Avenue.* Property would have to be acquired to provide replacement parking. A potential parcel at the southeast corner of Venice Boulevard and Main Street has been identified.
- (b) *North side of Venice Boulevard between Robertson Boulevard and Watseka Avenue.* Property would have to be acquired to provide replacement parking. A potential parcel at the northeast corner of the Canfield Avenue and Venice Boulevard intersection has been identified.
- (c) *Venice Boulevard, between Watseka Avenue and Jasmine Avenue.* Property would have to be acquired to provide replacement parking. Potential parcels at the northwest and southwest corners of the Hughes Avenue/Venice Boulevard intersection have been identified.
- (e) *Venice Boulevard, between Jasmine Avenue and Glendon Avenue/Midway Avenue.* Property would have to be acquired to provide replacement parking. Potential parcels at the northwest corners of Venice Boulevard/Motor Avenue and Venice Boulevard/Keystone Avenue, have been identified.
- (g) *Venice Boulevard, between Glendon Avenue/Midway Avenue and Sepulveda Boulevard.* Property would have to be acquired to provide replacement parking. Potential parcels on the south side of Venice Boulevard have been identified.

Sepulveda Boulevard—Replacement parking would be required along the affected portions of Sepulveda Boulevard. The potential replacement parking lots are listed below:

- (a) *Sepulveda Boulevard, between Venice Boulevard and Charnock Road.* Property would have to be acquired to provide replacement parking. Potential parcels at the northeast corner of Venice Boulevard and Sepulveda Boulevard, [northwest corner of Regent Street and Sepulveda Boulevard](#), and northwest corner of Charnock Road (South) and Sepulveda Boulevard, have been identified.
- (b) *Sepulveda Boulevard, between Charnock Road and Sepulveda Channel.* Property would have to be acquired to provide replacement parking. Potential parcels at the northeast corner of Venice Boulevard and Sepulveda Boulevard, [northwest corner of Regent Street and Sepulveda Boulevard](#), and northwest corner of Charnock Road (South) and Sepulveda Boulevard, have been identified.
- (c) *Sepulveda Boulevard, between Sepulveda Channel and Clover Avenue.* Property would have to be acquired to provide replacement parking. A potential parcel at the northwest corner of Clover Avenue and Sepulveda Boulevard has been identified.
- (d) *Sepulveda Boulevard, between Clover Avenue and I-10.* Property would have to be acquired to provide replacement parking. Potential parcels on the west side of the street have been identified.

- (e) Sepulveda Boulevard, between I-10 and Exposition Boulevard. Property would have to be acquired to provide replacement parking. Potential parcels along the east side of the street have been identified.

6.2.2 Segment 3

Olympic Boulevard—Replacement parking would be required along the impacted portions of Olympic Boulevard. The potential replacement parking lots are listed below:

- (a) Olympic Boulevard (20th Street to Euclid Street). Property would have to be acquired to provide replacement parking. Potential parcels at the southwest corners of 17th Street/Olympic Boulevard and 16th Street/Olympic Boulevard have been identified.

6.2.3 Segment 3a

Colorado Avenue—Replacement parking would be required along the impacted portions of Colorado Avenue. The potential replacement parking lots are listed below. [Additional replacement options could include implementation of diagonal parking on adjacent streets \(after extensive neighborhood outreach\) or the implementation of design options which would reduce the extent of parking impacts:](#)

- (a) South side of Colorado Avenue, between 14th Street and 11th Street. Property would have to be acquired to provide replacement parking. Potential parcels on the south side of Colorado Avenue between 18th Street and 16th Street have been identified.
- (b) South side of Colorado Avenue, between 11th Street and 4th Street. Property would have to be acquired to provide replacement parking. [A potential parcels is at the southwest northwest corner of 6th Street Lincoln Boulevard and Colorado Avenue have has been identified.](#)

[Implementation of the above mitigation measures would reduce the impacts of displaced on-street parking spaces along the affected segments to be less than significant for all LRT Alternatives.](#)

6.3 Station Parking Spillover Mitigations

In the quarter mile area surrounding each station where spillover parking is anticipated, a program shall be established to monitor the on-street parking activity in the area prior to the opening of service and shall monitor the availability of parking monthly for six months following the opening of service. If a parking shortage is determined to have occurred [\(i.e., existing parking space utilization increases to 100 percent\)](#) due to the parking activity of LRT patrons, Metro shall work with the appropriate local jurisdiction and affected communities to assess the need for and specific elements of a permit parking program for the impacted neighborhoods. The guidelines established by each local jurisdiction for the assessment of permit parking programs and the development of community consensus on the details of the permit program shall be followed. Metro shall reimburse the local jurisdictions for the costs associated with developing the local permit parking programs within one-quarter mile of the stations and for the costs of the signs posted in the neighborhoods. Metro will not be responsible for the costs of permits for residents desiring to park on the streets in the permit districts. [For those locations where station spillover parking cannot be addressed through implementation of a permit](#)



program, alternative mitigation options include time-restricted, metered, or shared parking arrangements. Metro will work with the local jurisdictions to determine which option(s) to implement.

FEIR Design Options

Implementation of the Sepulveda Grade Separation, Maintenance Facility Buffer, Colorado Parking Retention, and the Colorado/4th Parallel Platform and South Side Parking design options would not cause additional parking intrusion into adjacent neighborhoods or commercial areas where the demand for parking at a station exceeds the proposed parking lot capacity. Impacts would remain **less than significant** with implementation of these design options.

Implementation of the Expo/Westwood Station No Parking Design Option would eliminate the 170 surface parking spaces that were dedicated to transit patrons at the Expo/Westwood Station. Implementation of mitigation measure MM TR-4 would reduce the impacts associated with station spillover parking to **less than significant**.

Appendix A – Traffic Counts

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 4th St

DATE: 9/18/2007

LOCATION: City of Santa Monica

E-W STREET: Colorado Ave

DAY: TUESDAY

PROJECT# 07-2407-035

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 1	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	35	101	17	9	64	4	8	28	18	14	30	11	339
7:15 AM	45	95	13	7	46	14	7	30	13	17	29	5	321
7:30 AM	37	106	18	13	109	7	18	40	10	25	46	12	441
7:45 AM	39	131	28	28	108	9	17	61	24	19	60	11	535
8:00 AM	35	144	31	23	118	17	20	51	18	40	76	12	585
8:15 AM	82	158	90	36	119	20	22	62	18	19	61	20	707
8:30 AM	58	174	69	10	103	19	24	69	17	29	68	17	657
8:45 AM	78	176	59	24	95	7	25	108	22	23	42	24	683
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 409	NT 1085	NR 325	SL 150	ST 762	SR 97	EL 141	ET 449	ER 140	WL 186	WT 412	WR 112	TOTAL 4268

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	253	652	249	93	435	63	91	290	75	111	247	73	2632
PEAK HR. FACTOR:	0.874			0.844			0.735			0.842			0.931

CONTROL: **Signalized**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 4th St

DATE: 9/18/2007

LOCATION: City of Santa Monica

E-W STREET: Colorado Ave

DAY: TUESDAY

PROJECT# 07-2407-035

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 1	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	48	154	28	29	181	27	37	111	37	49	108	14	823
4:15 PM	50	157	31	31	179	30	44	99	38	48	100	15	822
4:30 PM	40	146	30	30	196	23	35	122	35	46	95	26	824
4:45 PM	38	153	34	22	178	26	29	88	16	40	82	10	716
5:00 PM	26	152	34	15	109	12	29	88	21	55	124	12	677
5:15 PM	25	101	25	24	130	14	64	130	17	46	138	18	732
5:30 PM	47	200	48	38	256	36	43	121	20	46	134	19	1008
5:45 PM	32	100	20	9	101	14	15	96	14	35	126	17	579
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	306	1163	250	198	1330	182	296	855	198	365	907	131	6181

PM Peak Hr Begins at: 400 PM

PEAK													
VOLUMES =	176	610	123	112	734	106	145	420	126	183	385	65	3185
PEAK HR.													
FACTOR:		0.955			0.956			0.900			0.925		0.966

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 4th St

DATE: 11/1/2007

LOCATION: City of Santa Monica

E-W STREET: I-10 WB Olympic Blvd

DAY: THURSDAY

PROJECT# 07-2523-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	2	0	0	2	0	0	0	0	2	0	1	

6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM		51			104					176		130	461
7:15 AM		59			111					142		82	394
7:30 AM		85			122					176		130	513
7:45 AM		92			155					183		139	569
8:00 AM		129			191					295		110	725
8:15 AM		164			193					234		159	750
8:30 AM		146			192					185		228	751
8:45 AM		179			195					173		222	769
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	0	905	0	0	1263	0	0	0	0	1564	0	1200	4932

AM Peak Hr Begins at: 800 AM

PEAK													
VOLUMES =	0	618	0	0	771	0	0	0	0	887	0	719	2995
PEAK HR. FACTOR:		0.863			0.988			0.000			0.972		0.974

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 4th St

DATE: 11/1/2007

LOCATION: City of Santa Monica

E-W STREET: I-10 WB Olympic Blvd

DAY: THURSDAY

PROJECT# 07-2523-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	2	0	0	2	0	0	0	0	2	0	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM		106			258					191		103	658
4:15 PM		91			311					198		120	720
4:30 PM		124			320					202		111	757
4:45 PM		128			331					239		145	843
5:00 PM		140			377					227		89	833
5:15 PM		151			350					233		106	840
5:30 PM		112			350					235		99	796
5:45 PM		163			370					221		109	863
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	0	1015	0	0	2667	0	0	0	0	1746	0	882	6310

PM Peak Hr Begins at: 500 PM

PEAK													
VOLUMES =	0	566	0	0	1447	0	0	0	0	916	0	403	3332
PEAK HR.													
FACTOR:		0.868			0.960			0.000			0.973		0.965

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: **Olympic Blvd**

DATE: **9/11/2007**

LOCATION: **City of Santa Monica**

E-W STREET: **4th St/I-10 EB**

DAY: **TUESDAY**

PROJECT# **07-2407-026**

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 1	NR 1	SL 2	ST 2	SR 0	EL 0.5	ET 2	ER 0.5	WL 0	WT 0	WR 0	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	2	68	125	162	99	38	7	54	3				558
7:15 AM	1	40	134	105	123	27	1	33	3				467
7:30 AM	3	75	223	130	137	27	1	56	10				662
7:45 AM	11	106	196	148	155	28	3	65	5				717
8:00 AM	6	149	217	220	201	47	8	86	5				939
8:15 AM	2	148	213	105	188	48	3	43	4				754
8:30 AM	3	137	175	129	167	59	3	59	7				739
8:45 AM	1	151	188	121	175	49	5	50	6				746
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	29	874	1471	1120	1245	323	31	446	43	0	0	0	5582

AM Peak Hr Begins at: 800 AM

PEAK													
VOLUMES =	12	585	793	575	731	203	19	238	22	0	0	0	3178
PEAK HR. FACTOR:		0.934			0.806			0.705			0.000		0.846

CONTROL: **Signalized**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: **Olympic Blvd**

DATE: **9/11/2007**

LOCATION: **City of Santa Monica**

E-W STREET: **4th St/I-10 EB**

DAY: **TUESDAY**

PROJECT# **07-2407-026**

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	1	1	2	2	0	0.5	2	0.5	0	0	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	1	101	69	155	236	38	10	67	6				683
4:15 PM	0	91	81	158	312	34	5	33	8				722
4:30 PM	1	112	99	156	282	22	9	51	12				744
4:45 PM	1	98	107	121	284	33	5	59	6				714
5:00 PM	2	107	119	171	373	34	5	57	15				883
5:15 PM	2	81	88	172	322	37	1	56	7				766
5:30 PM	1	111	121	183	301	44	5	64	6				836
5:45 PM	5	89	98	176	347	44	6	48	3				816
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	13	790	782	1292	2457	286	46	435	63	0	0	0	6164

PM Peak Hr Begins at: **500 PM**

PEAK													
VOLUMES =	10	388	426	702	1343	159	17	225	31	0	0	0	3301
PEAK HR.													
FACTOR:		0.884			0.953			0.886			0.000		0.935

CONTROL: **Signalized**

Prepared by:
National Data & Surveying Services

National Data & Surveying Services

LOCATION: City of Santa Monica

PROJECT# 07-2407-034

NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	2	0	1	2	0	1	2	1	1	2	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	33	236	76	9	267	5	8	28	44	28	22	3	759
7:15 AM	26	239	43	11	203	0	3	23	34	18	23	7	630
7:30 AM	20	296	59	12	252	5	6	28	35	31	29	5	778
7:45 AM	30	312	77	11	294	6	10	65	48	36	61	9	959
8:00 AM	26	349	70	10	313	5	11	76	62	50	72	9	1053
8:15 AM	23	352	92	12	341	7	24	79	60	27	57	6	1080
8:30 AM	34	318	83	16	314	2	7	86	47	36	68	10	1021
8:45 AM	30	329	78	9	262	10	13	86	53	40	82	11	1003
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 222	NT 2431	NR 578	SL 90	ST 2246	SR 40	EL 82	ET 471	ER 383	WL 266	WT 414	WR 60	TOTAL 7283

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	113	1348	323	47	1230	24	55	327	222	153	279	36	4157
PEAK HR. FACTOR:	0.955			0.903			0.926			0.880			0.962

CONTROL: **Signalized**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: [Lincoln Blvd](#)

DATE: [9/18/2007](#)

LOCATION: [City of Santa Monica](#)

E-W STREET: [Colorado Ave](#)

DAY: [TUESDAY](#)

PROJECT# [07-2407-034](#)

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 1	WL 1	WT 2	WR 0	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	46	276	48	10	323	9	16	99	66	40	104	18	1055
4:15 PM	52	286	47	9	325	7	15	101	58	35	103	21	1059
4:30 PM	60	282	44	18	331	6	11	103	53	25	109	20	1062
4:45 PM	55	299	67	15	332	11	10	111	58	38	106	15	1117
5:00 PM	44	309	77	12	355	15	10	117	68	45	108	12	1172
5:15 PM	33	307	89	9	330	16	10	121	72	50	109	10	1156
5:30 PM	40	265	51	12	352	12	16	127	66	45	105	16	1107
5:45 PM	43	244	52	11	342	10	14	122	60	43	101	17	1059
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	373	2268	475	96	2690	86	102	901	501	321	845	129	8787

PM Peak Hr Begins at: [445 PM](#)

PEAK													
VOLUMES =	172	1180	284	48	1369	54	46	476	264	178	428	53	4552
PEAK HR. FACTOR:	0.951			0.963			0.940			0.975			0.971

CONTROL: [Signalized](#)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Lincoln Blvd

DATE: 2/28/2008

LOCATION: City of Santa Monica

E-W STREET: I-10 WB-Olympic Blvd

DAY: THURSDAY

PROJECT# 08-2068-001

NORTHBOUND				SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 0	ST 3	SR 0	EL 0	ET 0	ER 0	WL 1.5	WT 1	WR 1.5	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	80	181			235	9				130	40	154	829
7:15 AM	81	191			231	17				114	56	205	895
7:30 AM	61	177			305	5				117	62	219	946
7:45 AM	69	232			310	8				218	75	207	1119
8:00 AM	74	222			324	7				220	68	189	1104
8:15 AM	67	218			317	8				104	63	207	984
8:30 AM	71	229			342	6				122	60	224	1054
8:45 AM	63	197			303	7				116	75	247	1008
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 566	NT 1647	NR 0	SL 0	ST 2367	SR 67	EL 0	ET 0	ER 0	WL 1141	WT 499	WR 1652	TOTAL 7939

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	281	901	0	0	1293	29	0	0	0	664	266	827	4261
PEAK HR. FACTOR:	0.982			0.950			0.000			0.879			0.952

CONTROL: **Signalized**

Prepared by:
National Data & Surveying Services

Prepared by:

N-S STREET: Lincoln Blvd (N)

DATE: 04/24/2007

LOCATION: City of Los Angeles

E-W STREET: Olympic Blvd

DAY: TUESDAY

PROJECT# 07-2178-021

SOUTH BAY BRIDGE													
NORTHBOUND				SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	3	0	0	4	0	0	1	0	1.5	0.5	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	40	161			381	0				121	51	141	895
4:15 PM	53	173			403	2				134	70	156	991
4:30 PM	71	194			377	4				140	46	151	983
4:45 PM	77	203			341	7				143	38	146	955
5:00 PM	72	210			337	5				156	51	142	973
5:15 PM	71	218			398	5				147	69	133	1041
5:30 PM	68	209			401	8				154	82	154	1076
5:45 PM	55	195			392	6				138	62	149	997
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 507	NT 1563	NR 0	SL 0	ST 3030	SR 37	EL 0	ET 0	ER 0	WL 1133	WT 469	WR 1172	TOTAL 7911

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	266	832	0	0	1528	24	0	0	0	595	264	578	4087
PEAK HR. FACTOR:		0.950			0.949			0.000			0.921		0.950

CONTROL: **Signalized**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Lincoln Blvd

DATE: 2/28/2008

LOCATION: City of Santa Monica

E-W STREET: I-10 EB-Olympic Blvd

DAY: THURSDAY

PROJECT# 08-2068-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	2.5	1.5	2	2	0	0.5	1.5	1	0	0	0	

6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM		222	122	187	129		8	10	9				687
7:15 AM		234	129	182	133		11	15	10				714
7:30 AM		253	137	213	158		14	37	12				824
7:45 AM		271	157	327	197		23	50	27				1052
8:00 AM		220	121	308	319		43	114	21				1146
8:15 AM		268	174	283	146		15	68	20				974
8:30 AM		291	168	266	161		18	64	17				985
8:45 AM		299	172	273	223		27	47	35				1076
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	0	2058	1180	2039	1466	0	159	405	151	0	0	0	7458

AM Peak Hr Begins at: 800 AM

PEAK													
VOLUMES =	0	1078	635	1130	849	0	103	293	93	0	0	0	4181
PEAK HR.													
FACTOR:		0.909			0.789			0.687			0.000		0.912

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Lincoln Blvd (S)

DATE: 05/01/2007

LOCATION: City of Los Angeles

E-W STREET: Olympic Blvd

DAY: TUESDAY

PROJECT# 07-2179-017

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	2.5	15	2	2	0	0.5	1.5	1	0	0	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM		213	118	234	311		20	48	50				994
4:15 PM		218	111	184	310		22	42	45				932
4:30 PM		244	104	219	307		25	44	63				1006
4:45 PM		253	82	166	307		19	36	51				914
5:00 PM		230	85	233	337		25	38	45				993
5:15 PM		209	85	170	325		21	41	40				891
5:30 PM		262	105	198	318		18	41	43				985
5:45 PM		261	90	203	313		13	37	59				976
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	0	1890	780	1607	2528	0	163	327	396	0	0	0	7691

PM Peak Hr Begins at: 400 PM

PEAK													
VOLUMES =	0	928	415	803	1235	0	86	170	209	0	0	0	3846
PEAK HR.													
FACTOR:		0.965			0.935			0.881			0.000		0.956

CONTROL: Signalized

Prepared by:
National Data & Surveying Services

National Data & Surveying Services

LOCATION: City of Santa Monica

PROJECT# 07-2407-033

TOTAL VOLUMES =	NL 105	NT 951	NR 200	SL 98	ST 755	SR 69	EL 80	ET 866	ER 165	WL 145	WT 597	WR 68	TOTAL 4099

AM Peak Hr Begins at: 800 AM

PEAK HR. FACTOR:	0.913	0.928	0.969	0.882	0.933

CONTROL: **Signalized**

Prepared by:
National Data & Surveying Services

National Data & Surveying Services

LOCATION: City of Santa Monica

PROJECT# 07-2407-033

TOTAL VOLUMES =	NL 135	NT 987	NR 170	SL 116	ST 1438	SR 61	EL 93	ET 1103	ER 270	WL 196	WT 1095	WR 111	TOTAL 5775

PM Peak Hr Begins at: 445 PM

PEAK HR. FACTOR:	0.940	0.926	0.982	0.947	0.985

CONTROL: **Signalized**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 11th St (N)

DATE: 2/28/2008

LOCATION: City of Santa Monica

E-W STREET: Olympic Blvd

DAY: THURSDAY

PROJECT# 08-2068-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 1	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	11	64	30	12	39	11	3	2	2	5	28	12	219
7:15 AM	6	80	31	14	35	26	3	5	3	6	29	16	254
7:30 AM	14	95	25	18	55	13	5	2	0	16	49	17	309
7:45 AM	10	125	46	19	79	23	1	5	0	25	67	23	423
8:00 AM	10	160	66	14	91	24	6	8	5	33	44	23	484
8:15 AM	14	158	56	28	94	26	4	5	2	25	49	24	485
8:30 AM	10	156	49	26	100	25	2	2	0	21	67	21	479
8:45 AM	19	155	53	26	97	33	3	5	3	25	66	32	517
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 94	NT 993	NR 356	SL 157	ST 590	SR 181	EL 27	ET 34	ER 15	WL 156	WT 399	WR 168	TOTAL 3170

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	53	629	224	94	382	108	15	20	10	104	226	100	1965
PEAK HR. FACTOR:	0.960			0.936			0.592			0.874			0.950

CONTROL: Signalized

Prepared by:
National Data & Surveying Services

National Data & Surveying Services

PROJECT# 07-2178-020

CONTROL: **Signalized**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 11th St.

DATE: 9/19/2007

LOCATION: City of Los Angeles

E-W STREET: Olympic Blvd.

DAY: WEDNESDAY

PROJECT# 07-2428-015

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 0	WR 0	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM		31			28		8		2				69
7:15 AM		96			44		10		2				152
7:30 AM		110			43		18		3				174
7:45 AM		165			98		44		7				314
8:00 AM		191			125		46		17				379
8:15 AM		187			78		37		12				314
8:30 AM		186			85		28		3				302
8:45 AM		188			116		28		8				340
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 0	NT 1154	NR 0	SL 0	ST 617	SR 0	EL 219	ET 0	ER 54	WL 0	WT 0	WR 0	TOTAL 2044

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	0	752	0	0	404	0	139	0	40	0	0	0	1335
PEAK HR. FACTOR:		0.984			0.808			0.710			0.000		0.881

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 11th St (S)

DATE: 05/02/2007

LOCATION: City of Los Angeles

E-W STREET: Olympic Blvd

DAY: WEDNESDAY

PROJECT# 07-2179-018

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT 1	NR	SL	ST 1	SR	EL 1	ET	ER 1	WL	WT	WR	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM		109			169		51		16				345
4:15 PM		112			173		48		18				351
4:30 PM		108			177		50		22				357
4:45 PM		114			181		54		19				368
5:00 PM		115			179		59		24				377
5:15 PM		120			184		63		26				393
5:30 PM		122			188		66		29				405
5:45 PM		119			190		62		25				396
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	0	919	0	0	1441	0	453	0	179	0	0	0	2992

PM Peak Hr Begins at: 500 PM

PEAK													
VOLUMES =	0	476	0	0	741	0	250	0	104	0	0	0	1571
PEAK HR.													
FACTOR:		0.975			0.975			0.932			0.000		0.970

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 14th St

DATE: 9/25/2007

LOCATION: City of Santa Monica

E-W STREET: Colorado Ave

DAY: TUESDAY

PROJECT# 07-2407-032

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	7	36	4	7	36	3	14	42	10	8	43	3	213
7:15 AM	18	46	16	11	40	6	17	86	12	10	68	12	342
7:30 AM	22	49	26	16	43	6	19	95	14	11	78	17	396
7:45 AM	17	94	28	19	78	5	18	106	19	15	84	16	499
8:00 AM	9	114	22	20	98	6	20	113	25	21	94	16	558
8:15 AM	15	117	21	15	107	7	18	124	22	16	88	13	563
8:30 AM	20	73	23	11	104	8	16	145	17	7	68	9	501
8:45 AM	19	83	20	9	94	6	14	156	12	6	75	7	501
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 127	NT 612	NR 160	SL 108	ST 600	SR 47	EL 136	ET 867	ER 131	WL 94	WT 598	WR 93	TOTAL 3573

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	63	387	86	55	403	27	68	538	76	50	325	45	2123
PEAK HR. FACTOR:	0.876			0.940			0.937			0.802			0.943

CONTROL: Signalized

Prepared by:
National Data & Surveying Services

National Data & Surveying Services

LOCATION: City of Santa Monica

PROJECT# 07-2407-032

TOTAL VOLUMES =	NL 114	NT 617	NR 154	SL 124	ST 1092	SR 103	EL 91	ET 1019	ER 230	WL 176	WT 1122	WR 165	TOTAL 5007

PM Peak Hr Begins at: 500 PM

PEAK HR. FACTOR:	0.910	0.885	0.942	0.951	0.956

CONTROL: **Signalized**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 14th St

DATE: 2/28/2008

LOCATION: City of Santa Monica

E-W STREET: Olympic Blvd

DAY: THURSDAY

PROJECT# 08-2068-004

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 1	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	4	45	5	20	24	3	7	34	1	9	35	10	197
7:15 AM	6	53	17	21	46	4	7	17	0	17	35	11	234
7:30 AM	2	76	20	23	55	7	7	40	0	25	46	16	317
7:45 AM	3	86	27	30	77	6	9	69	4	30	99	20	460
8:00 AM	4	118	36	49	71	16	9	66	7	17	112	24	529
8:15 AM	8	110	41	33	54	15	10	78	2	17	81	23	472
8:30 AM	5	103	22	41	69	12	16	61	3	12	86	36	466
8:45 AM	11	110	22	38	69	23	15	75	1	13	100	27	504
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 43	NT 701	NR 190	SL 255	ST 465	SR 86	EL 80	ET 440	ER 18	WL 140	WT 594	WR 167	TOTAL 3179

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	28	441	121	161	263	66	50	280	13	59	379	110	1971
PEAK HR. FACTOR:	0.928			0.901			0.942			0.895			0.931

CONTROL: Signalized

Prepared by:
National Data & Surveying Services

National Data & Surveying Services

LOCATION: City of Los Angeles

PROJECT# 07-2178-019

PM Peak Hr Begins at: 415 PM														
PEAK VOLUMES =	21	256	38	99	448	59	50	219	13	92	516	73	1884	
PEAK HR. FACTOR:		0.847			0.896			0.904			0.990		0.957	
CONTROL:	Signalized													

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 17th St

DATE: 9/25/2007

LOCATION: City of Santa Monica

E-W STREET: Colorado Ave

DAY: TUESDAY

PROJECT# 07-2407-031

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 1	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	4	7	5	2	26	3	3	44	2	5	27	4	132
7:15 AM	6	10	10	4	46	4	5	66	4	6	37	5	203
7:30 AM	16	21	13	10	65	5	11	90	4	4	78	12	329
7:45 AM	7	38	16	15	79	7	15	122	5	6	104	20	434
8:00 AM	10	67	20	17	69	9	16	156	7	5	108	18	502
8:15 AM	12	71	25	20	60	8	14	177	13	7	98	16	521
8:30 AM	11	72	22	21	65	7	13	171	12	6	106	13	519
8:45 AM	9	74	23	22	70	8	12	158	10	5	115	21	527
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 75	NT 360	NR 134	SL 111	ST 480	SR 51	EL 89	ET 984	ER 57	WL 44	WT 673	WR 109	TOTAL 3167

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	42	284	90	80	264	32	55	662	42	23	427	68	2069
PEAK HR. FACTOR:	0.963			0.940			0.930			0.918			0.981

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 17th St

DATE: 9/25/2007

LOCATION: City of Santa Monica

E-W STREET: Colorado Ave

DAY: TUESDAY

PROJECT# 07-2407-031

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	1	1	1	1	1	1	2	0	1	2	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	6	57	26	18	78	17	18	145	17	8	134	15	539
4:15 PM	6	62	19	22	73	11	14	124	16	7	165	16	535
4:30 PM	7	58	13	25	68	4	13	102	19	7	138	14	468
4:45 PM	9	68	17	19	87	7	12	100	18	10	141	17	505
5:00 PM	12	77	20	12	107	8	10	101	17	12	163	20	559
5:15 PM	11	73	14	14	122	14	16	132	20	11	173	19	619
5:30 PM	9	69	7	16	82	15	19	165	22	9	184	18	615
5:45 PM	7	63	23	17	80	16	18	156	24	8	175	17	604
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL													
VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	67	527	139	143	697	92	120	1025	153	72	1273	136	4444

PM Peak Hr Begins at: 500 PM

PEAK													
VOLUMES =	39	282	64	59	391	53	63	554	83	40	695	74	2397
PEAK HR.													
FACTOR:		0.883			0.838			0.850			0.959		0.968

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 17th St

DATE: 2/28/2008

LOCATION: City of Santa Monica

E-W STREET: Olympic Blvd

DAY: THURSDAY

PROJECT# 08-2068-005

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	1	32	8	18	25	4	2	57	3	19	56	8	233
7:15 AM	3	27	17	19	40	3	4	54	1	51	56	17	292
7:30 AM	2	25	12	29	62	4	6	71	3	89	78	23	404
7:45 AM	2	53	16	57	37	16	5	111	0	62	130	26	515
8:00 AM	5	63	19	51	38	13	15	129	0	32	130	21	516
8:15 AM	7	54	14	55	37	15	11	147	2	34	99	20	495
8:30 AM	2	58	16	38	30	3	14	110	1	24	122	48	466
8:45 AM	8	43	24	41	37	8	6	130	0	19	130	34	480
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 30	NT 355	NR 126	SL 308	ST 306	SR 66	EL 63	ET 809	ER 10	WL 330	WT 801	WR 197	TOTAL 3401

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	16	228	65	201	142	47	45	497	3	152	481	115	1992
PEAK HR. FACTOR:	0.888			0.886			0.852			0.858			0.965

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 17th St

DATE: 4/24/2007

LOCATION: City of Los Angeles

E-W STREET: Olympic Blvd

DAY: TUESDAY

PROJECT# 07-2178-018

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	1	1	0	1	0	1	2	0	1	2	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	1	24	15	33	49	12	8	80	2	29	129	22	404
4:15 PM	0	32	20	41	58	16	5	88	2	37	142	27	468
4:30 PM	0	37	22	46	66	18	6	90	3	44	148	31	511
4:45 PM	1	49	24	50	87	20	11	97	6	41	155	29	570
5:00 PM	3	52	28	45	90	14	14	100	4	39	153	26	568
5:15 PM	3	46	23	51	81	19	11	88	6	33	143	30	534
5:30 PM	1	38	17	46	80	17	8	82	4	27	152	26	498
5:45 PM	1	30	16	40	86	12	10	77	6	32	148	28	486
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	10	308	165	352	597	128	73	702	33	282	1170	219	4039

PM Peak Hr Begins at: 430 PM

PEAK													
VOLUMES =	7	184	97	192	324	71	42	375	19	157	599	116	2183
PEAK HR.													
FACTOR:		0.867			0.935			0.924			0.969		0.957

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 20th St

DATE: 9/25/2007

LOCATION: City of Santa Monica

E-W STREET: Colorado Ave

DAY: TUESDAY

PROJECT# 07-2407-030

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	3	100	10	13	90	1	4	52	10	8	39	16	346
7:15 AM	6	86	14	15	102	2	6	53	5	17	48	24	378
7:30 AM	5	151	23	17	142	2	8	85	8	25	62	47	575
7:45 AM	10	200	42	28	173	6	11	162	22	27	100	69	850
8:00 AM	8	207	45	34	133	6	8	122	12	24	86	46	731
8:15 AM	40	263	54	16	158	9	9	172	14	31	90	29	885
8:30 AM	14	233	53	24	147	16	17	289	23	50	172	69	1107
8:45 AM	29	202	69	26	164	15	10	152	18	20	92	23	820
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 115	NT 1442	NR 310	SL 173	ST 1109	SR 57	EL 73	ET 1087	ER 112	WL 202	WT 689	WR 323	TOTAL 5692

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	72	903	194	102	611	37	45	745	71	132	448	213	3573
PEAK HR. FACTOR:	0.819			0.906			0.654			0.681			0.807

CONTROL: **Signalized**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 20th St

DATE: 9/25/2007

LOCATION: City of Santa Monica

E-W STREET: Colorado Ave

DAY: TUESDAY

PROJECT# 07-2407-030

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	7	117	19	34	199	6	15	139	26	29	121	18	730
4:15 PM	11	118	21	25	189	15	14	133	26	19	126	13	710
4:30 PM	10	89	36	28	213	11	8	151	23	19	144	26	758
4:45 PM	8	108	15	28	210	7	6	117	23	21	159	15	717
5:00 PM	14	103	13	35	228	8	6	110	22	36	152	18	745
5:15 PM	9	115	18	29	221	12	10	139	26	27	158	21	785
5:30 PM	10	125	20	22	222	15	7	142	28	36	181	22	830
5:45 PM	11	133	23	25	225	21	4	147	31	30	209	23	882
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	80	908	165	226	1707	95	70	1078	205	217	1250	156	6157

PM Peak Hr Begins at: 500 PM

PEAK													
VOLUMES =	44	476	74	111	896	56	27	538	107	129	700	84	3242
PEAK HR.													
FACTOR:		0.889			0.981			0.923			0.871		0.919

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 20th St.

DATE: 9/20/2007

LOCATION: City of Los Angeles

E-W STREET: Olympic Blvd.

DAY: THURSDAY

PROJECT# 07-2428-014

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	7	109	26	39	52	3	3	76	5	27	87	21	455
7:15 AM	14	126	45	50	65	0	5	88	3	40	112	34	582
7:30 AM	22	141	53	64	70	4	5	123	6	32	161	39	720
7:45 AM	20	200	94	87	153	15	11	163	14	36	181	41	1015
8:00 AM	38	225	61	62	139	20	10	174	8	40	214	54	1045
8:15 AM	24	228	64	64	105	14	12	182	7	33	194	55	982
8:30 AM	21	231	61	62	98	12	7	161	7	31	163	39	893
8:45 AM	17	223	56	55	94	11	6	156	6	29	157	33	843
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 163	NT 1483	NR 460	SL 483	ST 776	SR 79	EL 59	ET 1123	ER 56	WL 268	WT 1269	WR 316	TOTAL 6535

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	103	884	280	275	495	61	40	680	36	140	752	189	3935
PEAK HR. FACTOR:	0.978			0.815			0.940			0.877			0.941

CONTROL: Signalized;

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 20th St

DATE: 05/01/2007

LOCATION: City of Los Angeles

E-W STREET: Olympic Blvd

DAY: TUESDAY

PROJECT# 07-2178-017

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	6	144	93	55	187	16	9	142	12	50	182	30	926
4:15 PM	7	107	88	52	197	18	12	124	23	68	171	37	904
4:30 PM	6	116	65	48	167	7	15	146	7	55	186	28	846
4:45 PM	6	123	63	51	190	11	7	132	14	52	207	34	890
5:00 PM	10	110	55	63	209	11	11	138	22	49	206	32	916
5:15 PM	5	93	52	56	211	8	14	131	10	58	191	39	868
5:30 PM	9	124	65	60	224	14	5	137	8	59	189	29	923
5:45 PM	11	116	52	60	235	4	3	92	7	63	209	32	884
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	60	933	533	445	1620	89	76	1042	103	454	1541	261	7157

PM Peak Hr Begins at: 445 PM

PEAK													
VOLUMES =	30	450	235	230	834	44	37	538	54	218	793	134	3597
PEAK HR. FACTOR:		0.903			0.930			0.920			0.977		0.974

CONTROL: Signalized

Prepared by:
National Data & Surveying Services

National Data & Surveying Services

LOCATION: City of Santa Monica

PROJECT# 07-2407-029

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	222	760	221	44	583	40	116	487	395	125	512	43	3548
PEAK HR. FACTOR:	0.909			0.864			0.921			0.867			0.940
CONTROL:	Signalized												

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: **Cloverfield Blvd**

DATE: **9/25/2007**

LOCATION: **City of Santa Monica**

E-W STREET: **Colorado Ave**

DAY: **TUESDAY**

PROJECT# **07-2407-029**

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 2	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 1	WL 2	WT 2	WR 0	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	52	151	44	14	132	6	12	92	78	32	134	13	760
4:15 PM	51	146	48	13	136	8	11	84	80	31	139	12	759
4:30 PM	53	155	49	17	165	7	15	99	64	36	135	14	809
4:45 PM	47	159	43	17	160	6	17	92	69	35	171	13	829
5:00 PM	46	183	72	23	164	9	12	97	71	58	146	18	899
5:15 PM	34	172	50	14	122	7	20	122	73	62	173	8	857
5:30 PM	46	158	43	7	147	5	9	101	39	64	140	10	769
5:45 PM	36	179	38	35	119	7	14	149	64	60	158	13	872
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	365	1303	387	140	1145	55	110	836	538	378	1196	101	6554

PM Peak Hr Begins at: 500 PM

PEAK													
VOLUMES =	162	692	203	79	552	28	55	469	247	244	617	49	3397
PEAK HR.													
FACTOR:		0.878			0.841			0.849			0.936		0.945

CONTROL: **Signalized**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: [Cloverfield Ave](#)

DATE: [3/18/2008](#)

LOCATION: [City of Santa Monica](#)

E-W STREET: [Olympic Blvd](#)

DAY: [TUESDAY](#)

PROJECT# [08-2115-008](#)

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 2	NT 3	NR 0	SL 2	ST 3	SR 0	EL 1	ET 2	ER 0	WL 2	WT 2	WR 1	TOTAL

6:00 AM

6:15 AM

6:30 AM

6:45 AM

7:00 AM	60	306	7	10	123	5	21	47	62	48	69	8	766

7:15 AM	70	286	8	8	136	10	20	49	75	49	116	20	847

7:30 AM	72	307	5	14	174	7	21	84	67	81	163	21	1016

7:45 AM	81	343	7	10	172	5	35	145	92	114	165	42	1211

8:00 AM	92	434	9	14	182	5	30	99	69	58	120	38	1150

8:15 AM	58	307	15	23	165	4	34	163	87	69	160	42	1127

8:30 AM	77	330	8	31	170	11	38	136	77	60	134	48	1120

8:45 AM	62	351	12	16	161	5	45	168	89	86	174	53	1222

9:00 AM

9:15 AM

9:30 AM

9:45 AM

10:00 AM

10:15 AM

10:30 AM

10:45 AM

11:00 AM

11:15 AM

11:30 AM

11:45 AM

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	572	2664	71	126	1283	52	244	891	618	565	1101	272	8459

AM Peak Hr Begins at: 800 AM

PEAK

VOLUMES =	289	1422	44	84	678	25	147	566	322	273	588	181	4619
PEAK HR. FACTOR:	0.820			0.928			0.857			0.832			0.945

CONTROL: [Signalized](#)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: **Cloverfield Ave**

DATE: **3/18/2008**

LOCATION: **City of Santa Monica**

E-W STREET: **Olympic Blvd**

DAY: **TUESDAY**

PROJECT# **08-2115-008**

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 2	NT 3	NR 0	SL 2	ST 3	SR 0	EL 1	ET 2	ER 0	WL 2	WT 2	WR 1	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	43	174	9	42	224	17	13	121	85	90	160	24	1002
4:15 PM	73	152	15	25	238	9	13	103	43	78	138	26	913
4:30 PM	35	181	11	25	235	13	15	103	70	99	194	23	1004
4:45 PM	59	172	11	27	202	5	19	79	64	79	179	19	915
5:00 PM	43	189	7	31	289	8	19	132	102	70	222	27	1139
5:15 PM	52	159	13	15	220	9	16	101	65	86	150	23	909
5:30 PM	55	181	10	21	244	13	15	99	79	85	215	29	1046
5:45 PM	33	192	10	21	246	9	18	74	64	79	173	20	939
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	393	1400	86	207	1898	83	128	812	572	666	1431	191	7867

PM Peak Hr Begins at: 500 PM

PEAK													
VOLUMES =	183	721	40	88	999	39	68	406	310	320	760	99	4033
PEAK HR.													
FACTOR:		0.959			0.858			0.775			0.896		0.885

CONTROL: **Signalized**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 26th St

DATE: 9/11/2007

LOCATION: City of Santa Monica

E-W STREET: Colorado Ave

DAY: TUESDAY

PROJECT# 07-2407-028

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 1	EL 1	ET 1	ER 1	WL 1	WT 2	WR 0	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	6	94	4	5	74	6	10	30	20	9	32	20	310
7:15 AM	8	102	2	7	83	7	13	45	28	11	81	26	413
7:30 AM	10	124	11	10	97	12	20	42	36	14	86	37	499
7:45 AM	11	116	18	12	101	18	28	79	33	17	134	48	615
8:00 AM	15	128	15	14	130	29	34	96	46	19	129	46	701
8:15 AM	13	107	13	15	148	37	26	103	64	22	133	61	742
8:30 AM	12	111	19	26	151	31	27	81	67	24	136	42	727
8:45 AM	14	98	26	32	138	34	23	126	72	24	131	33	751
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 89	NT 880	NR 108	SL 121	ST 922	SR 174	EL 181	ET 602	ER 366	WL 140	WT 862	WR 313	TOTAL 4758

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	54	444	73	87	567	131	110	406	249	89	529	182	2921
PEAK HR. FACTOR:	0.903			0.944			0.865			0.926			0.972

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 26th St

DATE: 9/11/2007

LOCATION: City of Santa Monica

E-W STREET: Colorado Ave

DAY: TUESDAY

PROJECT# 07-2407-028

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 1	EL 1	ET 1	ER 1	WL 1	WT 2	WR 0	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	9	77	11	24	122	26	15	85	15	9	107	18	518
4:15 PM	7	92	14	32	141	36	18	104	18	11	132	22	627
4:30 PM	8	102	19	38	150	32	24	115	24	12	157	25	706
4:45 PM	5	81	22	44	131	34	21	127	26	7	138	30	666
5:00 PM	10	113	27	46	141	37	24	141	29	13	174	38	793
5:15 PM	15	123	31	37	133	31	20	133	32	15	166	33	769
5:30 PM	11	117	25	38	122	32	22	145	32	11	171	32	758
5:45 PM	8	134	23	43	124	38	27	168	36	9	178	36	824
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	73	839	172	302	1064	266	171	1018	212	87	1223	234	5661

PM Peak Hr Begins at: 500 PM

PEAK													
VOLUMES =	44	487	106	164	520	138	93	587	129	48	689	139	3144
PEAK HR.													
FACTOR:		0.942			0.917			0.876			0.973		0.954

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 26th St.

DATE: 9/20/2007

LOCATION: City of Los Angeles

E-W STREET: Olympic Blvd.

DAY: THURSDAY

PROJECT# 07-2428-012

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0.5	NT 1.5	NR 1	SL 2	ST 0	SR 2	EL 1	ET 2	ER	WL	WT 2	WR 1	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	3	63	8	15	1	37	7	45			105	51	335
7:15 AM	2	51	11	27	0	60	18	86			137	39	431
7:30 AM	0	65	11	34	0	72	17	109			195	62	565
7:45 AM	0	66	15	49	0	72	25	164			244	77	712
8:00 AM	2	70	10	62	0	91	20	186			200	86	727
8:15 AM	4	66	15	47	0	72	20	177			206	95	702
8:30 AM	2	65	16	51	0	59	25	163			206	102	689
8:45 AM	2	67	12	42	0	86	25	156			203	127	720
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 15	NT 513	NR 98	SL 327	ST 1	SR 549	EL 157	ET 1086	ER 0	WL 0	WT 1496	WR 639	TOTAL 4881

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	10	268	53	202	0	308	90	682	0	0	815	410	2838
PEAK HR. FACTOR:		0.974			0.833			0.937			0.928		0.976

CONTROL:

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 26th St

DATE: 05/01/2007

LOCATION: City of Los Angeles

E-W STREET: Olympic Blvd

DAY: TUESDAY

PROJECT# 07-2178-015

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	.5	1.5	1	2	0	2	1	2	0	0	2	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	2	30	10	40		82	10	254		212	30		670
4:15 PM	1	34	16	45		83	18	264		251	35		747
4:30 PM	6	67	10	99		80	18	226		289	48		843
4:45 PM	2	64	14	92		72	15	198		320	42		819
5:00 PM	7	65	18	114		64	8	189		262	54		781
5:15 PM	1	86	12	92		70	12	173		304	46		796
5:30 PM	5	46	18	54		18	10	124		141	21		437
5:45 PM	5	95	14	75		67	8	82		305	43		694
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	29	487	112	611	0	536	99	1510	0	0	2084	319	5787

PM Peak Hr Begins at: 430 PM

PEAK													
VOLUMES =	16	282	54	397	0	286	53	786	0	0	1175	190	3239
PEAK HR.													
FACTOR:		0.889		0.954			0.860			0.943		0.961	

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: [Stewart St](#)

DATE: [9/11/2007](#)

LOCATION: [City of Santa Monica](#)

E-W STREET: [Colorado Ave](#)

DAY: [TUESDAY](#)

PROJECT# [07-2407-027](#)

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 1	SL 0	ST 0	SR 0	EL 0	ET 1	ER 1	WL 1	WT 1	WR 0	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	19		9					26	16	5	34		109
7:15 AM	34		11					49	14	9	74		191
7:30 AM	34		20					50	15	14	76		209
7:45 AM	58		22					98	25	26	118		347
8:00 AM	76		29					86	34	39	128		392
8:15 AM	92		34					111	35	35	153		460
8:30 AM	108		26					95	44	31	126		430
8:45 AM	89		19					97	43	24	114		386
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	510	0	170	0	0	0	0	612	226	183	823	0	2524

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	365	0	108	0	0	0	0	389	156	129	521	0	1668
PEAK HR. FACTOR:	0.882			0.000				0.933			0.864		0.907

CONTROL: [Signalized](#)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: [Stewart St](#)

DATE: [9/11/2007](#)

LOCATION: [City of Santa Monica](#)

E-W STREET: [Colorado Ave](#)

DAY: [TUESDAY](#)

PROJECT# [07-2407-027](#)

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	0	0	0	0	1	1	1	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	73		27					118	36	25	127		406
4:15 PM	84		29					128	41	32	139		453
4:30 PM	70		35					124	42	37	117		425
4:45 PM	73		42					146	52	41	114		468
5:00 PM	78		49					156	59	34	95		471
5:15 PM	89		43					150	63	43	110		498
5:30 PM	82		37					141	60	35	100		455
5:45 PM	65		30					128	49	29	90		391
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL													
VOLUMES =	614	0	292	0	0	0	0	1091	402	276	892	0	3567

PM Peak Hr Begins at: [445 PM](#)

PEAK													
VOLUMES =	322	0	171	0	0	0	0	593	234	153	419	0	1892
PEAK HR.													
FACTOR:	0.934			0.000			0.962			0.923			0.950

CONTROL: [Signalized](#)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: [Stewart St.](#)

DATE: [9/20/2007](#)

LOCATION: [City of Los Angeles](#)

E-W STREET: [Olympic Blvd.](#)

DAY: [THURSDAY](#)

PROJECT# [07-2428-011](#)

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 2	ST 1	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	7	13	5	10	14	10	7	69	9	6	114	11	275
7:15 AM	7	27	12	10	12	13	4	91	6	7	165	20	374
7:30 AM	13	39	15	12	17	14	9	123	7	15	206	29	499
7:45 AM	16	55	15	8	20	13	25	197	9	25	294	47	724
8:00 AM	16	71	14	20	30	16	13	196	16	16	302	39	749
8:15 AM	17	67	26	11	39	11	16	245	10	15	256	31	744
8:30 AM	24	78	21	22	28	11	13	211	9	20	296	60	793
8:45 AM	33	76	27	26	39	19	14	191	19	19	264	57	784
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 133	NT 426	NR 135	SL 119	ST 199	SR 107	EL 101	ET 1323	ER 85	WL 123	WT 1897	WR 294	TOTAL 4942

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	90	292	88	79	136	57	56	843	54	70	1118	187	3070
PEAK HR. FACTOR:	0.864			0.810			0.879			0.914			0.968

CONTROL: [Signalized](#)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: **Stewart St**

DATE: **05/01/2007**

LOCATION: **City of Los Angeles**

E-W STREET: **Olympic Blvd**

DAY: **TUESDAY**

PROJECT# **07-2178-014**

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 2	ST 1	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	10	50	18	20	46	22	20	211	20	40	227	10	694
4:15 PM	14	52	19	23	49	24	22	223	25	42	231	20	744
4:30 PM	11	63	13	41	93	27	16	275	31	33	212	25	840
4:45 PM	11	50	24	32	82	22	23	240	27	36	232	19	798
5:00 PM	9	50	13	36	94	31	15	241	32	30	225	26	802
5:15 PM	13	60	16	36	101	25	13	244	41	37	256	22	864
5:30 PM	13	45	22	36	113	28	14	229	31	37	237	27	832
5:45 PM	16	61	9	43	108	29	14	185	27	29	232	26	779
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	97	431	134	267	686	208	137	1848	234	284	1852	175	6353

PM Peak Hr Begins at: 430 PM

PEAK													
VOLUMES =	44	223	66	145	370	105	67	1000	131	136	925	92	3304
PEAK HR.													
FACTOR:		0.935			0.957			0.930			0.915		0.956

CONTROL: **Signalized**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Centinel Ave (W)

DATE: 9/11/2007

LOCATION: City of Los Angeles

E-W STREET: Olympic Blvd

DAY: TUESDAY

PROJECT# 07-2407-025

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 0	NR 0	SL 2	ST 0	SR 1	EL 0	ET 3	ER 0	WL 0	WT 3.5	WR 1.5	TOTAL

6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM				44		10	5	84			155	105	403
7:15 AM				79		12	2	109			234	140	576
7:30 AM				92		20	5	178			339	179	813
7:45 AM				104		22	8	174			341	199	848
8:00 AM				135		17	6	142			380	195	875
8:15 AM				145		5	4	141			338	189	822
8:30 AM				187		6	5	199			441	171	1009
8:45 AM				149		10	6	136			447	237	985
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	0	0	0	935	0	102	41	1163	0	0	2675	1415	6331

AM Peak Hr Begins at: 800 AM

PEAK													
VOLUMES =	0	0	0	616	0	38	21	618	0	0	1606	792	3691
PEAK HR. FACTOR:		0.000			0.847			0.783			0.876		0.915

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Centinel Ave (W)

DATE: 9/11/2007

LOCATION: City of Los Angeles

E-W STREET: Olympic Blvd

DAY: TUESDAY

PROJECT# 07-2407-025

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	0	0	2	0	1	0	3	0	0	3.5	1.5	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM				160		5	13	201		191	87		657
4:15 PM				150		17	15	224		283	96		785
4:30 PM				169		15	14	203		311	118		830
4:45 PM				189		12	11	238		332	132		914
5:00 PM				157		16	9	230		278	143		833
5:15 PM				150		17	10	292		368	136		973
5:30 PM				141		18	11	263		350	126		909
5:45 PM				171		19	12	277		322	117		918
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	0	0	0	1287	0	119	95	1928	0	0	2435	955	6819

PM Peak Hr Begins at: 500 PM

PEAK													
VOLUMES =	0	0	0	619	0	70	42	1062	0	0	1318	522	3633
PEAK HR.													
FACTOR:		0.000			0.907			0.914			0.913		0.933

CONTROL: Signalized

Prepared by:
National Data & Surveying Services

National Data & Surveying Services

CONTROL: **Signalized**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Centinela Ave (E)

DATE: 9/11/2007

LOCATION: City of Los Angeles

E-W STREET: Olympic Blvd

DAY: TUESDAY

PROJECT# 07-2407-024

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
				0	0	0	2	3.5	1.5	1	4	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	88		26					197	158	29	263		761
4:15 PM	90		27					210	151	32	299		809
4:30 PM	87		33					206	161	31	259		777
4:45 PM	85		34					185	153	37	302		796
5:00 PM	88		35					223	158	42	329		875
5:15 PM	98		34					283	161	25	428		1029
5:30 PM	95		32					311	166	23	396		1023
5:45 PM	93		30					355	162	24	359		1023
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	724	0	251	0	0	0	0	1970	1270	243	2635	0	7093

PM Peak Hr Begins at: 500 PM

PEAK													
VOLUMES =	374	0	131	0	0	0	0	1172	647	114	1512	0	3950
PEAK HR. FACTOR:		0.956			0.000			0.880			0.897		0.960

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Centinel Ave.

DATE: 9/27/2007

LOCATION: City of Los Angeles

E-W STREET: Exposition Blvd.

DAY: THURSDAY

PROJECT# 07-2428-010

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 0	ER 0	WL 0	WT 1	WR 0	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM		102	8	1	99					1		8	219
7:15 AM		112	4	3	84					1		5	209
7:30 AM		160	2	4	93					4		11	274
7:45 AM		267	3	3	129					4		20	426
8:00 AM		210	4	2	117					3		12	348
8:15 AM		267	4	5	149					1		17	443
8:30 AM		318	9	5	149					1		21	503
8:45 AM		260	2	2	128					2		21	415
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 0	NT 1696	NR 36	SL 25	ST 948	SR 0	EL 0	ET 0	ER 0	WL 17	WT 0	WR 115	TOTAL 2837

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	0	1062	20	15	544	0	0	0	0	9	0	70	1720
PEAK HR. FACTOR:		0.827			0.907			0.000			0.823		0.855

CONTROL: 1-Way Stop (SB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Centinela Ave

DATE: 04/26/2007

LOCATION: City of Los Angeles

E-W STREET: Exposition Blvd

DAY: THURSDAY

PROJECT# 07-2178-013

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	0	1	0	0	1	0	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	7	94	11	11	175	7	7	3	23	3	0	13	354
4:15 PM	4	99	5	8	163	4	3	1	24	9	2	18	340
4:30 PM	6	97	2	13	209	3	7	1	26	5	0	16	385
4:45 PM	2	95	5	11	181	5	5	0	15	8	0	24	351
5:00 PM	8	126	6	18	193	3	6	0	19	6	0	18	403
5:15 PM	11	138	8	23	231	4	8	3	23	17	0	14	480
5:30 PM	8	128	7	17	191	5	7	0	22	15	0	12	412
5:45 PM	7	127	5	8	163	6	9	1	19	4	0	18	367
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL													
VOLUMES =	53	904	49	109	1506	37	52	9	171	67	2	133	3092

PM Peak Hr Begins at: 500 PM

PEAK													
VOLUMES =	34	519	26	66	778	18	30	4	83	42	0	62	1662
PEAK HR.													
FACTOR:		0.922			0.835			0.860			0.839		0.866

CONTROL: 2-Way Stop E & W

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: **Centinela Ave**

DATE: **9/25/2007**

LOCATION: **City of Los Angeles**

E-W STREET: **Pico Blvd**

DAY: **TUESDAY**

PROJECT# **07-2407-021**

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 1	EL 1	ET 2	ER 1	WL 1	WT 2	WR 0	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	10	85	5	12	121	33	22	118	48	4	73	68	599
7:15 AM	7	101	24	13	93	40	31	121	62	12	102	74	680
7:30 AM	11	131	4	10	107	57	28	104	68	14	136	79	749
7:45 AM	25	139	6	7	141	60	29	178	89	10	142	93	919
8:00 AM	9	110	10	12	111	61	22	126	64	14	139	89	767
8:15 AM	12	119	19	20	118	55	29	195	95	21	159	108	950
8:30 AM	23	120	20	10	162	56	23	139	73	17	182	114	939
8:45 AM	13	93	14	14	161	49	32	180	73	15	148	87	879
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 110	NT 898	NR 102	SL 98	ST 1014	SR 411	EL 216	ET 1161	ER 572	WL 107	WT 1081	WR 712	TOTAL 6482

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	69	488	55	49	532	232	103	638	321	62	622	404	3575
PEAK HR. FACTOR:	0.900			0.891			0.832			0.869			0.941

CONTROL: **Signalized**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Centinela Ave

DATE: 9/25/2007

LOCATION: City of Los Angeles

E-W STREET: Pico Blvd

DAY: TUESDAY

PROJECT# 07-2407-021

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 1	EL 1	ET 2	ER 1	WL 1	WT 2	WR 0	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	9	96	28	28	193	41	17	172	103	15	142	90	934
4:15 PM	12	98	20	35	209	34	11	180	132	13	152	100	996
4:30 PM	11	73	20	23	188	33	25	132	107	23	140	80	855
4:45 PM	9	97	37	23	222	44	22	140	103	16	149	92	954
5:00 PM	11	78	11	13	158	35	19	158	134	15	132	98	862
5:15 PM	6	88	25	16	203	28	26	172	156	18	120	93	951
5:30 PM	8	90	26	24	170	39	30	119	139	12	134	101	892
5:45 PM	14	107	34	19	186	30	32	110	133	18	142	76	901
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	80	727	201	181	1529	284	182	1183	1007	130	1111	730	7345

PM Peak Hr Begins at: 400 PM

PEAK													
VOLUMES =	41	364	105	109	812	152	75	624	445	67	583	362	3739
PEAK HR. FACTOR:		0.892			0.928			0.885			0.955		0.939

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Bundy Dr

DATE: 9/11/2007

LOCATION: City of Los Angeles

E-W STREET: Olympic Blvd

DAY: TUESDAY

PROJECT# 07-2407-023

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 1	EL 1	ET 3	ER 1	WL 1	WT 2	WR 1	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	32	294	71	72	316	38	52	141	85	72	266	88	1527
4:15 PM	31	296	103	59	316	34	43	152	87	71	292	101	1585
4:30 PM	29	278	41	60	261	33	34	200	73	63	283	58	1413
4:45 PM	35	299	77	79	271	15	30	209	53	52	275	68	1463
5:00 PM	46	351	65	78	323	24	58	139	86	62	287	84	1603
5:15 PM	26	275	62	80	193	28	74	141	65	39	313	72	1368
5:30 PM	29	263	62	83	204	32	63	135	53	47	328	87	1386
5:45 PM	38	302	53	61	182	26	39	149	76	49	376	101	1452
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 266	NT 2358	NR 534	SL 572	ST 2066	SR 230	EL 393	ET 1266	ER 578	WL 455	WT 2420	WR 659	TOTAL 11797

PM Peak Hr Begins at: 415 PM

PEAK VOLUMES =	141	1224	286	276	1171	106	165	700	299	248	1137	311	6064
PEAK HR. FACTOR:	0.893			0.914			0.948			0.914			0.946

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Bundy Dr.

DATE: 9/27/2007

LOCATION: City of Los Angeles

E-W STREET: Exposition Blvd.

DAY: THURSDAY

PROJECT# 07-2428-009

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 0	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	5	325	0	2	156	5	2		2		0	1	498
7:15 AM	5	355	0	1	174	4	1		5		0	3	548
7:30 AM	9	388	1	1	263	8	1		3		1	2	677
7:45 AM	11	390	0	1	257	4	3		2		0	5	673
8:00 AM	5	400	1	2	225	9	1		4		0	8	655
8:15 AM	3	397	2	2	251	13	2		6		0	6	682
8:30 AM	9	369	0	7	268	14	3		8		0	5	683
8:45 AM	7	407	1	1	258	7	1		2		1	19	704
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 54	NT 3031	NR 5	SL 17	ST 1852	SR 64	EL 14	ET 0	ER 32	WL 0	WT 2	WR 49	TOTAL 5120

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	24	1573	4	12	1002	43	7	0	20	0	1	38	2724
PEAK HR. FACTOR:	0.964			0.914			0.614			0.488			0.967

CONTROL: 2-Way Stop (EW)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: **Bundy Dr**

DATE: **04/26/2007**

LOCATION: **City of Los Angeles**

E-W STREET: **Exposition Blvd**

DAY: **THURSDAY**

PROJECT# **07-2178-012**

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	6	372	3	18	471	18	9	1	30	3	1	14	946
4:15 PM	9	382	4	24	543	14	13	2	33	5	2	18	1049
4:30 PM	3	360	0	9	419	20	17	2	38	5	2	19	894
4:45 PM	4	368	2	19	413	23	12	1	25	3	1	14	885
5:00 PM	6	363	4	5	408	26	3	2	9	2	0	7	835
5:15 PM	3	371	3	12	403	30	4	0	14	3	1	12	856
5:30 PM	1	379	2	3	397	26	2	1	15	0	0	13	839
5:45 PM	2	375	1	4	387	20	3	1	13	2	0	10	818
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	34	2970	19	94	3441	177	63	10	177	23	7	107	7122

PM Peak Hr Begins at: 400 PM

PEAK													
VOLUMES =	22	1482	9	70	1846	75	51	6	126	16	6	65	3774
PEAK HR. FACTOR:	0.958			0.857			0.803			0.837			0.899

CONTROL: **2-Way Stop E & W**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Bundy Dr

DATE: 9/26/2007

LOCATION: City of Los Angeles

E-W STREET: Pico Blvd

DAY: WEDNESDAY

PROJECT# 07-2407-020

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	33	311	29	19	228	0	13	140	9	21	190	13	1006
7:15 AM	37	326	41	16	241	3	18	161	6	27	196	15	1087
7:30 AM	40	349	47	20	254	2	20	169	14	30	212	18	1175
7:45 AM	51	358	56	24	249	5	23	154	17	26	193	23	1179
8:00 AM	44	369	60	21	231	3	24	144	15	30	181	14	1136
8:15 AM	36	318	51	14	209	1	22	122	19	23	167	10	992
8:30 AM	26	281	42	10	194	1	19	107	21	16	123	6	846
8:45 AM	19	271	30	14	187	4	14	101	15	15	126	8	804
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 286	NT 2583	NR 356	SL 138	ST 1793	SR 19	EL 153	ET 1098	ER 116	WL 188	WT 1388	WR 107	TOTAL 8225

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	172	1402	204	81	975	13	85	628	52	113	782	70	4577
PEAK HR. FACTOR:	0.940			0.961			0.942			0.928			0.971

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: **Bundy Dr**

DATE: **9/26/2007**

LOCATION: **City of Los Angeles**

E-W STREET: **Pico Blvd**

DAY: **WEDNESDAY**

PROJECT# **07-2407-020**

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	38	226	18	22	191	16	20	201	5	18	156	23	934
4:15 PM	44	257	22	25	186	23	25	210	3	21	160	35	1011
4:30 PM	49	222	23	30	194	19	28	201	12	19	189	38	1024
4:45 PM	52	199	33	39	211	26	41	186	18	20	199	45	1069
5:00 PM	48	180	30	31	209	22	39	136	2	24	211	46	978
5:15 PM	26	156	14	25	206	12	18	137	9	27	204	49	883
5:30 PM	18	133	8	21	194	8	14	133	2	19	131	31	712
5:45 PM	17	122	7	22	208	9	16	142	4	16	187	59	809
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	292	1495	155	215	1599	135	201	1346	55	164	1437	326	7420

PM Peak Hr Begins at: 415 PM

PEAK													
VOLUMES =	193	858	108	125	800	90	133	733	35	84	759	164	4082
PEAK HR. FACTOR:		0.897			0.919			0.919			0.896		0.955

CONTROL: **Signalized**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: [Barrington Ave](#)

DATE: [3/18/2008](#)

LOCATION: [City of Los Angeles](#)

E-W STREET: [Olympic Blvd](#)

DAY: [TUESDAY](#)

PROJECT# [08-2115-009](#)

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 1	EL 1	ET 3	ER 0	WL 1	WT 3	WR 1	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	30	77	26	27	39	6	3	91	7	15	189	19	529
7:15 AM	33	96	30	30	42	16	3	103	10	12	270	18	663
7:30 AM	67	142	37	31	64	6	6	146	15	18	348	21	901
7:45 AM	99	181	56	52	78	19	9	220	26	22	419	52	1233
8:00 AM	99	225	48	73	109	12	7	233	18	17	336	46	1223
8:15 AM	101	209	51	64	111	14	4	272	9	16	398	31	1280
8:30 AM	90	186	57	95	147	14	7	295	13	15	416	37	1372
8:45 AM	109	178	56	74	117	25	9	296	28	20	450	39	1401
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 628	NT 1294	NR 361	SL 446	ST 707	SR 112	EL 48	ET 1656	ER 126	WL 135	WT 2826	WR 263	TOTAL 8602

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	399	798	212	306	484	65	27	1096	68	68	1600	153	5276
PEAK HR. FACTOR:	0.947			0.835			0.894			0.894			0.941

CONTROL: [Signalized](#)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: [Barrington Ave](#)

DATE: [3/18/2008](#)

LOCATION: [City of Los Angeles](#)

E-W STREET: [Olympic Blvd](#)

DAY: [TUESDAY](#)

PROJECT# [08-2115-009](#)

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 1	EL 1	ET 3	ER 0	WL 1	WT 3	WR 1	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	35	116	20	45	235	17	10	255	69	26	333	41	1202
4:15 PM	27	112	28	41	205	19	19	295	59	36	340	44	1225
4:30 PM	41	114	20	48	234	16	16	257	67	28	334	36	1211
4:45 PM	38	125	16	52	234	11	22	235	52	32	309	38	1164
5:00 PM	45	108	18	51	265	15	14	254	61	25	298	37	1191
5:15 PM	30	140	19	38	265	10	9	237	88	42	324	35	1237
5:30 PM	36	150	26	46	300	9	11	241	79	46	412	39	1395
5:45 PM	39	136	19	32	247	17	13	246	87	37	399	36	1308
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	291	1001	166	353	1985	114	114	2020	562	272	2749	306	9933

PM Peak Hr Begins at: 500 PM

PEAK													
VOLUMES =	150	534	82	167	1077	51	47	978	315	150	1433	147	5131
PEAK HR.													
FACTOR:	0.903			0.912			0.968			0.870			0.920

CONTROL: [Signalized](#)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: **Barington Ave**

DATE: **9/19/2007**

LOCATION: **City of Los Angeles**

E-W STREET: **Exposition Blvd (N)**

DAY: **WEDNESDAY**

PROJECT# **07-2407-012**

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	1	89	0	1	48	0	1		0	0	0	6	146
7:15 AM	0	157	1	4	70	1	2		1	1	0	13	250
7:30 AM	0	217	0	2	102	1	3		2	1	0	11	339
7:45 AM	3	313	1	5	140	1	2		2	1	1	20	489
8:00 AM	4	402	6	5	147	1	0		4	2	1	26	598
8:15 AM	5	500	3	10	206	3	4		1	0	0	29	761
8:30 AM	7	471	3	10	208	1	4		2	0	1	30	737
8:45 AM	0	479	2	9	215	2	1		3	0	0	37	748
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 20	NT 2628	NR 16	SL 46	ST 1136	SR 10	EL 17	ET 0	ER 15	WL 5	WT 3	WR 172	TOTAL 4068

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	16	1852	14	34	776	7	9	0	10	2	2	122	2844
PEAK HR. FACTOR:	0.926			0.904			0.792			0.851			0.934

CONTROL: **2-Way Stop E & W**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: [Barington Ave](#)

DATE: [9/19/2007](#)

LOCATION: [City of Los Angeles](#)

E-W STREET: [Exposition Blvd \(N\)](#)

DAY: [WEDNESDAY](#)

PROJECT# [07-2407-012](#)

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	1	106	2	6	262	4	5	0	3	0	0	29	418
4:15 PM	0	108	0	12	228	2	1	2	0	0	0	5	358
4:30 PM	2	120	0	14	274	1	4	0	4	0	0	13	432
4:45 PM	1	75	1	2	224	2	0	1	1	0	1	9	317
5:00 PM	0	126	3	4	267	9	2	0	2	0	2	9	424
5:15 PM	2	179	0	6	384	8	7	1	7	1	0	18	613
5:30 PM	2	194	1	8	464	9	4	2	10	0	0	33	727
5:45 PM	1	222	2	11	481	5	2	1	3	0	0	35	763
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	9	1130	9	63	2584	40	25	7	30	1	3	151	4052

PM Peak Hr Begins at: 500 PM

PEAK													
VOLUMES =	5	721	6	29	1596	31	15	4	22	1	2	95	2527
PEAK HR.													
FACTOR:		0.813			0.833			0.641			0.700		0.828

CONTROL: [2-Way Stop E & W](#)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Barrington Ave.

DATE: 9/27/2007

LOCATION: City of Los Angeles

E-W STREET: Exposition Blvd.

DAY: THURSDAY

PROJECT# 07-2428-008

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	0	142	0	5	72	3	2	0	0	0	1	11	236
7:15 AM	0	207	1	2	75	0	3	0	2	1	0	19	310
7:30 AM	2	292	7	7	118	2	3	0	2	0	0	25	458
7:45 AM	0	349	3	6	167	1	6	0	2	2	0	34	570
8:00 AM	3	324	1	4	153	1	2	0	3	1	0	25	517
8:15 AM	0	386	2	5	159	1	3	0	3	1	1	34	595
8:30 AM	2	290	1	6	142	1	2	0	4	2	1	26	477
8:45 AM	1	286	3	2	171	3	5	1	0	0	1	17	490
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 8	NT 2276	NR 18	SL 37	ST 1057	SR 12	EL 26	ET 1	ER 16	WL 7	WT 4	WR 191	TOTAL 3653

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	5	1349	7	21	621	4	13	0	12	6	2	119	2159
PEAK HR. FACTOR:	0.877			0.928			0.781			0.882			0.907

CONTROL: 2-Stop Sign on Exposition

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: **Barrington Ave**

DATE: **04/26/2007**

LOCATION: **City of Los Angeles**

E-W STREET: **Exposition Blvd**

DAY: **THURSDAY**

PROJECT# **07-2178-011**

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	10	169	0	12	327	10	3	3	19	2	1	31	587
4:15 PM	5	177	1	7	346	7	1	1	32	6	1	34	618
4:30 PM	6	153	6	11	368	7	3	0	34	5	1	18	612
4:45 PM	7	164	3	4	350	10	1	2	38	3	2	21	605
5:00 PM	3	187	4	5	417	6	1	0	45	4	1	18	691
5:15 PM	1	219	5	9	591	8	4	4	52	3	2	17	915
5:30 PM	5	192	4	7	431	12	0	0	24	3	1	25	704
5:45 PM	14	177	5	9	428	3	3	3	31	2	1	37	713
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	51	1438	28	64	3258	63	16	13	275	28	10	201	5445

PM Peak Hr Begins at: 500 PM

PEAK													
VOLUMES =	23	775	18	30	1867	29	8	7	152	12	5	97	3023
PEAK HR.													
FACTOR:		0.907			0.792			0.696			0.713		0.826

CONTROL: **2-Way Stop E & W**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Barrington Ave

DATE: 9/18/2007

LOCATION: City of Los Angeles

E-W STREET: Pico Blvd

DAY: TUESDAY

PROJECT# 07-2407-019

TABLE 1. VOLUMES FOR THE 12-MONTH PERIOD ENDING 12/31/2011													
NORTHBOUND				SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	2	0	1	2	0	1	2	0	1	2	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	20	251	11	13	80	12	21	116	14	6	129	12	685
7:15 AM	27	286	15	12	101	17	24	121	17	5	155	18	798
7:30 AM	36	301	18	15	115	17	28	132	15	8	171	13	869
7:45 AM	40	350	13	22	147	9	41	189	25	10	168	18	1032
8:00 AM	26	263	18	25	92	7	33	163	10	18	134	15	804
8:15 AM	15	239	15	20	89	19	28	167	9	25	128	12	766
8:30 AM	41	229	13	19	102	17	33	136	9	8	113	10	730
8:45 AM	50	338	13	27	126	18	32	204	3	9	165	28	1013
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 255	NT 2257	NR 116	SL 153	ST 852	SR 116	EL 240	ET 1228	ER 102	WL 89	WT 1163	WR 126	TOTAL 6697

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	129	1200	64	74	455	50	126	605	67	41	628	64	3503
PEAK HR. FACTOR:	0.864			0.813			0.782			0.935			0.849

CONTROL: SIGNALIZED

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: **Barrington Ave**

DATE: **9/18/2007**

LOCATION: **City of Los Angeles**

E-W STREET: **Pico Blvd**

DAY: **TUESDAY**

PROJECT# **07-2407-019**

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	15	69	8	30	151	17	15	104	13	18	66	5	511
4:15 PM	12	72	3	26	140	16	12	115	16	19	68	4	503
4:30 PM	16	82	5	27	194	16	14	120	12	20	99	5	610
4:45 PM	10	66	4	31	228	23	26	136	14	16	122	5	681
5:00 PM	17	111	7	23	242	26	24	142	19	19	123	8	761
5:15 PM	17	122	10	35	324	31	35	170	15	17	144	4	924
5:30 PM	12	157	9	43	346	30	26	211	40	25	179	18	1096
5:45 PM	18	166	8	42	389	26	40	160	26	27	191	12	1105
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	117	845	54	257	2014	185	192	1158	155	161	992	61	6191

PM Peak Hr Begins at: 500 PM

PEAK													
VOLUMES =	64	556	34	143	1301	113	125	683	100	88	637	42	3886
PEAK HR.													
FACTOR:		0.852			0.852			0.819			0.834		0.879

CONTROL: **SIGNALIZED**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Gateway Blvd.

DATE: 9/27/2007

LOCATION: City of Los Angeles

E-W STREET: Exposition Blvd./Pico Blvd.

DAY: THURSDAY

PROJECT# 07-2428-007

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NR	NRR	SL	SR	ET	ER	ERR	WL	WLL	WT	WR	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM		4	85	0	0	75	8	6	24	42	98	11	353
7:15 AM		7	152	1	0	108	10	7	47	51	156	27	566
7:30 AM		9	214	2	7	141	24	14	83	98	176	26	794
7:45 AM		13	283	2	5	204	13	15	75	85	192	26	913
8:00 AM		5	280	4	27	213	7	13	96	106	220	23	994
8:15 AM		9	316	4	34	246	9	13	78	87	227	27	1050
8:30 AM		9	333	2	35	237	10	12	79	90	229	22	1058
8:45 AM		2	323	3	49	277	11	6	89	102	197	34	1093
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NR	NRR	SL	SR	ET	ER	ERR	WL	WLL	WT	WR	TOTAL
VOLUMES =	0	58	1986	18	157	1501	92	86	571	661	1495	196	6821

AM Peak Hr Begins at: 800 AM

PEAK													
VOLUMES =	0	25	1252	13	145	973	37	44	342	385	873	106	4195
PEAK HR. FACTOR:		0.933			0.859			0.912			0.977		0.960

CONTROL:

NR= From Gateway to Exposition
 NRR= From Gateway to Pico
 SL= From Exposition to Pico
 SR= From Exposition to Pico
 ET= From Pico to Pico
 ER= From Pico to Gateway

ERR= From Pico to Exposition
 WL= From Pico to Gateway
 WLL= From Pico to Gateway
 WT= From Pico to Pico
 WR= From Pico to Exposition

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Gateway Blvd

DATE: 4/24/2007

LOCATION: City of Los Angeles

E-W STREET: Pico Blvd/Exposition

DAY: TUESDAY

PROJECT# 07-2178-010

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	1		2		3	4	5	6	7	8	9	10	
LANES:	NL	NT	NR	SL	EL	ET	ER	ERR	WL	WLL	WT	WR	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	4		115		1	317	1	34	86	0	191	21	770
4:15 PM	2		166		2	394	1	22	158	0	229	24	998
4:30 PM	1		194		1	436	2	34	166	0	285	20	1139
4:45 PM	1		177		2	454	1	29	199	1	223	19	1106
5:00 PM	0		223		1	320	1	34	255	0	314	41	1189
5:15 PM	1		261		1	338	1	15	259	0	300	33	1209
5:30 PM	0		219		0	376	1	15	252	0	265	33	1161
5:45 PM	0		185		0	502	0	22	211	0	312	18	1250
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	EL	ET	ER	ERR	WL	WLL	WT	WR	TOTAL
VOLUMES =	9	0	1540	0	8	3137	8	205	1586	1	2119	209	8822

PM Peak Hr Begins at: 500 PM

PEAK													
VOLUMES =	1	0	888	0	2	1536	3	86	977	0	1191	125	4809
PEAK HR.													
FACTOR:		0.848			0.766			0.919			0.927		0.962

CONTROL:

- 1** NL= From Gateway to W Pico
- 2** NR= From Gateway to E Pico
- 3** EL= From W Pico to E Exposition
- 4** ET= From W Pico to E Pico
- 5** ER= From W Pico to Gateway
- 6** ERR= From W Pico to E Exposition
- 7** WL= From E Pico to Gateway
- 8** WLL= From E Pico to E Exposition
- 9** WT= From E Pico to W Pico
- 10** WR= From E Pico to W Exposition

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Sawtelle Blvd

DATE: 11/1/2007

LOCATION: City of Santa Monica

E-W STREET: Pico Blvd

DAY: THURSDAY

PROJECT# 07-2523-002

NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	2	0	1	2	0	1	3	0	1	3	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	24	53	13	14	83	63	15	125	14	16	141	13	574
7:15 AM	43	66	25	36	107	75	24	163	16	14	239	20	828
7:30 AM	45	133	12	37	123	77	21	248	16	26	284	19	1041
7:45 AM	35	143	17	65	168	95	28	207	28	27	319	30	1162
8:00 AM	33	117	27	37	143	88	24	332	17	19	345	24	1206
8:15 AM	45	107	21	44	148	88	24	401	24	18	282	27	1229
8:30 AM	39	121	17	29	106	70	16	334	20	27	290	30	1099
8:45 AM	47	109	26	36	124	83	40	391	21	20	328	26	1251
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	311	849	158	298	1002	639	192	2201	156	167	2228	189	8390

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	164	454	91	146	521	329	104	1458	82	84	1245	107	4785
PEAK HR. FACTOR:	0.974			0.889			0.909			0.925			0.956

CONTROL: **Signalized**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Sawtelle Blvd.

DATE: 9/27/2007

LOCATION: City of Los Angeles

E-W STREET: Exposition Blvd.

DAY: THURSDAY

PROJECT# 07-2428-006

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 1	WT 1	WR 0	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	0	153	9	17	71	6	0	1	5	2	1	17	282
7:15 AM	0	155	13	14	79	4	3	0	8	3	1	26	306
7:30 AM	2	217	15	19	98	2	1	1	13	6	1	31	406
7:45 AM	3	204	16	22	111	1	4	1	17	7	4	51	441
8:00 AM	3	237	17	26	134	2	1	1	24	1	3	59	508
8:15 AM	6	211	15	37	127	2	2	3	21	1	1	61	487
8:30 AM	6	199	13	34	116	4	2	3	19	3	1	62	462
8:45 AM	5	196	11	29	112	2	2	2	17	2	2	52	432
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 25	NT 1572	NR 109	SL 198	ST 848	SR 23	EL 15	ET 12	ER 124	WL 25	WT 14	WR 359	TOTAL 3324

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	18	851	61	119	488	9	9	8	81	12	9	233	1898
PEAK HR. FACTOR:	0.905			0.928			0.942			0.962			0.934

CONTROL: Thru Traffic Sepulveda NS-Stop Sign

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Sawtelle Blvd

DATE: 04/26/2007

LOCATION: City of Los Angeles

E-W STREET: Exposition Blvd

DAY: THURSDAY

PROJECT# 07-2178-009

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 1	WT 1	WR 0	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	3	177	24	65	321	4	2	10	36	7	2	23	674
4:15 PM	2	172	27	66	311	4	3	9	34	6	1	28	663
4:30 PM	0	222	28	66	383	9	3	11	38	9	4	41	814
4:45 PM	1	176	25	57	313	9	4	9	33	15	6	26	674
5:00 PM	4	147	24	54	235	17	3	6	24	7	1	15	537
5:15 PM	5	177	33	48	350	10	5	10	40	2	3	32	715
5:30 PM	1	144	31	55	353	11	1	15	33	9	1	37	691
5:45 PM	5	156	27	55	373	12	5	14	36	13	1	41	738
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	21	1371	219	466	2639	76	26	84	274	68	19	243	5506

PM Peak Hr Begins at: 400 PM

PEAK													
VOLUMES =	6	747	104	254	1328	26	12	39	141	37	13	118	2825
PEAK HR. FACTOR:		0.857			0.878			0.923			0.778		0.868

CONTROL: 2-Way Stop E & W

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Sawtelle Blvd

DATE: 9/11/2007

LOCATION: City of Los Angeles

E-W STREET: National Blvd

DAY: TUESDAY

PROJECT# 07-2407-018

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 1	NR 0	SL 1	ST 2	SR 0	EL 1	ET 1	ER 1	WL 1	WT 1	WR 0	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	11	141	16	56	38	9	18	107	8	12	75	71	562
7:15 AM	11	169	19	54	48	9	23	137	14	13	79	64	640
7:30 AM	12	190	8	65	125	15	24	148	14	6	108	83	798
7:45 AM	14	189	15	79	140	12	22	158	14	16	137	94	890
8:00 AM	10	176	13	70	95	17	26	139	25	15	134	76	796
8:15 AM	9	156	16	66	82	8	30	154	24	7	132	54	738
8:30 AM	8	159	15	63	71	12	36	151	25	12	120	47	719
8:45 AM	7	181	16	63	108	11	27	153	28	9	134	60	797
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 82	NT 1361	NR 118	SL 516	ST 707	SR 93	EL 206	ET 1147	ER 152	WL 90	WT 919	WR 549	TOTAL 5940

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	45	711	52	280	442	52	102	599	77	44	511	307	3222
PEAK HR. FACTOR:	0.927			0.838			0.935			0.872			0.905

CONTROL: Signalized

Prepared by:
National Data & Surveying Services

Prepared by:

N-S STREET: Sawtelle Blvd

DATE: 9/11/2007

LOCATION: City of Los Angeles

E-W STREET: National Blvd

DAY: TUESDAY

PROJECT# 07-2407-018

			NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL		
	1	1	0	1	2	0	1	1	1	1	1	0			
1:00 PM															
1:15 PM															
1:30 PM															
1:45 PM															
2:00 PM															
2:15 PM															
2:30 PM															
2:45 PM															
3:00 PM															
3:15 PM															
3:30 PM															
3:45 PM															
4:00 PM	11	130	20	50	258	26	30	171	42	19	113	76	946		
4:15 PM	10	115	20	40	279	25	22	167	39	25	130	47	919		
4:30 PM	13	112	20	52	271	18	21	202	44	25	137	56	971		
4:45 PM	14	149	15	51	297	22	25	183	26	21	119	48	970		
5:00 PM	11	106	13	39	278	21	20	159	33	25	119	49	873		
5:15 PM	11	138	10	53	276	24	30	188	33	19	139	34	955		
5:30 PM	11	120	23	51	278	27	19	203	35	20	115	56	958		
5:45 PM	11	150	12	56	290	15	26	186	23	24	134	54	981		
6:00 PM															
6:15 PM															
6:30 PM															
6:45 PM															
TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL		
	92	1020	133	392	2227	178	193	1459	275	178	1006	420	7573		

PM Peak Hr Begins at: 400 PM

PEAK VOLUMES =	48	506	75	193	1105	91	98	723	151	90	499	227	3806
PEAK HR. FACTOR:	0.883			0.939			0.910			0.936			0.980

CONTROL: **Signalized**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Sawtelle Blvd

DATE: 9/11/2007

LOCATION: City of Los Angeles

E-W STREET: Palms Blvd

DAY: TUESDAY

PROJECT# 07-2407-017

NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	2	0	1	2	0	1	1	1	1	2	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	19	93	37	17	27	9	12	72	8	22	74	35	425
7:15 AM	27	95	37	29	47	16	14	86	14	30	135	31	561
7:30 AM	30	126	65	41	86	20	14	117	35	34	174	37	779
7:45 AM	33	162	58	32	112	21	25	130	55	38	182	48	896
8:00 AM	25	140	56	34	86	10	35	138	19	40	186	50	819
8:15 AM	20	129	31	20	106	7	32	123	33	45	170	64	780
8:30 AM	35	178	48	20	82	11	32	122	41	37	173	37	816
8:45 AM	29	209	42	26	107	15	17	98	59	44	179	40	865
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 218	NT 1132	NR 374	SL 219	ST 653	SR 109	EL 181	ET 886	ER 264	WL 290	WT 1273	WR 342	TOTAL 5941

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	113	609	193	106	386	49	124	513	148	160	711	199	3311
PEAK HR. FACTOR:	0.876			0.820			0.935			0.959			0.924

CONTROL: **Signalized**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Sawtelle Blvd

DATE: 9/11/2007

LOCATION: City of Los Angeles

E-W STREET: Palms Blvd

DAY: TUESDAY

PROJECT# 07-2407-017

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 1	ER 1	WL 1	WT 2	WR 0	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	14	114	26	71	240	20	14	132	32	38	141	35	877
4:15 PM	19	107	37	63	249	15	12	152	26	32	133	43	888
4:30 PM	11	116	31	82	257	16	12	148	37	33	140	32	915
4:45 PM	12	119	41	82	279	17	17	132	27	39	158	37	960
5:00 PM	14	90	37	86	257	17	8	129	39	34	170	30	911
5:15 PM	15	116	55	71	272	15	8	135	47	51	182	39	1006
5:30 PM	19	115	68	52	235	21	13	95	51	43	214	45	971
5:45 PM	18	121	80	45	232	21	4	103	74	44	215	48	1005
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	122	898	375	552	2021	142	88	1026	333	314	1353	309	7533

PM Peak Hr Begins at: 500 PM

PEAK													
VOLUMES =	66	442	240	254	996	74	33	462	211	172	781	162	3893
PEAK HR.													
FACTOR:		0.854			0.919			0.929			0.908		0.967

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Sawtelle

DATE: 9/5/2007

LOCATION: City of Los Angeles

E-W STREET: Venice Blvd

DAY: WEDNESDAY

PROJECT# 07-2406-001

NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	1	0	1	2	0	1	4	0	1	4	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	17	124	29	17	95	5	39	324	11	49	296	29	1035
7:15 AM	22	143	36	23	116	9	44	352	19	62	319	36	1181
7:30 AM	28	155	33	27	128	8	48	376	17	53	365	39	1277
7:45 AM	30	159	41	30	136	15	44	369	13	76	354	43	1310
8:00 AM	27	160	39	39	121	11	53	379	19	74	347	51	1320
8:15 AM	23	141	36	37	145	13	49	351	19	83	360	46	1303
8:30 AM	23	132	37	28	132	15	51	349	17	72	348	50	1254
8:45 AM	19	117	27	23	126	9	42	311	15	61	325	47	1122
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 189	NT 1131	NR 278	SL 224	ST 999	SR 85	EL 370	ET 2811	ER 130	WL 530	WT 2714	WR 341	TOTAL 9802

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	108	615	149	133	530	47	194	1475	68	286	1426	179	5210
PEAK HR. FACTOR:	0.948			0.910			0.963			0.967			0.987

CONTROL: **Signalized**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: **Sawtelle**

DATE: **9/5/2007**

LOCATION: **City of Los Angeles**

E-W STREET: **Venice Blvd**

DAY: **WEDNESDAY**

PROJECT# **07-2406-001**

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 1	NR 0	SL 1	ST 2	SR 0	EL 1	ET 4	ER 0	WL 1	WT 4	WR 0	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	24	66	23	45	196	14	21	402	27	49	331	16	1214
4:15 PM	27	72	28	47	208	19	18	391	21	41	311	19	1202
4:30 PM	36	93	22	51	243	21	23	435	29	53	340	13	1359
4:45 PM	28	105	30	48	265	24	25	421	24	46	369	17	1402
5:00 PM	35	93	25	44	254	24	23	417	29	52	332	18	1346
5:15 PM	30	101	18	47	243	18	21	438	23	59	384	15	1397
5:30 PM	29	85	23	33	236	22	18	395	26	47	393	19	1326
5:45 PM	25	62	18	35	208	18	13	328	15	48	341	14	1125
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	234	677	187	350	1853	160	162	3227	194	395	2801	131	10371

PM Peak Hr Begins at: 430 PM

PEAK													
VOLUMES =	129	392	95	190	1005	87	92	1711	105	210	1425	63	5504
PEAK HR.													
FACTOR:		0.945			0.951			0.979			0.927		0.981

CONTROL: **Signalized**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Sawtelle Blvd.

DATE: 10/4/2007

LOCATION: City of Los Angeles

E-W STREET: I-405 SB Ramps

DAY: THURSDAY

PROJECT# 07-2407-016

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 2	NR 0	SL 1	ST 1	SR 0	EL 0	ET 1	ER 0	WL .5	WT .5	WR 1	TOTAL

6:00 AM

6:15 AM

6:30 AM

6:45 AM

7:00 AM 2 113 13 122 23 0 5 17 7 28 3 26 359

7:15 AM 0 119 28 130 28 1 1 16 2 31 2 36 394

7:30 AM 2 123 37 134 39 4 3 18 3 38 4 68 473

7:45 AM 0 117 43 144 55 3 3 11 6 42 2 53 479

8:00 AM 5 126 57 131 40 1 5 21 6 50 3 64 509

8:15 AM 3 107 36 138 51 5 2 14 5 43 3 54 461

8:30 AM 1 102 35 140 56 2 2 14 4 39 0 64 459

8:45 AM 1 95 29 154 60 4 5 11 4 40 5 56 464

9:00 AM

9:15 AM

9:30 AM

9:45 AM

10:00 AM

10:15 AM

10:30 AM

10:45 AM

11:00 AM

11:15 AM

11:30 AM

11:45 AM

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	14	902	278	1093	352	20	26	122	37	311	22	421	3598

AM Peak Hr Begins at: 730 AM

PEAK

VOLUMES = 10 473 173 547 185 13 13 64 20 173 12 239 1922

PEAK HR.

FACTOR: 0.872 0.922 0.758 0.906 0.944

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Sawtelle Blvd.

DATE: 10/4/2007

LOCATION: City of Los Angeles

E-W STREET: I-405 SB Ramps

DAY: THURSDAY

PROJECT# 07-2407-016

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	2	0	1	1	0	0	1	0	.5	.5	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	1	57	25	97	82	9	1	1	5	67	9	55	409
4:15 PM	2	78	29	115	100	7	1	19	3	61	8	61	484
4:30 PM	5	67	23	93	98	5	1	1	9	60	7	61	430
4:45 PM	6	71	28	104	110	8	3	13	7	65	7	48	470
5:00 PM	4	51	20	100	112	7	3	7	2	51	8	39	404
5:15 PM	5	86	27	131	127	5	1	21	2	56	8	30	499
5:30 PM	1	72	14	123	118	7	1	22	5	52	14	36	465
5:45 PM	3	71	23	119	137	5	1	16	2	49	4	32	462
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL													
VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	27	553	189	882	884	53	12	100	35	461	65	362	3623

PM Peak Hr Begins at: 445 PM

PEAK													
VOLUMES =	16	280	89	458	467	27	8	63	16	224	37	153	1838
PEAK HR.													
FACTOR:		0.816			0.905			0.777			0.863		0.921

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Sepulveda Blvd

DATE: 2/26/2008

LOCATION: City of Los Angeles

E-W STREET: Pico Blvd

DAY: TUESDAY

PROJECT# 08-2068-023

[illegible]

TOTAL VOLUMES =	NL 540	NT 1214	NR 298	SL 129	ST 537	SR 162	EL 160	ET 1902	ER 149	WL 170	WT 1369	WR 131	TOTAL 6761

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	273	645	165	73	301	94	93	1197	92	89	606	64	3692
PEAK HR. FACTOR:	0.871			0.880			0.902			0.851			0.930

CONTROL: **Signalized**

Prepared by:
National Data & Surveying Services

National Data & Surveying Services

PROJECT# 07-2179-016

CONTROL: **Signalized**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Sepulveda Blvd.

DATE: 9/19/2007

LOCATION: City of Los Angeles

E-W STREET: Exposition Blvd.

DAY: WEDNESDAY

PROJECT# 07-2428-005

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	16	252	5	1	78	8	3	3	11	3	8	1	389
7:15 AM	22	366	1	7	104	11	4	6	9	1	7	2	540
7:30 AM	28	385	4	8	112	9	6	14	12	3	14	6	601
7:45 AM	27	381	4	10	123	8	7	16	12	1	18	8	615
8:00 AM	29	405	9	10	127	8	10	23	14	5	32	21	693
8:15 AM	22	397	4	8	122	7	15	29	14	3	30	25	676
8:30 AM	25	411	6	9	137	6	16	27	17	2	24	28	708
8:45 AM	21	388	5	6	133	7	13	21	15	4	22	22	657
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 190	NT 2985	NR 38	SL 59	ST 936	SR 64	EL 74	ET 139	ER 104	WL 22	WT 155	WR 113	TOTAL 4879

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	97	1601	24	33	519	28	54	100	60	14	108	96	2734
PEAK HR. FACTOR:	0.972			0.954			0.892			0.940			0.965

CONTROL: Signalized;

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Sepulveda Blvd

DATE: 05/01/2007

LOCATION: City of Los Angeles

E-W STREET: Exposition Blvd

DAY: TUESDAY

PROJECT# 07-2178-008

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	15	173	6	17	195	14	10	23	28	3	12	12	508
4:15 PM	12	305	4	16	325	18	12	68	61	9	14	11	855
4:30 PM	19	263	4	25	262	15	17	41	38	9	24	10	727
4:45 PM	19	206	8	22	197	10	17	24	30	8	15	11	567
5:00 PM	17	227	4	26	121	11	13	49	30	2	11	15	526
5:15 PM	12	217	11	14	179	15	10	49	30	2	17	16	572
5:30 PM	16	241	1	12	229	17	12	54	25	4	12	14	637
5:45 PM	20	313	5	31	311	17	12	56	36	4	13	16	834
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	130	1945	43	163	1819	117	103	364	278	41	118	105	5226

PM Peak Hr Begins at: 415 PM

PEAK													
VOLUMES =	67	1001	20	89	905	54	59	182	159	28	64	47	2675
PEAK HR.													
FACTOR:		0.847			0.730			0.709			0.808		0.782

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Sepulveda Blvd

DATE: 2/28/2008

LOCATION: City of Los Angeles

E-W STREET: National Blvd

DAY: THURSDAY

PROJECT# 08-2068-006

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	24	239	14	11	59	19	28	75	7	10	113	15	614
7:15 AM	27	269	32	7	85	22	33	91	4	5	103	7	685
7:30 AM	43	328	34	20	124	16	29	133	4	7	181	11	930
7:45 AM	42	325	31	15	130	17	37	155	4	19	143	15	933
8:00 AM	53	341	47	15	132	12	30	159	3	18	134	13	957
8:15 AM	61	328	58	12	146	13	35	167	4	19	135	25	1003
8:30 AM	40	329	38	21	153	30	49	173	1	13	194	16	1057
8:45 AM	26	347	26	16	175	34	29	160	5	8	145	13	984
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 316	NT 2506	NR 280	SL 117	ST 1004	SR 163	EL 270	ET 1113	ER 32	WL 99	WT 1148	WR 115	TOTAL 7163

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	180	1345	169	64	606	89	143	659	13	58	608	67	4001
PEAK HR. FACTOR:	0.947			0.843			0.914			0.822			0.946

CONTROL: **Signalized**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Sepulveda Blvd

DATE: 05/01/2007

LOCATION: City of Los Angeles

E-W STREET: National Blvd

DAY: TUESDAY

PROJECT# 07-2179-015

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	33	196	33	15	183	52	32	178	15	14	207	7	965
4:15 PM	40	240	41	29	250	68	48	210	20	18	246	7	1217
4:30 PM	64	242	24	31	328	90	43	266	32	17	166	8	1311
4:45 PM	52	236	30	32	283	75	45	282	18	9	217	5	1284
5:00 PM	45	295	34	27	283	73	53	233	22	15	218	8	1306
5:15 PM	42	249	29	34	308	70	39	217	29	22	184	10	1233
5:30 PM	47	255	49	31	277	53	39	237	17	20	208	11	1244
5:45 PM	46	223	24	37	328	66	57	220	23	18	96	3	1141
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	369	1936	264	236	2240	547	356	1843	176	133	1542	59	9701

PM Peak Hr Begins at: 430 PM

PEAK													
VOLUMES =	203	1022	117	124	1202	308	180	998	101	63	785	31	5134
PEAK HR. FACTOR:		0.897			0.910			0.927			0.912		0.979

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Sepulveda Blvd

DATE: 02/27/2008

LOCATION: City of Los Angeles

E-W STREET: Palms Blvd

DAY: WEDNESDAY

PROJECT# 08-2068-007

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 1	WR 1	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	21	220	18	13	75	12	22	77	14	22	88	29	611
7:15 AM	32	258	29	9	71	9	22	93	5	24	109	48	709
7:30 AM	39	302	39	13	92	21	26	168	7	24	146	41	918
7:45 AM	49	281	61	17	125	30	24	165	13	28	167	46	1006
8:00 AM	44	304	41	12	140	26	19	150	10	25	161	55	987
8:15 AM	38	320	40	11	143	36	24	141	6	26	177	56	1018
8:30 AM	35	328	28	13	139	19	26	178	5	32	177	63	1043
8:45 AM	56	290	21	16	131	35	25	152	17	30	188	64	1025
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 314	NT 2303	NR 277	SL 104	ST 916	SR 188	EL 188	ET 1124	ER 77	WL 211	WT 1213	WR 402	TOTAL 7317

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	173	1242	130	52	553	116	94	621	38	113	703	238	4073
PEAK HR. FACTOR:	0.970			0.949			0.901			0.934			0.976

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Sepulveda Blvd

DATE: 05/02/2007

LOCATION: City of Los Angeles

E-W STREET: Palms Blvd

DAY: WEDNESDAY

PROJECT# 07-2179-012

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 1	WR 1	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	26	256	31	26	197	38	23	184	17	23	178	27	1026
4:15 PM	26	275	28	30	174	28	24	176	19	27	224	26	1057
4:30 PM	21	287	50	20	108	48	10	201	17	20	248	25	1055
4:45 PM	23	285	35	21	256	36	19	180	16	26	199	19	1115
5:00 PM	19	270	34	26	277	35	17	196	21	27	235	17	1174
5:15 PM	27	248	46	30	293	42	19	209	24	30	223	35	1226
5:30 PM	22	308	46	32	280	45	27	211	17	35	184	34	1241
5:45 PM	22	292	43	29	326	34	19	182	17	24	223	28	1239
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	186	2221	313	214	1911	306	158	1539	148	212	1714	211	9133

PM Peak Hr Begins at: 500 PM

PEAK													
VOLUMES =	90	1118	169	117	1176	156	82	798	79	116	865	114	4880
PEAK HR.													
FACTOR:		0.916			0.931			0.940			0.951		0.983

CONTROL: Signalized

Prepared by:
National Data & Surveying Services

National Data & Surveying Services

PROJECT# 08-2068-008

CONTROL: **Signalized**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Sepulveda Blvd

DATE: 05/01/2007

LOCATION: City of Los Angeles

E-W STREET: Charnock Rd

DAY: TUESDAY

PROJECT# 07-2179-011

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2					1		1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	1	284	16	27	234					15		31	608
4:15 PM	0	328	17	23	236					19		24	647
4:30 PM	1	321	22	24	236					12		22	638
4:45 PM	0	337	22	23	196					11		23	612
5:00 PM	0	310	18	26	237					15		22	628
5:15 PM	0	337	19	29	322					17		18	742
5:30 PM	1	324	17	35	306					17		27	727
5:45 PM	2	308	29	44	290					29		20	722
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL													
VOLUMES =	5	2549	160	231	2057	0	0	0	0	135	0	187	5324

PM Peak Hr Begins at: 500 PM

PEAK													
VOLUMES =	3	1279	83	134	1155	0	0	0	0	78	0	87	2819
PEAK HR.													
FACTOR:		0.959			0.918			0.000			0.842		0.950

CONTROL:

Prepared by:
National Data & Surveying Services

National Data & Surveying Services

PROJECT# 08-2068-009

CONTROL: **Signalized**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: [Sepulveda Blvd](#)

DATE: [5/3/2007](#)

LOCATION: [City of Los Angeles](#)

E-W STREET: [Venice Blvd](#)

DAY: [THURSDAY](#)

PROJECT# [07-2179-007](#)

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 3	NR 0	SL 1	ST 3	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	21	227	34	27	200	6	45	382	29	44	323	26	1364
4:15 PM	18	235	38	33	211	4	51	400	24	51	315	32	1412
4:30 PM	23	244	35	38	220	7	55	412	30	56	328	35	1483
4:45 PM	29	237	41	42	235	9	48	396	35	50	339	29	1490
5:00 PM	35	249	47	49	224	6	56	414	39	61	347	35	1562
5:15 PM	31	258	52	37	230	8	63	422	42	65	354	41	1603
5:30 PM	38	264	45	46	240	5	65	446	47	69	341	40	1646
5:45 PM	34	256	58	42	249	9	59	456	44	60	361	43	1671
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 229	NT 1970	NR 350	SL 314	ST 1809	SR 54	EL 442	ET 3328	ER 290	WL 456	WT 2708	WR 281	TOTAL 12231

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	138	1027	202	174	943	28	243	1738	172	255	1403	159	6482
PEAK HR. FACTOR:	0.982			0.954			0.963			0.979			0.970

CONTROL: [Signalized](#)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Sepulveda Blvd

DATE: 2/28/2008

LOCATION: City of Los Angeles

E-W STREET: I-405 NB Ramps

DAY: THURSDAY

PROJECT# 08-2068-010

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 0	ST 2	SR 1	EL 1.5	ET 0	ER 0.5	WL 0	WT 1	WR 0	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	125	191			71	88	49		11	2	0	1	538
7:15 AM	142	217			96	106	73		14	0	1	0	649
7:30 AM	165	236			116	122	84		10	0	0	0	733
7:45 AM	155	231			126	130	80		12	1	1	0	736
8:00 AM	137	218			132	119	77		10	0	0	2	695
8:15 AM	158	247			125	108	76		11	0	1	0	726
8:30 AM	138	241			127	136	83		16	0	0	0	741
8:45 AM	124	230			121	117	70		10	0	0	1	673
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 1144	NT 1811	NR 0	SL 0	ST 914	SR 926	EL 592	ET 0	ER 94	WL 3	WT 3	WR 4	TOTAL 5491

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	588	937	0	0	510	493	316	0	49	1	2	2	2898
PEAK HR. FACTOR:	0.941			0.953			0.922			0.625			0.978

CONTROL: Signalized;

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Sepulveda Blvd

DATE: 5/1/2007

LOCATION: City of Los Angeles

E-W STREET: I-405 NB Ramps

DAY: TUESDAY

PROJECT# 07-2179-010

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 0	ST 2	SR 1	EL 1.5	ET 0	ER 0.5	WL 0	WT 0	WR 0	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	43	216			248	44	60		10	1		1	623
4:15 PM	57	244			284	45	70		17	0		0	717
4:30 PM	52	240			264	48	80		16	1		1	702
4:45 PM	55	248			275	40	84		20	1		0	723
5:00 PM	57	238			280	37	80		21	2		2	717
5:15 PM	63	246			298	38	86		25	0		0	756
5:30 PM	57	241			291	41	97		23	1		0	751
5:45 PM	51	235			290	36	93		22	0		0	727
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	435	1908	0	0	2230	329	650	0	154	6	0	4	5716

PM Peak Hr Begins at: 500 PM

PEAK													
VOLUMES =	228	960	0	0	1159	152	356	0	91	3	0	2	2951
PEAK HR. FACTOR:		0.961			0.975			0.931			0.313		0.976

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Sepulveda Blvd

DATE: 2/27/2008

LOCATION: City of Los Angeles

E-W STREET: Washington Pl

DAY: WEDNESDAY

PROJECT# 08-2068-011

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	14	259	0	5	53	22	51	69	8	6	83	53	623
7:15 AM	6	263	3	8	50	28	51	90	8	5	112	51	675
7:30 AM	11	285	3	9	78	33	39	151	9	2	164	73	857
7:45 AM	16	262	1	14	86	31	51	194	16	4	157	61	893
8:00 AM	23	250	8	15	109	39	56	144	15	4	132	51	846
8:15 AM	8	268	3	13	99	37	56	157	11	5	134	53	844
8:30 AM	20	275	4	16	87	34	51	183	13	3	118	58	862
8:45 AM	15	226	5	22	86	30	69	180	18	6	112	50	819
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 113	NT 2088	NR 27	SL 102	ST 648	SR 254	EL 424	ET 1168	ER 98	WL 35	WT 1012	WR 450	TOTAL 6419

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	67	1055	16	58	381	141	214	678	55	16	541	223	3445
PEAK HR. FACTOR:	0.952			0.890			0.907			0.878			0.964

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Sepulveda Blvd

DATE: 5/1/2007

LOCATION: City of Los Angeles

E-W STREET: Washington Pl

DAY: TUESDAY

PROJECT# 07-2179-009

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	11	224	3	16	233	19	22	77	10	4	69	9	697
4:15 PM	15	240	4	11	247	20	18	90	13	4	88	12	762
4:30 PM	20	252	5	10	257	25	27	76	15	7	93	18	805
4:45 PM	17	243	3	18	266	29	32	88	22	9	74	15	816
5:00 PM	21	258	5	21	250	35	39	90	19	8	83	20	849
5:15 PM	25	249	7	25	271	27	28	83	14	6	99	14	848
5:30 PM	19	266	4	31	234	24	33	79	18	7	81	19	815
5:45 PM	16	262	6	24	259	32	40	91	12	5	79	16	842
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	144	1994	37	156	2017	211	239	674	123	50	666	123	6434

PM Peak Hr Begins at: 500 PM

PEAK													
VOLUMES =	81	1035	22	101	1014	118	140	343	63	26	342	69	3354
PEAK HR. FACTOR:		0.984			0.954			0.922			0.918		0.988

CONTROL: Signalized

Intersection Turning Movement

Prepared by: National Data & Surveying Services

N-S STREET: Washington Blvd

DATE: 10/4/2007

LOCATION: City of Culver City

E-W STREET: Washington Pl

DAY: THURSDAY

PROJECT# 07-2407-009

	NORTHBOUND WASHINGTON BLVD			NORTHBOUND WASHINGTON PL			SOUTHBOUND WASHINGTON BLVD			EASTBOUND TILDEN AVE			WESTBOUND TILDEN AVE		TOTAL
LANES:	NL	NT	NR	NLL	NTT	NRR	SL	ST	SR	EL	ET	ER	WL	WR	
	1	2	0	1	3	0	1	1.5	1.5	0	1	0	1	1	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	

6:00 AM															
6:15 AM															
6:30 AM															
6:45 AM															
7:00 AM	6	124	0	27	52	28	1	155	132	1	1	12	1	1	539
7:15 AM	3	129	1	78	68	10	1	169	135	2	0	51	1	1	646
7:30 AM	6	174	1	114	104	6	1	129	156	1	1	18	2	4	712
7:45 AM	4	175	2	157	137	3	0	150	171	2	0	20	0	2	819
8:00 AM	8	186	3	35	122	3	1	145	150	1	2	21	0	2	676
8:15 AM	9	163	1	20	126	3	2	153	142	0	0	27	0	0	646
8:30 AM	4	171	1	18	127	5	0	140	164	0	1	17	0	0	648
8:45 AM	7	215	2	17	136	3	0	122	152	1	0	14	0	2	668
9:00 AM															
9:15 AM															
9:30 AM															
9:45 AM															
10:00 AM															
10:15 AM															
10:30 AM															
10:45 AM															
11:00 AM															
11:15 AM															
11:30 AM															
11:45 AM															

TOTAL	NL	NT	NR	NLL	NTT	NRR	SL	ST	SR	EL	ET	ER	WL	WR	TOTAL
VOLUMES =	47	1337	11	466	872	61	6	1163	1202	8	5	180	4	12	5374

AM Peak Hr Begins at: 730 AM

PEAK															
VOLUMES =	27	698	7	326	489	15	4	577	619	4	3	86	2	8	2865
PEAK HR.	0.750	0.938	0.583	0.611	0.892	0.550	0.500	0.877	0.905	0.750	0.375	0.539	0.375	0.563	
FACTOR:		0.929			0.699			0.935				0.843			0.871

CONTROL: Signalized

- 1 NL= Cars from S Washington Blvd to W Tilden Ave
- 2 NT= Cars from S Washington Blvd to N Washington A
- 3 NR= Cars from S Washington Blvd to E Tilden Ave
- 4 NLL= Cars from Washington Pl to W Tilden Ave
- 5 NTT= Cars from Washington Pl to N Washington Blvd
- 6 NRR= Cars from Washington Pl to S Washington Blvd

- 7 SL= Cars from N Washington Blvd to E Tilden Ave
- 8 ST= Cars from N Washington Blvd to S Washington Blvd
- 9 SR= Cars from N Washington Blvd to Washington Pl
- 10 EL= Cars from W Tilden Ave to N Washington Blvd
- 11 ET= Cars from W Tilden Ave to S Washington Blvd
- 12 ER= Cars from W Tilden Ave to Washington Pl
- 13 WL= Cars from E Tilden Ave to S Washington Blvd
- 14 WR= Cars from E Tilden Ave to N Washington Blvd

Intersection Turning Movement

Prepared by: National Data & Surveying Services

N-S STREET: Washington Blvd DATE: 10/4/2007 LOCATION: City of Culver City

E-W STREET: Washington Pl DAY: THURSDAY PROJECT# 07-2407-009

LANES:	NORTHBOUND WASHINGTON BLVD			NORTHBOUND WASHINGTON PL			SOUTHBOUND WASHINGTON BLVD			EASTBOUND TILDEN AVE			WESTBOUND TILDEN AVE		TOTAL
	NL	NT	NR	NLL	NTT	NRR	SL	ST	SR	EL	ET	ER	WL	WR	
	1	2	0	1	3	0	1	1.5	1.5	0	1	0	1	1	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	
3:00 PM															
3:15 PM															
3:30 PM															
3:45 PM															
4:00 PM	14	205	19	10	108	3	5	192	102	0	0	10	3	0	671
4:15 PM	6	228	26	17	157	2	0	187	121	0	0	10	0	0	754
4:30 PM	4	231	4	9	168	4	4	176	118	2	0	3	0	2	721
4:45 PM	10	209	15	11	163	4	5	205	128	1	3	7	1	1	761
5:00 PM	13	176	25	14	141	14	0	202	129	2	0	9	0	0	723
5:15 PM	14	139	39	38	131	16	7	182	136	1	1	19	2	5	724
5:30 PM	12	117	33	32	140	9	4	206	142	0	1	7	3	1	706
5:45 PM	6	104	27	27	137	7	2	172	128	1	2	15	0	0	627
6:00 PM															
6:15 PM															
6:30 PM															
6:45 PM															
7:00 PM															
7:15 PM															

TOTAL VOLUMES =	NL	NT	NR	NLL	NTT	NRR	SL	ST	SR	EL	ET	ER	WL	WR	TOTAL
	79	1409	188	158	1145	59	27	1522	1004	7	7	80	9	9	5703

AM Peak Hr Begins at: 415 PM

PEAK VOLUMES =	33	844	70	51	629	24	9	770	496	5	3	29	1	3	2967
PEAK HR. FACTOR:	0.635	0.913	0.673	0.750	0.936	0.429	0.450	0.939	0.961	0.625	0.250	0.725	1.500	#DIV/0!	0.972
		0.911			0.972			0.943				0.750			

CONTROL: Signalized

- 1 NL= Cars from S Washington Blvd to W Tilden Ave
- 2 NT= Cars from S Washington Blvd to N Washington A
- 3 NR= Cars from S Washington Blvd to E Tilden Ave
- 4 NLL= Cars from Washington Pl to W Tilden Ave
- 5 NTT= Cars from Washington Pl to N Washington Blvd
- 6 NRR= Cars from Washington Pl to S Washington Blvd
- 7 SL= Cars from N Washington Blvd to E Tilden Ave
- 8 ST= Cars from N Washington Blvd to S Washington Blvd
- 9 SR= Cars from N Washington Blvd to Washington Pl
- 10 EL= Cars from W Tilden Ave to N Washington Blvd
- 11 ET= Cars from W Tilden Ave to S Washington Blvd
- 12 ER= Cars from W Tilden Ave to Washington Pl
- 13 WL= Cars from E Tilden Ave to S Washington Blvd
- 14 WR= Cars from E Tilden Ave to N Washington Blvd

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Military Ave

DATE: 2/28/2008

LOCATION: City of Culver City

E-W STREET: Exposition Blvd

DAY: THURSDAY

PROJECT# 08-2068-024

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	9	15	0	1	5	2	1	7	2	1	5	2	50
7:15 AM	4	19	2	1	5	6	6	8	0	1	16	7	75
7:30 AM	15	34	3	4	9	11	9	15	2	0	26	2	130
7:45 AM	22	51	4	1	12	9	13	18	2	1	25	7	165
8:00 AM	16	45	4	4	14	11	19	30	8	3	18	2	174
8:15 AM	24	51	2	3	12	11	13	18	2	2	21	10	169
8:30 AM	25	63	1	5	7	6	25	16	5	0	22	6	181
8:45 AM	17	61	0	0	10	9	22	23	1	1	23	5	172
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 132	NT 339	NR 16	SL 19	ST 74	SR 65	EL 108	ET 135	ER 22	WL 9	WT 156	WR 41	TOTAL 1116

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	82	220	7	12	43	37	79	87	16	6	84	23	696
PEAK HR. FACTOR:	0.868			0.793			0.798			0.856			0.961

CONTROL: 4-Way Stop

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Military Ave

DATE: 04/26/2007

LOCATION: City of Los Angeles

E-W STREET: Exposition Blvd

DAY: THURSDAY

PROJECT# 07-2178-007

[illegible]

TOTAL VOLUMES =	NL 36	NT 147	NR 10	SL 59	ST 497	SR 94	EL 82	ET 383	ER 131	WL 13	WT 121	WR 12	TOTAL 1585

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	17	74	5	32	290	44	37	250	69	8	73	1	900
PEAK HR. FACTOR:	0.923			0.871			0.927			0.820			0.934

CONTROL: 4-Way Stop

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: **Girard Ave**

DATE: **2/26/2008**

LOCATION: **City of Los Angeles**

E-W STREET: **Venice Blvd**

DAY: **TUESDAY**

PROJECT# **08-2068-014**

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	7	1	1	6	5	14	4	263	3	5	286	3	598
7:15 AM	12	13	7	6	6	16	5	357	7	8	422	2	861
7:30 AM	14	26	8	19	8	14	8	405	9	10	467	9	997
7:45 AM	25	23	6	13	29	12	9	387	17	19	499	5	1044
8:00 AM	25	13	14	22	16	8	6	426	11	10	456	7	1014
8:15 AM	18	21	12	10	11	16	8	503	8	17	481	5	1110
8:30 AM	12	19	15	14	11	7	11	511	4	8	466	1	1079
8:45 AM	18	27	7	12	6	15	6	536	4	11	461	5	1108
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 131	NT 143	NR 70	SL 102	ST 92	SR 102	EL 57	ET 3388	ER 63	WL 88	WT 3538	WR 37	TOTAL 7811

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	73	80	48	58	44	46	31	1976	27	46	1864	18	4311
PEAK HR. FACTOR:	0.966			0.804			0.931			0.958			0.971

CONTROL: **Signalized**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: **Girard Ave**

DATE: **5/2/2007**

LOCATION: **City of Los Angeles**

E-W STREET: **Venice Blvd**

DAY: **WEDNESDAY**

PROJECT# **07-2179-005**

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	14	22	15	7	12	4	9	448	5	13	411	6	966
4:15 PM	25	19	13	10	12	6	7	480	4	9	453	8	1046
4:30 PM	16	19	4	7	22	7	8	456	4	7	419	7	976
4:45 PM	20	20	6	11	21	2	6	455	3	10	443	7	1004
5:00 PM	16	20	9	10	15	10	8	492	4	1	453	9	1047
5:15 PM	24	22	13	18	23	10	11	521	8	4	455	8	1117
5:30 PM	23	18	14	9	17	14	11	498	4	7	464	6	1085
5:45 PM	19	25	8	12	21	13	14	439	1	13	438	10	1013
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	157	165	82	84	143	66	74	3789	33	64	3536	61	8254

PM Peak Hr Begins at: 500 PM

PEAK													
VOLUMES =	82	85	44	49	76	47	44	1950	17	25	1810	33	4262
PEAK HR. FACTOR:	0.894			0.843			0.931			0.979			0.954

CONTROL: **Signalized**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Westwood Blvd

DATE: 9/25/2007

LOCATION: City of Los Angeles

E-W STREET: Exposition Blvd (N)

DAY: TUESDAY

PROJECT# 07-2407-011

LANES													
NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	1	0	0	2	0	0	1	0	0	1	0	

[illegible]

TOTAL VOLUMES =	NL 109	NT 1748	NR 1	SL 1	ST 837	SR 35	EL 104	ET 0	ER 76	WL 1	WT 0	WR 0	TOTAL 2912

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	69	1062	0	0	544	23	68	0	53	0	0	0	1819
PEAK HR. FACTOR:	0.933			0.920			0.818			0.000			0.921

CONTROL: 2 STOP SINGS

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Westwood Blvd

DATE: 9/25/2007

LOCATION: City of Los Angeles

E-W STREET: Exposition Blvd (N)

DAY: TUESDAY

PROJECT# 07-2407-011

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 1	NR 0	SL 0	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	13	146	0	0	247	3	18		47	0		0	474
4:15 PM	7	131	0	1	247	11	10		48	0		0	455
4:30 PM	7	139	0	0	259	15	11		42	0		1	474
4:45 PM	11	163	0	0	311	7	13		39	0		0	544
5:00 PM	9	159	0	0	310	8	15		36	0		0	537
5:15 PM	4	152	0	0	365	8	22		42	0		0	593
5:30 PM	10	159	0	0	314	5	10		46	0		0	544
5:45 PM	9	156	1	0	331	12	21		50	1		1	582
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	70	1205	1	1	2384	69	120	0	350	1	0	2	4203

PM Peak Hr Begins at: 500 PM

PEAK													
VOLUMES =	32	626	1	0	1320	33	68	0	174	1	0	1	2256
PEAK HR. FACTOR:		0.975			0.907			0.852			0.250		0.951

CONTROL: 2 STOP SINGS

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Westwood Blvd.

DATE: 9/20/2007

LOCATION: City of Los Angeles

E-W STREET: Exposition Blvd.

DAY: THURSDAY

PROJECT# 07-2428-004

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 1	NR 0	SL 0	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	22	111	0		58	5	8		5		0	0	209
7:15 AM	13	185	1		75	5	8		6		1	0	294
7:30 AM	19	248	1		86	6	5		6		0	0	371
7:45 AM	17	261	1		123	6	17		11		0	1	437
8:00 AM	20	240	0		127	6	19		10		0	0	422
8:15 AM	20	259	0		118	7	8		23		0	1	436
8:30 AM	23	262	1		134	6	13		15		0	0	454
8:45 AM	18	284	0		150	7	18		14		0	0	491
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 152	NT 1850	NR 4	SL 0	ST 871	SR 48	EL 96	ET 0	ER 90	WL 0	WT 1	WR 2	TOTAL 3114

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	81	1045	1	0	529	26	58	0	62	0	0	1	1803
PEAK HR. FACTOR:	0.933			0.884			0.938			0.250			0.918

CONTROL: "2-Way Stop (EW)"

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Westwood Blvd

DATE: 4/26/2007

LOCATION: City of Los Angeles

E-W STREET: Exposition Blvd

DAY: THURSDAY

PROJECT# 07-2178-006

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	2	0	0	2	0	0	1	0	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	11	151	0	5	289	8	8	1	39			0	512
4:15 PM	13	144	0	2	298	7	7	3	40			2	516
4:30 PM	10	179	0	2	309	10	6	2	38			0	556
4:45 PM	6	197	1	1	324	12	7	0	32			1	581
5:00 PM	11	177	0	0	334	8	15	0	60			0	605
5:15 PM	14	156	0	0	350	11	12	0	55			0	598
5:30 PM	7	158	0	2	384	9	17	0	56			0	633
5:45 PM	12	156	1	7	414	20	22	0	29			0	661
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL													
VOLUMES =	84	1318	2	19	2702	85	94	6	349	0	0	3	4662

PM Peak Hr Begins at: 500 PM

PEAK													
VOLUMES =	44	647	1	9	1482	48	66	0	200	0	0	0	2497
PEAK HR.													
FACTOR:		0.920			0.872			0.887			0.000		0.944
CONTROL:													

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Overland Ave

DATE: 2/26/2008

LOCATION: City of Los Angeles

E-W STREET: Ashby Ave

DAY: TUESDAY

PROJECT# 08-2068-021

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	1	281	6	5	212	1	1	3	4	22	5	5	546
7:15 AM	1	311	7	4	208	0	0	5	6	12	2	11	567
7:30 AM	6	321	8	3	254	2	2	3	3	45	2	12	661
7:45 AM	4	394	18	9	244	4	4	11	0	45	9	9	751
8:00 AM	11	356	32	6	229	0	3	28	3	48	10	14	740
8:15 AM	2	405	19	6	302	3	5	4	10	43	10	10	819
8:30 AM	6	440	12	4	248	2	3	4	4	32	9	17	781
8:45 AM	1	369	16	2	210	0	2	8	2	31	8	30	679
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 32	NT 2877	NR 118	SL 39	ST 1907	SR 12	EL 20	ET 66	ER 32	WL 278	WT 55	WR 108	TOTAL 5544

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	23	1595	81	25	1023	9	15	47	17	168	38	50	3091
PEAK HR. FACTOR:	0.927			0.850			0.581			0.889			0.944

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Overland Ave

DATE: 05/02/2007

LOCATION: City of Los Angeles

E-W STREET: Ashby Ave

DAY: WEDNESDAY

PROJECT# 07-2179-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	0	1	0	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	5	328	11	8	374	4	5	19	4	47	4	9	818
4:15 PM	7	354	11	7	407	5	2	8	4	59	6	11	881
4:30 PM	8	334	8	6	385	4	3	16	3	37	8	6	818
4:45 PM	2	362	15	9	360	5	0	16	3	41	8	6	827
5:00 PM	10	375	10	4	414	3	4	17	4	66	11	15	933
5:15 PM	4	349	17	9	384	5	2	23	4	63	8	10	878
5:30 PM	4	380	14	11	453	2	3	18	3	80	8	5	981
5:45 PM	4	397	13	10	405	4	4	18	3	75	12	10	955
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	44	2879	99	64	3182	32	23	135	28	468	65	72	7091

PM Peak Hr Begins at: 500 PM

PEAK													
VOLUMES =	22	1501	54	34	1656	14	13	76	14	284	39	40	3747
PEAK HR.													
FACTOR:		0.952			0.914			0.888			0.936		0.955

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Overland Ave.

DATE: 9/19/2007

LOCATION: City of Los Angeles

E-W STREET: Northvale Rd.

DAY: WEDNESDAY

PROJECT# 07-2428-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
		2	1	1	2					0	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM		293	10	1	217					9		4	534
7:15 AM		335	8	2	273					5		3	626
7:30 AM		348	10	4	326					10		11	709
7:45 AM		348	21	21	298					7		16	711
8:00 AM		459	41	8	330					16		23	877
8:15 AM		422	10	2	362					24		14	834
8:30 AM		417	11	9	296					2		6	741
8:45 AM		503	11	1	318					5		3	841
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 0	NT 3125	NR 122	SL 48	ST 2420	SR 0	EL 0	ET 0	ER 0	WL 78	WT 0	WR 80	TOTAL 5873

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	0	1801	73	20	1306	0	0	0	0	47	0	46	3293
PEAK HR. FACTOR:		0.911			0.911			0.000			0.596		0.939

CONTROL: 1-Way Stop E

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Overland Ave

DATE: 05/01/2007

LOCATION: City of Los Angeles

E-W STREET: Northvale Rd

DAY: TUESDAY

PROJECT# 07-2178-005

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	2	0	1	2	0	0	0	0	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM		226	13	5	332					3		2	581
4:15 PM		233	12	3	348					1		4	601
4:30 PM		327	15	2	460					2		9	815
4:45 PM		377	15	1	460					1		8	862
5:00 PM		366	19	5	477					0		3	870
5:15 PM		415	14	4	542					1		8	984
5:30 PM		389	18	4	481					5		2	899
5:45 PM		380	17	8	489					2		6	902
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	0	2713	123	32	3589	0	0	0	0	15	0	42	6514

PM Peak Hr Begins at: 500 PM

PEAK													
VOLUMES =	0	1550	68	21	1989	0	0	0	0	8	0	19	3655
PEAK HR.													
FACTOR:		0.943			0.920			0.000			0.750		0.929

CONTROL: 1-Way Stop E

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Overland Avenue

DATE: 9/18/2007

LOCATION: City of Los Angeles

E-W STREET: [National Boulevard/I-10 WB](#)

DAY: TUESDAY

PROJECT# 07-2407-036

TABLE 1. DAILY VOLUMES (VOLUME PER HOUR) FOR THE YEAR 2010													
NORTHBOUND				SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	1.5	1.5	2	2	0	1.5	0.5	1	1.5	1.5	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	14	180	172	77	173	10	27	65	88	24	74	99	1003
7:15 AM	11	268	273	147	195	11	41	57	107	14	88	92	1304
7:30 AM	10	282	279	198	271	24	72	85	129	39	79	127	1595
7:45 AM	7	222	160	194	282	19	84	63	63	38	80	86	1298
8:00 AM	5	225	162	153	228	16	76	67	80	23	63	106	1204
8:15 AM	4	275	202	150	266	25	85	80	120	15	63	79	1364
8:30 AM	2	248	164	102	215	27	84	48	90	18	37	74	1109
8:45 AM	5	229	180	109	203	35	83	51	89	6	46	65	1101
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 58	NT 1929	NR 1592	SL 1130	ST 1833	SR 167	EL 552	ET 516	ER 766	WL 177	WT 530	WR 728	TOTAL 9978

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	26	1004	803	695	1047	84	317	295	392	115	285	398	5461
PEAK HR. FACTOR:	0.803			0.922			0.878			0.814			0.856

CONTROL: **Signalized**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: **Overland Avenue**

DATE: **9/18/2007**

LOCATION: **City of Los Angeles**

E-W STREET: **National Boulevard/I-10 WB**

DAY: **TUESDAY**

PROJECT# **07-2407-036**

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	1.5	1.5	2	2	0	1.5	0.5	1	1.5	1.5	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	18	224	156	159	327	55	45	37	98	71	83	133	1406
4:15 PM	18	204	132	135	329	34	52	28	99	58	100	133	1322
4:30 PM	22	204	157	138	338	33	50	29	98	72	115	130	1386
4:45 PM	16	257	177	164	302	29	52	30	106	65	106	127	1431
5:00 PM	19	256	157	156	377	42	34	31	94	77	93	143	1479
5:15 PM	19	250	165	158	373	27	61	31	86	86	100	129	1485
5:30 PM	18	220	151	146	363	22	55	39	104	77	113	111	1419
5:45 PM	22	253	178	204	391	27	60	34	101	59	107	109	1545
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	152	1868	1273	1260	2800	269	409	259	786	565	817	1015	11473

PM Peak Hr Begins at: **500 PM**

PEAK													
VOLUMES =	78	979	651	664	1504	118	210	135	385	299	413	492	5928
PEAK HR.													
FACTOR:		0.943			0.919			0.922			0.956		0.959

CONTROL: **Signalized**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Overland Avenue

DATE: 9/25/2007

LOCATION: City of Los Angeles

E-W STREET: I-10 EB On-Ramp

DAY: TUESDAY

PROJECT# 07-2407-039

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	2	1	2	2	0	0	0	0	0	0	0	

6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM		447	104	184	103								838
7:15 AM		485	116	205	120								926
7:30 AM		495	102	220	139								956
7:45 AM		520	98	229	143								990
8:00 AM		529	95	236	150								1010
8:15 AM		405	74	208	167								854
8:30 AM		339	60	179	193								771
8:45 AM		303	55	158	155								671
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	0	3523	704	1619	1170	0	0	0	0	0	0	0	7016

AM Peak Hr Begins at: 715 AM

PEAK													
VOLUMES =	0	2029	411	890	552	0	0	0	0	0	0	0	3882
PEAK HR.													
FACTOR:		0.978		0.934			0.000			0.000			0.961

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Overland Avenue

DATE: 9/25/2007

LOCATION: City of Los Angeles

E-W STREET: I-10 EB On-Ramp

DAY: TUESDAY

PROJECT# 07-2407-039

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	2	1	2	2	0	0	0	0	0	0	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM		470	77	192	272								1011
4:15 PM		490	80	202	285								1057
4:30 PM		509	99	210	316								1134
4:45 PM		447	91	226	326								1090
5:00 PM		401	97	249	339								1086
5:15 PM		361	72	209	320								962
5:30 PM		240	69	204	326								839
5:45 PM		342	60	186	286								874
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	0	3260	645	1678	2470	0	0	0	0	0	0	0	8053

PM Peak Hr Begins at: 415 PM

PEAK													
VOLUMES =	0	1847	367	887	1266	0	0	0	0	0	0	0	4367
PEAK HR.													
FACTOR:		0.910		0.915			0.000			0.000			0.963

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Overland Avenue

DATE: 9/18/2007

LOCATION: City of Los Angeles

E-W STREET: **National Boulevard/National**

DAY: TUESDAY

PROJECT# 07-2407-037

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 1	WR 2	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	40	319	1	3	132	4	7	9	15	26	55	162	773
7:15 AM	76	304	5	12	156	10	12	17	23	41	90	204	950
7:30 AM	78	318	5	11	146	12	15	25	58	46	123	187	1024
7:45 AM	66	328	3	10	121	6	17	26	66	48	163	174	1028
8:00 AM	48	328	1	15	114	17	15	24	74	45	133	153	967
8:15 AM	44	318	2	16	118	12	17	33	58	46	116	233	1013
8:30 AM	43	309	2	15	113	6	14	37	42	45	106	307	1039
8:45 AM	66	321	3	17	113	8	7	31	52	48	121	182	969
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 461	NT 2545	NR 22	SL 99	ST 1013	SR 75	EL 104	ET 202	ER 388	WL 345	WT 907	WR 1602	TOTAL 7763

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	201	1283	8	56	466	41	63	120	240	184	518	867	4047
PEAK HR. FACTOR:	0.940			0.964			0.936			0.856			0.974

CONTROL: **Signalized**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: **Overland Avenue**

DATE: **9/18/2007**

LOCATION: **City of Los Angeles**

E-W STREET: **National Boulevard/National**

DAY: **TUESDAY**

PROJECT# **07-2407-037**

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 1	WR 2	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	48	241	7	21	186	4	27	65	65	54	61	100	879
4:15 PM	33	272	12	28	231	13	51	84	84	41	78	177	1104
4:30 PM	32	274	15	40	252	15	58	90	90	19	76	193	1154
4:45 PM	31	318	8	31	291	10	38	50	50	54	82	120	1083
5:00 PM	31	322	4	33	325	9	38	89	89	35	75	143	1193
5:15 PM	32	312	9	29	281	9	58	78	78	47	79	151	1163
5:30 PM	36	273	6	37	272	6	37	78	78	42	76	145	1086
5:45 PM	33	373	12	29	310	9	35	57	87	40	75	150	1210
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	276	2385	73	248	2148	75	342	591	621	332	602	1179	8872

PM Peak Hr Begins at: 500 PM

PEAK													
VOLUMES =	132	1280	31	128	1188	33	168	302	332	164	305	589	4652
PEAK HR.													
FACTOR:		0.863			0.919			0.928			0.955		0.961

CONTROL: **Signalized**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: I-10 EB Off Ramp

DATE: 9/18/2007

LOCATION: City of Los Angeles

E-W STREET: National Boulevard

DAY: TUESDAY

PROJECT# 07-2407-038

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	0	0	1	0	1	0	2	0	0	2	0	

6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM				76		29		27			253		385
7:15 AM				56		79		32			243		410
7:30 AM				74		89		33			249		445
7:45 AM				82		127		37			267		513
8:00 AM				88		122		40			251		501
8:15 AM				90		141		42			258		531
8:30 AM				115		152		61			308		636
8:45 AM				126		101		53			228		508
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	0	0	0	707	0	840	0	325	0	0	2057	0	3929

AM Peak Hr Begins at: 745 AM

PEAK													
VOLUMES =	0	0	0	375	0	542	0	180	0	0	1084	0	2181
PEAK HR. FACTOR:		0.000			0.859			0.738			0.880		0.857

CONTROL: Signalized

Prepared by:
National Data & Surveying Services

Prepared by:

N-S STREET: I-10 EB Off Ramp

DATE: 9/18/2007

LOCATION: City of Los Angeles

E-W STREET: National Boulevard

DAY: TUESDAY

PROJECT# 07-2407-038

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	0	0	1	0	1	0	2	0	0	2	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM				129		148		30			122		429
4:15 PM				126		156		35			119		436
4:30 PM				138		145		136			147		566
4:45 PM				105		112		113			124		454
5:00 PM				150		125		232			130		637
5:15 PM				168		143		133			131		575
5:30 PM				153		122		125			137		537
5:45 PM				124		146		108			158		536
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 0	NT 0	NR 0	SL 1093	ST 0	SR 1097	EL 0	ET 912	ER 0	WL 0	WT 1068	WR 0	TOTAL 4170

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	0	0	0	595	0	536	0	598	0	0	556	0	2285
PEAK HR. FACTOR:	0.000			0.909			0.644			0.880			0.897

CONTROL: **Signalized**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Overland Ave

DATE: 2/26/2008

LOCATION: City of Los Angeles

E-W STREET: Venice Blvd

DAY: TUESDAY

PROJECT# 08-2068-015

NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	2	1	1	2	1	2	3	0	2	3	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	19	242	34	16	71	18	54	211	25	53	253	40	1036
7:15 AM	23	267	39	18	108	18	44	269	23	65	353	64	1291
7:30 AM	33	300	31	20	133	22	50	338	23	90	374	51	1465
7:45 AM	31	268	40	21	218	19	50	331	38	103	441	50	1610
8:00 AM	32	273	48	22	180	25	44	393	25	107	402	53	1604
8:15 AM	25	245	49	25	154	26	73	400	28	98	390	43	1556
8:30 AM	24	266	57	26	174	37	58	466	34	103	414	52	1711
8:45 AM	22	260	33	21	152	40	78	452	45	112	412	37	1664
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 209	NT 2121	NR 331	SL 169	ST 1190	SR 205	EL 451	ET 2860	ER 241	WL 731	WT 3039	WR 390	TOTAL 11937

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	103	1044	187	94	660	128	253	1711	132	420	1618	185	6535
PEAK HR. FACTOR:	0.945			0.930			0.911			0.977			0.955

CONTROL: **Signalized**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: **Overland Ave**

DATE: **4/24/2007**

LOCATION: **City of Los Angeles**

E-W STREET: **Venice Blvd**

DAY: **TUESDAY**

PROJECT# **07-2178-023**

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 1	EL 2	ET 3	ER 0	WL 2	WT 3	WR 0	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	19	175	10	24	255	31	42	310	33	63	251	41	1254
4:15 PM	23	200	28	26	304	52	76	394	38	91	344	32	1608
4:30 PM	19	133	10	17	221	24	53	272	20	76	217	19	1081
4:45 PM	24	210	27	23	318	31	76	357	42	91	350	36	1585
5:00 PM	24	214	25	31	344	44	95	384	43	92	359	42	1697
5:15 PM	29	230	36	25	336	31	93	327	47	107	278	40	1579
5:30 PM	34	249	22	28	357	36	121	419	58	111	326	45	1806
5:45 PM	21	162	6	12	289	21	78	385	45	64	277	27	1387
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	193	1573	164	186	2424	270	634	2848	326	695	2402	282	11997

PM Peak Hr Begins at: 445 PM

PEAK													
VOLUMES =	111	903	110	107	1355	142	385	1487	190	401	1313	163	6667
PEAK HR.													
FACTOR:		0.921			0.952			0.862			0.952		0.923

CONTROL: **Signalized**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: **Overland Ave**

DATE: **10/2/2007**

LOCATION: **City of Culver City**

E-W STREET: **Washington Blvd**

DAY: **TUESDAY**

PROJECT# **07-2407-007**

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 1	WL 1	WT 2	WR 1	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	30	167	24	30	94	8	18	193	60	15	190	24	853
7:15 AM	53	177	25	34	142	13	23	207	57	16	192	25	964
7:30 AM	46	230	30	43	141	20	48	211	94	20	226	22	1131
7:45 AM	49	216	21	44	160	34	46	205	89	41	220	49	1174
8:00 AM	45	202	24	46	171	24	45	197	82	46	267	44	1193
8:15 AM	38	207	25	34	179	34	45	205	68	50	215	50	1150
8:30 AM	53	172	32	44	205	47	43	211	69	56	290	60	1282
8:45 AM	46	181	22	51	201	59	53	181	53	41	261	61	1210
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 360	NT 1552	NR 203	SL 326	ST 1293	SR 239	EL 321	ET 1610	ER 572	WL 285	WT 1861	WR 335	TOTAL 8957

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	182	762	103	175	756	164	186	794	272	193	1033	215	4835
PEAK HR. FACTOR:	0.966			0.880			0.966			0.887			0.943

CONTROL: **Signalized**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Overland Ave

DATE: 10/2/2007

LOCATION: City of Culver City

E-W STREET: Washington Blvd

DAY: TUESDAY

PROJECT# 07-2407-007

NORTHBOUND				SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	2	0	1	2	0	1	2	1	1	2	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	52	170	20	40	214	37	38	230	51	26	169	51	1098
4:15 PM	55	188	27	47	206	35	40	247	64	26	211	60	1206
4:30 PM	67	192	30	50	211	40	46	251	65	30	226	52	1260
4:45 PM	77	177	31	51	223	42	51	255	53	31	215	48	1254
5:00 PM	79	221	26	46	220	39	42	267	49	29	207	76	1301
5:15 PM	75	240	35	37	223	40	39	311	82	17	206	86	1391
5:30 PM	81	221	31	47	210	30	50	305	75	25	199	87	1361
5:45 PM	67	235	18	52	196	31	51	307	69	30	241	72	1369
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 553	NT 1644	NR 218	SL 370	ST 1703	SR 294	EL 357	ET 2173	ER 508	WL 214	WT 1674	WR 532	TOTAL 10240

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	302	917	110	182	849	140	182	1190	275	101	853	321	5422
PEAK HR. FACTOR:	0.949			0.960			0.953			0.929			0.974

CONTROL: **Signalized**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: **Motor Ave**

DATE: **2/28/2008**

LOCATION: **City of Los Angeles**

E-W STREET: **National Blvd**

DAY: **THURSDAY**

PROJECT# **08-2068-022**

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 1	NR 0	SL 1	ST 2	SR 0	EL 0	ET 2	ER 0	WL 0	WT 2	WR 0	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	30	73	2	3	10	26	1	19	20	1	70	1	256
7:15 AM	36	107	2	2	23	23	3	43	22	1	76	4	342
7:30 AM	21	130	1	4	39	19	0	66	25	1	136	7	449
7:45 AM	12	144	0	4	55	29	4	94	41	0	133	10	526
8:00 AM	7	137	2	7	55	23	0	90	50	0	133	5	509
8:15 AM	12	135	3	9	56	32	4	94	27	4	163	7	546
8:30 AM	11	142	3	4	59	25	2	94	52	2	151	20	565
8:45 AM	13	149	3	3	54	15	2	102	64	2	139	15	561
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 142	NT 1017	NR 16	SL 36	ST 351	SR 192	EL 16	ET 602	ER 301	WL 11	WT 1001	WR 69	TOTAL 3754

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	43	563	11	23	224	95	8	380	193	8	586	47	2181
PEAK HR. FACTOR:	0.935			0.881			0.865			0.921			0.965

CONTROL: **Signalized**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Motor Ave

DATE: 4/25/2007

LOCATION: City of Los Angeles

E-W STREET: National Blvd

DAY: WEDNESDAY

PROJECT# 07-2178-004

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	1	0	1	2	0	0	2	0	0	2	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	37	70	3	7	112	21	20	133	40	2	75	8	528
4:15 PM	29	78	3	11	120	17	30	151	51	7	64	10	571
4:30 PM	30	80	1	15	127	20	31	156	61	8	52	19	600
4:45 PM	21	66	2	12	136	19	40	157	50	10	49	11	573
5:00 PM	18	80	6	18	161	26	26	175	42	13	62	8	635
5:15 PM	26	72	3	20	166	18	31	151	37	8	51	10	593
5:30 PM	30	81	1	19	151	21	18	166	45	10	58	18	618
5:45 PM	31	92	2	17	149	20	28	175	51	13	64	13	655
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	222	619	21	119	1122	162	224	1264	377	71	475	97	4773

PM Peak Hr Begins at: 500 PM

PEAK													
VOLUMES =	105	325	12	74	627	85	103	667	175	44	235	49	2501
PEAK HR.													
FACTOR:		0.884			0.959			0.930			0.911		0.955

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: **Motor Ave**

DATE: **2/26/2008**

LOCATION: **City of Los Angeles**

E-W STREET: **Venice Blvd**

DAY: **TUESDAY**

PROJECT# **08-2068-016**

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 1	SR 1	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	10	85	6	19	21	28	16	243	0	9	310	25	772
7:15 AM	16	96	9	30	45	42	28	300	0	16	435	30	1047
7:30 AM	12	136	12	38	59	44	22	396	5	9	478	35	1246
7:45 AM	12	128	7	41	76	42	21	379	6	14	559	25	1310
8:00 AM	14	99	8	41	77	55	19	415	8	16	467	41	1260
8:15 AM	8	99	10	51	94	67	24	466	2	19	461	23	1324
8:30 AM	11	101	7	48	89	70	22	502	6	15	483	33	1387
8:45 AM	6	96	8	60	87	54	20	464	3	13	498	15	1324
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 89	NT 840	NR 67	SL 328	ST 548	SR 402	EL 172	ET 3165	ER 30	WL 111	WT 3691	WR 227	TOTAL 9670

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	39	395	33	200	347	246	85	1847	19	63	1909	112	5295
PEAK HR. FACTOR:	0.965			0.935			0.920			0.981			0.954

CONTROL: **Signalized**

Prepared by:
National Data & Surveying Services

National Data & Surveying Services

LOCATION: City of Los Angeles

PROJECT# 07-2178-022

NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	2	0	1	1	1	1	3	0	1	3	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	11	60	11	45	99	50	40	372	10	12	370	18	1098
4:15 PM	12	51	8	50	111	42	20	334	6	16	366	19	1035
4:30 PM	8	60	7	42	105	41	18	372	7	20	341	22	1043
4:45 PM	11	52	9	37	120	30	21	360	8	22	352	24	1046
5:00 PM	8	47	10	39	108	41	19	363	11	21	361	23	1051
5:15 PM	7	37	8	40	136	60	20	383	9	13	411	36	1160
5:30 PM	9	56	7	41	111	52	21	400	8	18	391	25	1139
5:45 PM	8	67	12	50	108	39	30	371	7	12	361	22	1087
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	74	430	72	344	898	355	189	2955	66	134	2953	189	8659

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	32	207	37	170	463	192	90	1517	35	64	1524	106	4437
PEAK HR. FACTOR:	0.793			0.874			0.957			0.921			0.956

CONTROL: **Signalized**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Motor Ave

DATE: 10/2/2007

LOCATION: City of Culver City

E-W STREET: Washington Blvd

DAY: TUESDAY

PROJECT# 07-2407-006

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 0	NR 0	SL 1	ST 1	SR 0	EL 1	ET 2	ER 0	WL 0	WT 2	WR 0	TOTAL

6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM				14		17	51	117			165	26	390
7:15 AM				22		32	76	110			195	26	461
7:30 AM				23		51	82	178			219	34	587
7:45 AM				26		52	94	195			210	36	613
8:00 AM				35		50	89	202			233	26	635
8:15 AM				73		51	76	222			205	26	653
8:30 AM				61		60	74	248			201	23	667
8:45 AM				88		43	75	320			200	31	757
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	0	0	0	342	0	356	617	1592	0	0	1628	228	4763

AM Peak Hr Begins at: 800 AM

PEAK													
VOLUMES =	0	0	0	257	0	204	314	992	0	0	839	106	2712
PEAK HR. FACTOR:		0.000			0.880			0.827			0.912		0.896

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Motor Ave

DATE: 10/2/2007

LOCATION: City of Culver City

E-W STREET: Washington Blvd

DAY: TUESDAY

PROJECT# 07-2407-006

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	0	0	1	1	0	1	2	0	0	2	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM				38		90	84	209		170	31		622
4:15 PM				24		100	79	234		221	32		690
4:30 PM				25		107	85	248		207	43		715
4:45 PM				34		105	78	263		216	37		733
5:00 PM				31		99	60	261		227	48		726
5:15 PM				32		111	73	266		230	50		762
5:30 PM				22		105	85	276		226	36		750
5:45 PM				29		96	94	272		208	44		743
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	0	0	0	235	0	813	638	2029	0	0	1705	321	5741

PM Peak Hr Begins at: 500 PM

PEAK													
VOLUMES =	0	0	0	114	0	411	312	1075	0	0	891	178	2981
PEAK HR.													
FACTOR:		0.000			0.918			0.947			0.954		0.978

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: **Clarington Ave**

DATE: **2/26/2008**

LOCATION: **City of Los Angeles**

E-W STREET: **Venice Blvd**

DAY: **TUESDAY**

PROJECT# **08-2068-017**

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	8	13	23	13	4	8	6	259	7	14	352	7	714
7:15 AM	6	19	31	14	13	16	8	315	6	16	413	26	883
7:30 AM	16	44	27	13	18	14	16	405	4	20	554	8	1139
7:45 AM	11	26	34	25	38	21	18	430	8	17	546	8	1182
8:00 AM	12	34	36	23	27	8	23	442	21	27	513	3	1169
8:15 AM	18	49	33	30	37	17	21	500	9	24	452	2	1192
8:30 AM	20	45	22	25	35	13	29	521	17	24	501	5	1257
8:45 AM	13	42	23	21	49	16	28	476	30	41	447	6	1192
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 104	NT 272	NR 229	SL 164	ST 221	SR 113	EL 149	ET 3348	ER 102	WL 183	WT 3778	WR 65	TOTAL 8728

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	63	170	114	99	148	54	101	1939	77	116	1913	16	4810
PEAK HR. FACTOR:	0.868			0.875			0.933			0.942			0.957

CONTROL: **Signalized**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: **Clarington Ave**

DATE: **05/01/2007**

LOCATION: **City of Los Angeles**

E-W STREET: **Venice Blvd**

DAY: **TUESDAY**

PROJECT# **07-2179-004**

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	19	25	8	16	33	7	33	468	6	9	380	5	1009
4:15 PM	14	18	4	16	33	9	27	440	19	13	356	1	950
4:30 PM	12	28	13	10	36	14	30	314	34	13	373	3	880
4:45 PM	13	42	18	4	31	13	37	309	21	11	388	3	890
5:00 PM	17	33	12	16	30	11	33	288	32	15	406	8	901
5:15 PM	35	54	7	11	42	15	41	282	24	16	401	4	932
5:30 PM	27	51	14	15	48	9	26	365	13	22	365	11	966
5:45 PM	21	42	9	8	37	10	35	455	26	16	413	12	1084
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	158	293	85	96	290	88	262	2921	175	115	3082	47	7612

PM Peak Hr Begins at: 500 PM

PEAK													
VOLUMES =	100	180	42	50	157	45	135	1390	95	69	1585	35	3883
PEAK HR.													
FACTOR:		0.839			0.875			0.785			0.957		0.896

CONTROL:

Prepared by:
National Data & Surveying Services

National Data & Surveying Services

PROJECT# 07-2407-005

CONTROL: **Signalized**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: **Clarington Ave/Madison Ave**

DATE: **10/2/2007**

LOCATION: **City of Culver City**

E-W STREET: **Washington Blvd**

DAY: **TUESDAY**

PROJECT# **07-2407-005**

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	1	1	1	1	2	0	1	2	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	0	9	12	24	20	35	26	182	4	4	181	23	520
4:15 PM	4	11	17	29	7	39	26	186	3	2	171	26	521
4:30 PM	1	10	4	36	18	30	35	241	5	2	168	14	564
4:45 PM	3	10	14	26	24	50	38	197	7	6	186	12	573
5:00 PM	3	12	3	23	18	38	36	228	2	8	228	23	622
5:15 PM	2	12	9	26	23	50	44	257	10	4	218	16	671
5:30 PM	3	11	3	29	29	71	32	258	9	5	236	13	699
5:45 PM	0	9	2	16	16	66	40	271	6	2	238	16	682
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	16	84	64	209	155	379	277	1820	46	33	1626	143	4852

PM Peak Hr Begins at: 500 PM

PEAK													
VOLUMES =	8	44	17	94	86	225	152	1014	27	19	920	68	2674
PEAK HR.													
FACTOR:		0.750			0.785			0.941			0.972		0.956

CONTROL: **Signalized**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Palms Blvd.

DATE: 9/27/2007

LOCATION: City of Los Angeles

E-W STREET: Exposition Blvd.

DAY: THURSDAY

PROJECT# 07-2428-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 1	ER 1	WL 1	WT 1	WR 1	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	3	168	14	14	137	47	24	9	0	14	33	35	498
7:15 AM	2	185	13	18	174	52	27	8	0	17	40	43	579
7:30 AM	4	247	11	8	252	54	38	24	2	31	63	34	768
7:45 AM	10	272	33	16	270	64	43	39	1	60	74	44	926
8:00 AM	7	290	36	11	206	53	30	35	1	44	57	50	820
8:15 AM	5	282	25	15	193	72	46	49	2	21	64	50	824
8:30 AM	4	284	24	23	197	60	38	20	4	28	55	54	791
8:45 AM	7	284	12	27	201	55	48	34	7	24	55	60	814
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 42	NT 2012	NR 168	SL 132	ST 1630	SR 457	EL 294	ET 218	ER 17	WL 239	WT 441	WR 370	TOTAL 6020

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	26	1128	118	65	866	249	157	143	8	153	250	198	3361
PEAK HR. FACTOR:	0.955			0.843			0.794			0.844			0.907

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Palms Blvd

DATE: 4/26/2007

LOCATION: City of Los Angeles

E-W STREET: Exposition Blvd

DAY: THURSDAY

PROJECT# 07-2178-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 1	ER 1	WL 1	WT 1	WR 1	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	3	175	46	33	250	43	80	78	8	13	32	31	792
4:15 PM	0	209	45	56	266	41	80	71	4	18	28	27	845
4:30 PM	6	247	43	64	328	53	80	97	4	18	35	47	1022
4:45 PM	3	219	38	47	255	44	56	69	6	11	29	22	799
5:00 PM	1	243	51	60	357	41	82	85	5	21	28	39	1013
5:15 PM	7	199	62	46	298	56	73	86	6	13	27	30	903
5:30 PM	8	252	76	66	414	52	93	107	5	15	31	45	1164
5:45 PM	5	282	72	37	397	46	133	104	15	13	37	21	1162
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	33	1826	433	409	2565	376	677	697	53	122	247	262	7700

PM Peak Hr Begins at: 500 PM

PEAK													
VOLUMES =	21	976	261	209	1466	195	381	382	31	62	123	135	4242
PEAK HR. FACTOR:		0.876			0.879			0.788			0.879		0.911

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Hughes Ave

DATE: 2/26/2008

LOCATION: City of Culver City

E-W STREET: Venice Blvd

DAY: TUESDAY

PROJECT# 08-2068-018

TABLE 1. VOLUMES BY LANE AND HOUR													
LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	0	1	0	1	3	0	1	3	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	15	30	17	8	15	8	5	268	9	31	318	6	730
7:15 AM	16	21	28	6	20	17	4	366	18	35	472	3	1006
7:30 AM	19	37	29	9	51	14	14	417	16	30	505	3	1144
7:45 AM	26	40	32	11	49	7	11	456	24	32	550	8	1246
8:00 AM	24	45	30	18	44	15	11	447	22	38	460	7	1161
8:15 AM	10	43	22	9	33	8	4	526	19	42	496	6	1218
8:30 AM	25	63	23	20	51	11	11	522	30	40	487	4	1287
8:45 AM	24	52	22	13	54	7	12	478	28	57	501	2	1250
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 159	NT 331	NR 203	SL 94	ST 317	SR 87	EL 72	ET 3480	ER 166	WL 305	WT 3789	WR 39	TOTAL 9042

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	83	203	97	60	182	41	38	1973	99	177	1944	19	4916
PEAK HR. FACTOR:	0.863			0.863			0.937			0.955			0.955

CONTROL: **Signalized**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Hughes Ave

DATE: 05/02/2007

LOCATION: City of Los Angeles

E-W STREET: Venice Blvd

DAY: WEDNESDAY

PROJECT# 07-2179-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	0	1	0	1	3	0	1	3	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	21	56	35	7	48	11	15	300	10	33	352	10	898
4:15 PM	18	50	30	6	40	15	21	320	16	35	420	8	979
4:30 PM	11	65	25	8	55	13	20	356	15	40	405	9	1022
4:45 PM	15	66	22	10	75	11	15	405	25	42	356	11	1053
5:00 PM	13	45	30	15	65	17	15	442	22	33	335	15	1047
5:15 PM	12	50	25	11	66	11	30	420	30	42	405	13	1115
5:30 PM	15	55	22	9	60	15	25	320	25	45	442	10	1043
5:45 PM	18	60	17	8	55	10	22	199	20	31	366	8	814
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL													
VOLUMES =	123	447	206	74	464	103	163	2762	163	301	3081	84	7971

PM Peak Hr Begins at: 445 PM

PEAK													
VOLUMES =	55	216	99	45	266	54	85	1587	102	162	1538	49	4258
PEAK HR.													
FACTOR:		0.898			0.941			0.924			0.880		0.955

CONTROL:

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Washington Blvd

DATE: 9/25/2007

LOCATION: City of Culver City

E-W STREET: Hughes Ave/Duquesne Ave

DAY: TUESDAY

PROJECT# 07-2407-004

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 1	ER 0	WL 1	WT 1	WR 0	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	12	190	32	13	158	4	4	36	14	18	44	19	544
7:15 AM	14	195	38	19	170	8	3	41	18	22	39	26	593
7:30 AM	16	205	50	22	181	8	3	51	19	27	57	21	660
7:45 AM	18	219	52	26	197	9	4	54	24	26	59	23	711
8:00 AM	21	233	48	29	212	6	7	59	26	29	57	17	744
8:15 AM	14	218	38	24	191	10	4	65	20	19	60	19	682
8:30 AM	16	214	32	24	203	11	8	63	13	22	51	15	672
8:45 AM	12	196	26	16	193	13	6	49	13	18	43	14	599
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 123	NT 1670	NR 316	SL 173	ST 1505	SR 69	EL 39	ET 418	ER 147	WL 181	WT 410	WR 154	TOTAL 5205

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	69	884	170	103	803	36	23	241	83	96	227	74	2809
PEAK HR. FACTOR:	0.930			0.953			0.943			0.919			0.944

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: [Washington Blvd](#)

DATE: [9/25/2007](#)

LOCATION: [City of Culver City](#)

E-W STREET: [Hughes Ave/Duquesne Ave](#)

DAY: [TUESDAY](#)

PROJECT# [07-2407-004](#)

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 1	ER 0	WL 1	WT 1	WR 0	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	23	206	10	11	148	21	21	39	15	8	32	6	540
4:15 PM	25	214	12	12	151	27	22	41	18	9	44	6	581
4:30 PM	26	231	15	17	159	25	26	43	19	10	42	7	620
4:45 PM	39	236	18	16	161	36	33	55	24	14	49	5	686
5:00 PM	36	242	13	10	155	41	30	58	23	11	43	8	670
5:15 PM	38	248	14	10	167	45	39	64	25	10	41	5	706
5:30 PM	29	206	16	12	174	34	28	60	22	13	36	9	639
5:45 PM	27	214	14	11	169	30	26	66	23	9	34	13	636
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	243	1797	112	99	1284	259	225	426	169	84	321	59	5078

PM Peak Hr Begins at: [445 PM](#)

PEAK													
VOLUMES =	142	932	61	48	657	156	130	237	94	48	169	27	2701
PEAK HR.													
FACTOR:	0.946			0.970			0.900			0.897			0.956

CONTROL: [Signalized](#)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: National Blvd

DATE: 10/4/2007

LOCATION: City of Los Angeles

E-W STREET: Manning Ave/I-10 WB

DAY: THURSDAY

PROJECT# 07-2407-013

NORTHBOUND				SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 0	ST 2	SR 0	EL 1	ET 0	ER 1	WL 1	WT 0.5	WR 0.5	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	80	109			171	43	6		7	25	26	6	473
7:15 AM	71	183			210	50	8		9	25	35	6	597
7:30 AM	49	261			305	75	24		16	36	33	3	802
7:45 AM	38	305			285	103	25		9	29	43	5	842
8:00 AM	61	285			216	92	29		8	29	46	11	777
8:15 AM	83	265			180	64	16		6	23	21	13	671
8:30 AM	74	311			204	92	12		15	29	34	7	778
8:45 AM	66	257			205	82	10		5	23	44	12	704
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 522	NT 1976	NR 0	SL 0	ST 1776	SR 601	EL 130	ET 0	ER 75	WL 219	WT 282	WR 63	TOTAL 5644

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	231	1116	0	0	986	334	94	0	39	117	143	32	3092
PEAK HR. FACTOR:	0.968			0.851			0.831			0.849			0.918

CONTROL: **Signalized**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: National Blvd

DATE: 10/4/2007

LOCATION: City of Los Angeles

E-W STREET: Manning Ave/I-10 WB

DAY: THURSDAY

PROJECT# 07-2407-013

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 0	ST 2	SR 0	EL 1	ET 0	ER 1	WL 1	WT 0.5	WR 0.5	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	44	217			173	40	43		22	104	42	23	708
4:15 PM	25	222			209	35	24		23	91	38	21	688
4:30 PM	32	235			218	45	20		18	94	24	23	709
4:45 PM	38	211			216	44	29		21	104	40	34	737
5:00 PM	31	246			217	49	34		37	119	31	25	789
5:15 PM	28	249			235	42	34		30	133	50	19	820
5:30 PM	24	230			222	53	31		16	131	40	34	781
5:45 PM	36	276			206	41	27		23	93	51	30	783
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	258	1886	0	0	1696	349	242	0	190	869	316	209	6015

PM Peak Hr Begins at: 500 PM

PEAK													
VOLUMES =	119	1001	0	0	880	185	126	0	106	476	172	108	3173
PEAK HR. FACTOR:		0.897			0.961			0.817			0.922		0.967

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Culver

DATE: 02/05/2008

LOCATION: City of Culver City

E-W STREET: Washington Blvd/Irving

DAY: TUESDAY

PROJECT# 08-2040-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	3	0	1	1.5	1.5	1	1.5	0.5	1	0	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM		175	0	5	120	130	3	51	3	6		18	511
7:15 AM		196	6	6	145	152	1	68	6	8		18	606
7:30 AM		225	7	12	155	166	2	95	10	12		16	700
7:45 AM		252	9	18	192	149	5	117	5	17		26	790
8:00 AM		230	12	26	182	142	5	155	7	17		33	809
8:15 AM		225	10	31	172	151	6	143	9	28		42	817
8:30 AM		211	8	17	167	140	5	154	5	24		37	768
8:45 AM		208	5	15	155	137	6	114	8	15		31	694
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 0	NT 1722	NR 57	SL 130	ST 1288	SR 1167	EL 33	ET 897	ER 53	WL 127	WT 0	WR 221	TOTAL 5695

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	0	918	39	92	713	582	21	569	26	86	0	138	3184
PEAK HR. FACTOR:		0.917			0.966			0.922			0.800		0.974

CONTROL: Traffic Signal NSW

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Culver

DATE: 02/05/2008

LOCATION: City of Culver City

E-W STREET: Washington Blvd/Irving

DAY: TUESDAY

PROJECT# 08-2040-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	3	0	1	1.5	1.5	1	1.5	0.5	1	0	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	0	215	2	11	159	126	8	173	1	12		16	723
4:15 PM	0	218	3	15	174	134	8	176	6	17		15	766
4:30 PM	0	242	2	15	190	147	7	175	2	12		26	818
4:45 PM	0	255	6	17	210	152	5	181	0	15		21	862
5:00 PM	0	243	4	15	198	176	9	169	1	13		22	850
5:15 PM	2	230	2	24	207	157	5	173	2	11		33	846
5:30 PM	0	231	3	15	195	140	8	186	3	8		25	814
5:45 PM	0	207	2	17	186	136	9	172	2	10		24	765
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	2	1841	24	129	1519	1168	59	1405	17	98	0	182	6444

PM Peak Hr Begins at: 430 PM

PEAK													
VOLUMES =	2	970	14	71	805	632	26	698	5	51	0	102	3376
PEAK HR.													
FACTOR:		0.944			0.969			0.980			0.869		0.979

CONTROL: Traffic Signal NSW

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: **Bagley Ave**

DATE: **4/25/2007**

LOCATION: **City of Los Angeles**

E-W STREET: **Exposition Blvd**

DAY: **WEDNESDAY**

PROJECT# **07-2178-002**

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
6:00 AM	2	2	0	1	1	2	1	6	0	1	4	2	22
6:15 AM	0	5	0	2	6	2	6	2	0	1	3	7	34
6:30 AM	6	12	3	2	10	4	9	7	3	1	8	11	76
6:45 AM	6	14	3	3	23	5	15	11	3	4	13	7	107
7:00 AM	9	38	0	3	23	5	22	7	5	2	13	10	137
7:15 AM	10	43	7	3	28	15	16	10	4	2	20	15	173
7:30 AM	10	59	2	7	47	23	49	19	7	5	28	19	275
7:45 AM	17	76	3	7	60	27	56	24	2	2	29	15	318
8:00 AM													
8:15 AM													
8:30 AM													
8:45 AM													
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 60	NT 249	NR 18	SL 28	ST 198	SR 83	EL 174	ET 86	ER 24	WL 18	WT 118	WR 86	TOTAL 1142

AM Peak Hr Begins at: 700 AM

PEAK VOLUMES =	46	216	12	20	158	70	143	60	18	11	90	59	903
PEAK HR. FACTOR:	0.714			0.660			0.674			0.769			0.710

CONTROL: **4-Way Stop**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: **Bagley Ave**

DATE: **4/25/2007**

LOCATION: **City of Los Angeles**

E-W STREET: **Exposition Blvd**

DAY: **WEDNESDAY**

PROJECT# **07-2178-002**

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	0	1	0	0	1	0	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	6	39	8	8	35	10	46	24	17	4	12	25	234
4:15 PM	6	37	6	10	47	14	58	17	23	4	12	23	257
4:30 PM	5	46	10	6	31	13	40	22	16	1	14	34	238
4:45 PM	7	35	6	16	45	22	36	46	20	2	14	28	277
5:00 PM	6	39	5	15	53	17	22	25	18	4	22	24	250
5:15 PM	4	45	7	20	74	21	60	37	14	3	17	27	329
5:30 PM	4	27	9	17	71	26	32	40	18	2	20	39	305
5:45 PM	3	47	9	18	88	25	60	29	26	4	19	42	370
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	41	315	60	110	444	148	354	240	152	24	130	242	2260

PM Peak Hr Begins at: 500 PM

PEAK													
VOLUMES =	17	158	30	70	286	89	174	131	76	13	78	132	1254
PEAK HR.													
FACTOR:		0.869			0.849			0.828			0.858		0.847

CONTROL: **4-Way Stop**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Bagley Ave-Main St

DATE: 2/26/2008

LOCATION: City of Culver City

E-W STREET: Venice Blvd

DAY: TUESDAY

PROJECT# 08-2068-019

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	7	3	5	6	5	6	11	254	12	9	425	9	752
7:15 AM	8	6	5	11	15	15	19	392	6	11	436	14	938
7:30 AM	3	4	8	10	17	23	24	425	8	10	476	12	1020
7:45 AM	7	5	10	20	24	22	32	453	8	14	516	10	1121
8:00 AM	5	11	16	27	46	29	28	481	16	19	498	15	1191
8:15 AM	5	14	22	29	36	37	23	501	12	21	530	10	1240
8:30 AM	7	10	17	25	33	27	22	517	9	12	506	13	1198
8:45 AM	4	7	9	18	29	25	26	485	10	16	508	11	1148
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 46	NT 60	NR 92	SL 146	ST 205	SR 184	EL 185	ET 3508	ER 81	WL 112	WT 3895	WR 94	TOTAL 8608

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	21	42	64	99	144	118	99	1984	47	68	2042	49	4777
PEAK HR. FACTOR:	0.774			0.885			0.972			0.962			0.963

CONTROL: Signalized;

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Bagley Ave

DATE: 05/03/2007

LOCATION: City of Los Angeles

E-W STREET: Venice Blvd

DAY: THURSDAY

PROJECT# 07-2179-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	14	12	6	6	35	15	20	385	17	20	350	10	890
4:15 PM	10	23	1	9	44	14	30	304	17	22	274	13	761
4:30 PM	16	11	8	13	45	15	22	301	14	10	299	5	759
4:45 PM	17	34	19	8	34	3	29	327	6	16	354	11	858
5:00 PM	12	20	4	13	53	19	27	351	17	14	434	5	969
5:15 PM	10	33	3	12	60	22	21	344	13	7	431	12	968
5:30 PM	14	20	2	10	65	18	33	440	21	22	518	3	1166
5:45 PM	19	35	6	9	55	10	27	422	15	17	490	11	1116
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 112	NT 188	NR 49	SL 80	ST 391	SR 116	EL 209	ET 2874	ER 120	WL 128	WT 3150	WR 70	TOTAL 7487

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	55	108	15	44	233	69	108	1557	66	60	1873	31	4219
PEAK HR. FACTOR:	0.742			0.920			0.876			0.904			0.905

CONTROL:

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Washington Blvd/Main St

DATE: 10/2/2007

LOCATION: City of Culver City

E-W STREET: Culver Blvd.

DAY: TUESDAY

PROJECT# 07-2407-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 2	NT 1	NR 0	SL 0	ST 1	SR 1	EL 1	ET 0	ER 2	WL 0	WT 2	WR 0	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	270	19			14	8	92		107	0	30	8	548
7:15 AM	232	14			9	10	93		135	0	57	14	564
7:30 AM	278	18			12	16	109		203	0	80	16	732
7:45 AM	345	12			29	38	116		219	0	108	24	891
8:00 AM	232	12			22	26	106		306	2	97	16	819
8:15 AM	264	5			40	41	121		284	0	71	13	839
8:30 AM	244	5			29	28	141		315	0	80	11	853
8:45 AM	279	7			30	36	123		261	0	84	12	832
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 2144	NT 92	NR 0	SL 0	ST 185	SR 203	EL 901	ET 0	ER 1830	WL 2	WT 607	WR 114	TOTAL 6078

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	1085	34	0	0	120	133	484	0	1124	2	356	64	3402
PEAK HR. FACTOR:	0.784			0.781			0.882			0.799			0.955

CONTROL: Signalized; ET, NR, SL closed due to construction

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Washington Blvd/Main St

DATE: 10/2/2007

LOCATION: City of Culver City

E-W STREET: Culver Blvd.

DAY: TUESDAY

PROJECT# 07-2407-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 2	NT 1	NR 0	SL 0	ST 1	SR 1	EL 1	ET 0	ER 2	WL 0	WT 2	WR 0	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	176	20			48	27	57		264	0	103	11	706
4:15 PM	193	15			26	30	43		257	1	119	8	692
4:30 PM	190	12			20	38	67		291	0	104	3	725
4:45 PM	190	10			37	41	64		274	0	121	7	744
5:00 PM	224	14			40	31	57		300	1	126	11	804
5:15 PM	198	26			33	51	54		340	0	122	4	828
5:30 PM	222	10			61	40	70		313	3	135	5	859
5:45 PM	233	14			48	68	49		349	1	152	11	925
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	1626	121	0	0	313	326	461	0	2388	6	982	60	6283

PM Peak Hr Begins at: 500 PM

PEAK													
VOLUMES =	877	64	0	0	182	190	230	0	1302	5	535	31	3416
PEAK HR. FACTOR:	0.952			0.802			0.962			0.870			0.923

CONTROL: Signalized; ET, NR, SL closed due to construction

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Culver Blvd

DATE: 2/26/2008

LOCATION: City of Culver City

E-W STREET: Venice Blvd

DAY: TUESDAY

PROJECT# 08-2068-020

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 1	NR 2	SL 1.3	ST 0.3	SR 0.3	EL 1	ET 3	ER 0	WL 2	WT 3	WR 0	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	2	1	2	39	1	1	2	281	1	58	356	15	759
7:15 AM	7	0	1	26	6	4	4	358	5	100	478	8	997
7:30 AM	6	1	2	52	0	6	4	433	4	112	447	10	1077
7:45 AM	10	0	4	42	0	7	2	555	2	110	728	9	1469
8:00 AM	9	1	1	66	2	10	3	487	3	92	555	7	1236
8:15 AM	7	2	9	75	1	13	4	519	2	70	592	4	1298
8:30 AM	9	2	4	51	1	14	4	627	2	73	380	6	1173
8:45 AM	19	3	1	46	5	7	6	443	5	89	408	9	1041
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 69	NT 10	NR 24	SL 397	ST 16	SR 62	EL 29	ET 3703	ER 24	WL 704	WT 3944	WR 68	TOTAL 9050

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	35	5	18	234	4	44	13	2188	9	345	2255	26	5176
PEAK HR. FACTOR:	0.806			0.792			0.873			0.775			0.881

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: **Culver Blvd**

DATE: **4/25/2007**

LOCATION: **City of Los Angeles**

E-W STREET: **Venice Blvd**

DAY: **WEDNESDAY**

PROJECT# **07-2178-024**

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 1	NR 2	SL 1.3	ST 0.3	SR 0.3	EL 1	ET 3	ER 0	WL 2	WT 3	WR 0	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	18	12	103	14	10	16	1	404	0	15	315	22	930
4:15 PM	24	21	126	66	14	14	3	390	6	62	342	24	1092
4:30 PM	16	30	130	74	15	17	2	361	2	62	369	24	1102
4:45 PM	17	13	141	63	17	13	9	396	2	71	443	34	1219
5:00 PM	12	23	126	78	5	11	5	395	2	72	431	22	1182
5:15 PM	15	27	134	86	10	8	2	309	7	81	407	30	1116
5:30 PM	20	15	135	82	11	7	10	321	1	80	406	30	1118
5:45 PM	12	26	110	79	13	7	9	366	4	77	377	33	1113
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	134	167	1005	542	95	93	41	2942	24	520	3090	219	8872

PM Peak Hr Begins at: **445 PM**

PEAK	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	64	78	536	309	43	39	26	1421	12	304	1687	116	4635
PEAK HR. FACTOR:	0.963			0.940			0.896			0.961			0.951

CONTROL: **Signalized**

Prepared by:
National Data & Surveying Services

National Data & Surveying Services

LOCATION: City of Los Angeles

PROJECT# 07-2407-015

TOTAL VOLUMES =	NL 184	NT 602	NR 130	SL 73	ST 330	SR 98	EL 278	ET 1647	ER 152	WL 108	WT 1086	WR 80	TOTAL 4768

AM Peak Hr Begins at: 745 AM

VOLUMES =	103	314	52	41	215	52	132	900	85	62	628	32	2616
PEAK HR. FACTOR:	0.961			0.917			0.913			0.916			0.948

CONTROL: **Signalized**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Sawtelle blvd

DATE: 10/4/2007

LOCATION: City of Los Angeles

E-W STREET: Washington Pl

DAY: THURSDAY

PROJECT# 07-2407-015

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	2	0	0	2	0	1	2	0	1	2	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	16	127	26	29	73	19	29	178	11	20	194	21	743
4:15 PM	15	137	33	31	70	13	22	205	11	26	208	31	802
4:30 PM	9	157	34	19	71	6	28	194	9	25	193	28	773
4:45 PM	10	132	31	20	94	14	32	205	16	28	211	30	823
5:00 PM	10	136	42	19	83	10	33	190	13	22	194	33	785
5:15 PM	7	140	27	23	97	9	32	189	15	26	174	17	756
5:30 PM	14	136	34	26	100	10	30	222	9	27	202	27	837
5:45 PM	21	138	32	17	92	8	27	192	13	38	182	22	782
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	102	1103	259	184	680	89	233	1575	97	212	1558	209	6301

PM Peak Hr Begins at: 445 PM

PEAK													
VOLUMES =	41	544	134	88	374	43	127	806	53	103	781	107	3201
PEAK HR.													
FACTOR:		0.956			0.928			0.944			0.921		0.956

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Sepulveda Blvd

DATE: 05/03/2007

LOCATION: City of Los Angeles

E-W STREET: Queensland St

DAY: THURSDAY

PROJECT# 07-2179-014

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	8	278	7	8	250	12	10	4	4	9	2	2	594
4:15 PM	10	300	11	8	211	14	13	5	6	16	1	5	600
4:30 PM	6	286	6	6	188	11	8	1	8	25	3	7	555
4:45 PM	12	277	8	6	265	15	12	1	4	19	4	10	633
5:00 PM	17	288	10	11	333	23	17	1	5	21	1	6	733
5:15 PM	11	275	12	9	343	28	14	2	5	26	1	8	734
5:30 PM	9	353	12	4	355	16	12	3	7	17	4	12	804
5:45 PM	14	317	8	7	384	13	9	4	6	12	2	7	783
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 87	NT 2374	NR 74	SL 59	ST 2329	SR 132	EL 95	ET 21	ER 45	WL 145	WT 18	WR 57	TOTAL 5436

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	51	1233	42	31	1415	80	52	10	23	76	8	33	3054
PEAK HR. FACTOR:	0.886			0.944			0.924			0.836			0.950

CONTROL:

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Sepulveda Blvd

DATE: 2/27/2008

LOCATION: City of Los Angeles

E-W STREET: Rose Ave

DAY: WEDNESDAY

PROJECT# 08-2068-013

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	0	244	15	15	83	0	0			11	0	26	394
7:15 AM	7	259	17	9	147	2	0			8	0	26	475
7:30 AM	9	372	12	15	121	3	0			13	1	42	588
7:45 AM	4	353	19	21	145	3	2			10	0	46	603
8:00 AM	7	368	18	6	153	2	0			12	0	43	609
8:15 AM	20	360	17	9	164	6	0			2	0	40	618
8:30 AM	21	392	18	6	150	10	0			5	0	45	647
8:45 AM	26	356	9	10	155	11	0			7	0	46	620
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 94	NT 2704	NR 125	SL 91	ST 1118	SR 37	EL 2	ET 0	ER 0	WL 68	WT 1	WR 314	TOTAL 4554

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	74	1476	62	31	622	29	0	0	0	26	0	174	2494
PEAK HR. FACTOR:	0.935			0.953			0.000			0.909			0.964

CONTROL: 2-Way stop e/w

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Sepulveda Blvd

DATE: 05/01/2007

LOCATION: City of Los Angeles

E-W STREET: Rose Ave

DAY: TUESDAY

PROJECT# 07-2179-013

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:													
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM		288	14	10	249					10		5	576
4:15 PM		317	19	15	224					7		8	590
4:30 PM		292	24	17	193					9		10	545
4:45 PM		298	23	16	300					11		11	659
5:00 PM		286	18	15	335					8		7	669
5:15 PM		296	21	15	353					9		11	705
5:30 PM		366	17	13	358					13		7	774
5:45 PM		340	13	12	386					9		4	764
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	0	2483	149	113	2398	0	0	0	0	76	0	63	5282

PM Peak Hr Begins at: 500 PM

PEAK													
VOLUMES =	0	1288	69	55	1432	0	0	0	0	39	0	29	2912
PEAK HR.													
FACTOR:		0.886			0.934			0.000			0.850		0.941

CONTROL:

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Sepulveda Blvd

DATE: 9/11/2007

LOCATION: City of Culver City

E-W STREET: Washington Blvd

DAY: TUESDAY

PROJECT# 07-2407-010

NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	2	0	1	2	0	1	2	0	1	2	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	9	219	9	2	44	2	52	64	13	9	90	15	528
7:15 AM	12	227	10	1	61	18	50	112	9	10	95	14	619
7:30 AM	19	249	4	2	71	17	65	162	18	13	112	14	746
7:45 AM	16	251	8	8	129	12	52	172	20	24	144	14	850
8:00 AM	16	243	5	5	111	22	52	181	21	18	175	11	860
8:15 AM	18	224	11	4	106	23	52	184	23	16	146	16	823
8:30 AM	22	231	9	9	115	26	48	214	17	19	175	19	904
8:45 AM	18	222	7	4	109	24	57	214	5	18	163	16	857
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	130	1866	63	35	746	144	428	1303	126	127	1100	119	6187

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	74	920	32	22	441	95	209	793	66	71	659	62	3444
PEAK HR. FACTOR:	0.972			0.930			0.957			0.930			0.952

CONTROL: **Signalized**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Sepulveda Blvd

DATE: 9/11/2007

LOCATION: City of Culver City

E-W STREET: Washington Blvd

DAY: TUESDAY

PROJECT# 07-2407-010

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	24	198	23	20	202	57	42	156	32	17	149	19	939
4:15 PM	27	216	18	22	219	61	33	161	33	22	147	18	977
4:30 PM	19	208	16	28	227	52	35	163	33	18	158	14	971
4:45 PM	17	222	12	33	197	55	37	179	28	28	155	22	985
5:00 PM	30	214	16	25	176	57	33	187	43	23	171	13	988
5:15 PM	26	218	21	22	174	51	27	206	43	20	171	10	989
5:30 PM	34	204	27	19	197	51	32	156	28	25	173	17	963
5:45 PM	26	214	23	17	209	51	30	154	31	18	169	13	955
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 203	NT 1694	NR 156	SL 186	ST 1601	SR 435	EL 269	ET 1362	ER 271	WL 171	WT 1293	WR 126	TOTAL 7767

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	92	862	65	108	774	215	132	735	147	89	655	59	3933
PEAK HR. FACTOR:	0.961			0.893			0.918			0.970			0.994

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: [Military Ave](#)

DATE: [05/03/2007](#)

LOCATION: [City of Los Angeles](#)

E-W STREET: [Venice Blvd](#)

DAY: [THURSDAY](#)

PROJECT# [07-2179-006](#)

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	0	1	0	0	3	0	0	3	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	0	0	3	0	0	5	19	483	2	35	370	1	918
4:15 PM	0	0	4	0	0	6	19	519	2	41	397	2	990
4:30 PM	0	0	2	0	0	5	21	452	2	47	428	2	959
4:45 PM	0	0	2	0	0	2	29	467	2	45	438	0	985
5:00 PM	2	0	2	0	0	5	34	497	3	46	460	2	1051
5:15 PM	0	1	9	1	2	7	17	503	3	48	400	0	991
5:30 PM	0	0	1	2	0	13	22	476	4	54	468	2	1042
5:45 PM	0	0	3	0	0	1	36	415	4	46	434	3	942
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	2	1	26	3	2	44	197	3812	22	362	3395	12	7878

PM Peak Hr Begins at: 445 PM

PEAK													
VOLUMES =	2	1	14	3	2	27	102	1943	12	193	1766	4	4069
PEAK HR.													
FACTOR:		0.425			0.533			0.963			0.937		0.968

CONTROL:

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Girard Ave

DATE: 2/26/2008

LOCATION: City of St Monica

E-W STREET: Washington Blvd

DAY: TUESDAY

PROJECT# 08-2068-025

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 0	NR 0	SL 0	ST 1	SR 0	EL 1	ET 2	ER 0	WL 0	WT 2	WR 1	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM				6		11	16	129			147	4	313
7:15 AM				4		15	13	137			159	6	334
7:30 AM				2		20	29	193			216	4	464
7:45 AM				5		39	42	233			218	16	553
8:00 AM				10		67	57	262			264	9	669
8:15 AM				11		60	49	248			229	10	607
8:30 AM				17		43	34	278			228	9	609
8:45 AM				12		22	37	286			234	10	601
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 0	NT 0	NR 0	SL 67	ST 0	SR 277	EL 277	ET 1766	ER 0	WL 0	WT 1695	WR 68	TOTAL 4150

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	0	0	0	50	0	192	177	1074	0	0	955	38	2486
PEAK HR. FACTOR:	0.000			0.786			0.968			0.909			0.929

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Girard Ave

DATE: 9/11/2007

LOCATION: City of Culver City

E-W STREET: Washington Blvd

DAY: TUESDAY

PROJECT# 07-2407-008

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 0	NR 0	SL 0	ST 1	SR 0	EL 1	ET 2	ER 0	WL 0	WT 2	WR 1	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM				11		22	23	289		252	16		613
4:15 PM				16		29	29	294		310	17		695
4:30 PM				6		28	59	281		274	18		666
4:45 PM				7		23	26	314		271	23		664
5:00 PM				9		30	23	311		302	21		696
5:15 PM				6		43	29	298		290	18		684
5:30 PM				14		44	24	286		299	25		692
5:45 PM				10		32	26	276		287	17		648
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	0	0	0	79	0	251	239	2349	0	0	2285	155	5358

PM Peak Hr Begins at: 445 PM

PEAK													
VOLUMES =	0	0	0	36	0	140	102	1209	0	0	1162	87	2736
PEAK HR.													
FACTOR:		0.000			0.759			0.964			0.964		0.983

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Washington Blvd

DATE: 9/25/2007

LOCATION: City of Culver City

E-W STREET: Robertson Blvd/Higuera St

DAY: TUESDAY

PROJECT# 07-2407-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 1	ER 1	WL 1	WT 2	WR 0	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	9	107	24	22	240	4	4	32	0	27	56	10	535
7:15 AM	18	120	23	29	266	4	5	41	2	33	61	18	620
7:30 AM	15	115	27	38	272	2	2	48	0	36	69	19	643
7:45 AM	15	163	51	18	244	9	5	85	1	29	75	17	712
8:00 AM	16	205	65	16	156	12	5	49	0	16	79	15	634
8:15 AM	11	170	89	14	206	9	6	37	4	18	71	13	648
8:30 AM	18	122	43	19	218	13	4	34	4	14	58	10	557
8:45 AM	8	112	35	11	208	8	3	28	1	11	59	7	491
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 110	NT 1114	NR 357	SL 167	ST 1810	SR 61	EL 34	ET 354	ER 12	WL 184	WT 528	WR 109	TOTAL 4840

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	57	653	232	86	878	32	18	219	5	99	294	64	2637
PEAK HR. FACTOR:	0.823			0.798			0.665			0.921			0.926

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: [Washington Blvd](#)

DATE: [9/25/2007](#)

LOCATION: [City of Culver City](#)

E-W STREET: [Robertson Blvd/Higuera St](#)

DAY: [TUESDAY](#)

PROJECT# [07-2407-001](#)

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 1	ER 1	WL 1	WT 2	WR 0	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	22	194	30	7	165	6	5	47	0	19	49	4	548
4:15 PM	27	212	38	13	170	10	9	55	1	17	55	7	614
4:30 PM	36	224	42	10	178	13	7	61	0	23	51	4	649
4:45 PM	45	216	46	13	162	9	6	68	0	20	47	7	639
5:00 PM	38	215	47	15	150	9	5	66	0	17	39	9	610
5:15 PM	32	200	55	17	159	14	6	71	1	21	41	13	630
5:30 PM	46	217	49	16	170	8	10	64	2	25	37	8	652
5:45 PM	39	212	36	11	162	9	7	68	0	19	39	6	608
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 285	NT 1690	NR 343	SL 102	ST 1316	SR 78	EL 55	ET 500	ER 4	WL 161	WT 358	WR 58	TOTAL 4950

PM Peak Hr Begins at: [445 PM](#)

PEAK VOLUMES =	161	848	197	61	641	40	27	269	3	83	164	37	2531
PEAK HR. FACTOR:	0.966			0.956			0.958			0.947			0.970

CONTROL: [Signalized](#)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 20th St

DATE: 12/11/2007

LOCATION: City of Santa Monica

E-W STREET: **Broadway**

DAY: TUESDAY

PROJECT# 07-2584-013

NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	10	114	9	11	184	21	12	76	15	13	67	17	549
7:15 AM	11	147	10	20	263	22	7	69	11	26	75	15	676
7:30 AM	12	172	14	9	165	14	15	77	17	17	125	23	660
7:45 AM	20	200	10	17	181	20	17	72	14	16	110	23	700
8:00 AM	19	201	10	29	186	20	17	97	17	21	119	46	782
8:15 AM	14	221	19	10	222	18	30	94	23	16	111	47	825
8:30 AM	14	222	15	18	180	15	12	81	12	26	66	28	689
8:45 AM	15	117	8	15	199	23	15	64	17	19	60	26	578
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 115	NT 1394	NR 95	SL 129	ST 1580	SR 153	EL 125	ET 630	ER 126	WL 154	WT 733	WR 225	TOTAL 5459

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	67	844	54	74	769	73	76	344	66	79	406	144	2996
PEAK HR. FACTOR:	0.950			0.916			0.827			0.845			0.908

CONTROL: **Signalized**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 20th St

DATE: 12/11/2007

LOCATION: City of Santa Monica

E-W STREET: Broadway

DAY: TUESDAY

PROJECT# 07-2584-013

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	5	135	10	2	71	10	7	69	25	18	61	20	433
4:15 PM	8	214	7	2	107	18	9	75	27	15	63	8	553
4:30 PM	6	210	10	10	110	9	10	83	27	17	93	12	597
4:45 PM	6	190	18	10	78	5	12	52	14	34	68	14	501
5:00 PM	7	191	5	5	66	9	6	62	30	47	123	21	572
5:15 PM	8	256	22	12	123	16	10	110	31	33	100	26	747
5:30 PM	2	279	7	6	171	12	5	88	34	44	108	29	785
5:45 PM	10	279	13	24	174	15	14	104	31	25	117	36	842
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	52	1754	92	71	900	94	73	643	219	233	733	166	5030

PM Peak Hr Begins at: 500 PM

PEAK													
VOLUMES =	27	1005	47	47	534	52	35	364	126	149	448	112	2946
PEAK HR.													
FACTOR:		0.893			0.743			0.869			0.928		0.875

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: **Broadway**

DATE: **12/11/2007**

LOCATION: **City of Santa Monica**

E-W STREET: **14th St**

DAY: **TUESDAY**

PROJECT# **07-2584-012**

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	2	44	0	6	51	8	1	16	5	19	32	8	192
7:15 AM	4	51	3	10	69	12	10	33	7	2	52	9	262
7:30 AM	5	55	2	7	57	7	2	44	12	1	29	1	222
7:45 AM	8	75	3	8	94	10	15	47	6	2	56	13	337
8:00 AM	12	126	6	6	119	12	9	101	27	7	50	7	482
8:15 AM	25	105	11	13	116	24	11	69	13	13	104	13	517
8:30 AM	11	115	12	6	117	17	10	84	18	7	70	12	479
8:45 AM	22	107	14	15	122	11	18	100	6	10	103	12	540
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 89	NT 678	NR 51	SL 71	ST 745	SR 101	EL 76	ET 494	ER 94	WL 61	WT 496	WR 75	TOTAL 3031

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	70	453	43	40	474	64	48	354	64	37	327	44	2018
PEAK HR. FACTOR:	0.983			0.944			0.850			0.785			0.934

CONTROL: **Signalized**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: **Broadway**

DATE: **12/11/2007**

LOCATION: **City of Santa Monica**

E-W STREET: **14th St**

DAY: **TUESDAY**

PROJECT# **07-2584-012**

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	14	110	9	15	92	5	10	76	23	12	77	7	450
4:15 PM	18	122	7	16	92	8	8	69	16	4	91	9	460
4:30 PM	9	113	21	8	110	7	5	80	23	4	101	6	487
4:45 PM	20	95	15	13	137	13	10	98	25	8	102	12	548
5:00 PM	5	106	8	8	142	14	11	89	23	17	111	10	544
5:15 PM	9	123	12	11	141	9	8	152	17	8	76	15	581
5:30 PM	8	112	6	9	119	6	10	83	15	18	93	26	505
5:45 PM	18	149	16	13	124	10	8	85	22	7	90	11	553
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 101	NT 930	NR 94	SL 93	ST 957	SR 72	EL 70	ET 732	ER 164	WL 78	WT 741	WR 96	TOTAL 4128

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	40	490	42	41	526	39	37	409	77	50	370	62	2183
PEAK HR. FACTOR:	0.781			0.924			0.739			0.873			0.939

CONTROL: **Signalized**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Lincoln

DATE: 12/11/2007

LOCATION: City of Santa Monica

E-W STREET: Broadway

DAY: TUESDAY

PROJECT# 07-2584-011

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	27	335	30	2	287	13	10	52	40	25	60	21	902
7:15 AM	40	375	33	3	288	15	8	45	33	40	67	20	967
7:30 AM	20	389	20	6	224	7	6	20	25	30	40	17	804
7:45 AM	25	456	25	5	305	6	3	33	24	25	33	15	955
8:00 AM	48	388	18	2	280	5	5	30	22	18	50	20	886
8:15 AM	20	351	20	10	221	2	5	44	25	22	40	18	778
8:30 AM	21	356	25	4	240	8	4	50	27	30	56	16	837
8:45 AM	18	366	29	9	205	11	2	45	20	25	60	15	805
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 219	NT 3016	NR 200	SL 41	ST 2050	SR 67	EL 43	ET 319	ER 216	WL 215	WT 406	WR 142	TOTAL 6934

AM Peak Hr Begins at: 700 AM

PEAK VOLUMES =	112	1555	108	16	1104	41	27	150	122	120	200	73	3628
PEAK HR. FACTOR:	0.877			0.919			0.733			0.774			0.938

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: [Lincoln](#)

DATE: [12/11/2007](#)

LOCATION: [City of Santa Monica](#)

E-W STREET: [Broadway](#)

DAY: [TUESDAY](#)

PROJECT# [07-2584-011](#)

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	30	242	30	7	290	8	18	45	50	21	60	8	809
4:15 PM	22	205	18	5	304	7	12	60	44	25	65	12	779
4:30 PM	28	230	20	6	277	5	15	78	45	20	56	10	790
4:45 PM	27	221	25	8	265	6	16	75	30	16	60	11	760
5:00 PM	20	201	24	10	277	8	10	90	35	18	67	17	777
5:15 PM	24	256	18	11	254	10	13	88	40	21	75	15	825
5:30 PM	30	225	20	6	275	16	12	100	45	25	80	16	850
5:45 PM	28	245	15	5	301	15	15	105	51	20	75	15	890
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	209	1825	170	58	2243	75	111	641	340	166	538	104	6480

PM Peak Hr Begins at: 500 PM

PEAK													
VOLUMES =	102	927	77	32	1107	49	50	383	171	84	297	63	3342
PEAK HR. FACTOR:	0.928			0.925			0.883			0.917			0.939

CONTROL: [Signalized](#)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: **Broadway**

DATE: **12/11/2007**

LOCATION: **City of Los Angeles**

E-W STREET: **4th St**

DAY: **TUESDAY**

PROJECT# **07-2584-009**

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 0	EL 0	ET 2	ER 0	WL 0	WT 2	WR 0	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	15	142	20	9	78	8	2	15	5	19	20	25	358
7:15 AM	17	154	21	8	80	10	0	18	15	16	25	18	382
7:30 AM	11	180	15	11	105	12	2	21	20	18	40	21	456
7:45 AM	15	175	18	12	125	15	1	30	25	21	44	20	501
8:00 AM	20	166	25	18	111	10	2	29	30	20	40	16	487
8:15 AM	18	145	20	13	120	17	0	21	21	13	20	15	423
8:30 AM	19	160	25	15	105	16	1	20	18	15	18	10	422
8:45 AM	16	186	19	10	125	15	1	18	10	11	13	11	435
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 131	NT 1308	NR 163	SL 96	ST 849	SR 103	EL 9	ET 172	ER 144	WL 133	WT 220	WR 136	TOTAL 3464

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	64	666	78	54	461	54	5	101	96	72	144	72	1867
PEAK HR. FACTOR:	0.957			0.936			0.828			0.847			0.932

CONTROL: **Signalized**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: **Broadway**

DATE: 12/11/2007

LOCATION: City of Los Angeles

E-W STREET: 4th St

DAY: TUESDAY

PROJECT# 07-2584-009

[illegible]

TOTAL VOLUMES =	NL 214	NT 1015	NR 59	SL 116	ST 713	SR 78	EL 0	ET 357	ER 235	WL 197	WT 271	WR 112	TOTAL 3367

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	115	577	33	61	360	47	0	201	126	110	157	63	1850
PEAK HR. FACTOR:	0.880			0.867			0.861			0.868			0.950

CONTROL: **Signalized**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Main St

DATE: 12/11/2007

LOCATION: City of Los Angeles

E-W STREET: Colorado Ave

DAY: TUESDAY

PROJECT# 07-2584-006

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1.5		1.5					2	1	1	2		
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	21		62					80	67	67	139		436
4:15 PM	31		33					63	99	62	108		396
4:30 PM	33		68					77	94	76	132		480
4:45 PM	63		39					96	89	72	87		446
5:00 PM	91		26					109	80	62	97		465
5:15 PM	95		36					123	89	90	86		519
5:30 PM	69		31					105	106	68	92		471
5:45 PM	124		37					110	75	69	69		484
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	527	0	332	0	0	0	0	763	699	566	810	0	3697

PM Peak Hr Begins at: 500 PM

PEAK													
VOLUMES =	379	0	130	0	0	0	0	447	350	289	344	0	1939
PEAK HR.													
FACTOR:		0.790			0.000			0.940			0.899		0.934

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: S Sepulveda Blvd

DATE: 06/02/2009

LOCATION: City of Los Angeles

E-W STREET: W Olympic Blvd

DAY: TUESDAY

PROJECT# 09-5219-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 0	EL 1	ET 3	ER 0	WL 1	WT 4	WR 0	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	28	164	16	9	52	12	12	121	16	10	243	25	708
7:15 AM	27	202	34	14	93	20	12	212	12	17	330	22	995
7:30 AM	33	218	44	17	92	23	10	331	12	22	512	32	1346
7:45 AM	32	234	63	23	89	25	21	368	21	24	453	22	1375
8:00 AM	33	224	32	13	119	27	20	423	19	29	443	30	1412
8:15 AM	38	270	54	22	76	24	14	479	10	24	481	25	1517
8:30 AM	39	216	36	23	122	26	11	479	14	28	518	26	1538
8:45 AM	46	209	41	15	100	24	20	416	14	27	456	18	1386
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 276	NT 1737	NR 320	SL 136	ST 743	SR 181	EL 120	ET 2829	ER 118	WL 181	WT 3436	WR 200	TOTAL 10277

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	156	919	163	73	417	101	65	1797	57	108	1898	99	5853
PEAK HR. FACTOR:	0.855			0.864			0.952			0.920			0.951

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: S Sepulveda Blvd

DATE: 06/02/2009

LOCATION: City of Los Angeles

E-W STREET: W Olympic Blvd

DAY: TUESDAY

PROJECT# 09-5219-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 0	EL 1	ET 3	ER 0	WL 1	WT 4	WR 0	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	20	245	23	16	204	29	27	453	26	44	493	35	1615
4:15 PM	27	273	27	14	229	27	26	380	31	35	429	27	1525
4:30 PM	21	252	18	18	212	25	15	438	22	39	509	26	1595
4:45 PM	24	272	31	21	273	28	21	383	17	26	441	18	1555
5:00 PM	12	202	24	17	208	33	15	351	5	29	556	23	1475
5:15 PM	22	263	32	18	247	35	20	392	17	42	538	41	1667
5:30 PM	19	259	24	13	193	18	23	446	25	50	656	31	1757
5:45 PM	19	242	26	18	228	26	21	416	24	32	607	22	1681
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	164	2008	205	135	1794	221	168	3259	167	297	4229	223	12870

PM Peak Hr Begins at: 500 PM

PEAK													
VOLUMES =	72	966	106	66	876	112	79	1605	71	153	2357	117	6580
PEAK HR.													
FACTOR:		0.902			0.878			0.888			0.891		0.936

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Westwood Blvd

DATE: 06/02/2009

LOCATION: City of Los Angeles

E-W STREET: W Pico Blvd

DAY: TUESDAY

PROJECT# 09-5219-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 0	EL 1	ET 3	ER 1	WL 1	WT 3	WR 1	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	23	85	5	26	32	18	10	113	4	4	175	32	527
7:15 AM	15	134	11	20	51	14	11	136	6	6	195	40	639
7:30 AM	33	177	18	34	69	16	32	240	13	7	283	51	973
7:45 AM	33	172	28	45	88	28	29	262	10	18	295	50	1058
8:00 AM	23	175	18	34	97	25	33	315	20	25	291	52	1108
8:15 AM	36	159	31	34	96	17	36	341	16	19	255	53	1093
8:30 AM	37	198	27	35	95	28	39	334	14	13	247	47	1114
8:45 AM	29	167	31	29	69	12	18	379	7	15	282	47	1085
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 229	NT 1267	NR 169	SL 257	ST 597	SR 158	EL 208	ET 2120	ER 90	WL 107	WT 2023	WR 372	TOTAL 7597

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	125	699	107	132	357	82	126	1369	57	72	1075	199	4400
PEAK HR. FACTOR:	0.888			0.903			0.960			0.914			0.987

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Westwood Blvd

DATE: 06/02/2009

LOCATION: City of Los Angeles

E-W STREET: W Pico Blvd

DAY: TUESDAY

PROJECT# 09-5219-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	2	1	1	2	0	1	3	1	1	3	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	33	105	29	35	151	38	22	252	34	40	260	40	1039
4:15 PM	25	122	32	51	245	30	34	246	42	40	272	54	1193
4:30 PM	36	115	23	42	177	31	36	283	56	38	323	64	1224
4:45 PM	41	169	25	61	232	40	33	256	40	40	267	68	1272
5:00 PM	26	131	20	51	209	36	36	291	41	39	349	56	1285
5:15 PM	28	145	13	58	225	35	40	263	40	63	336	62	1308
5:30 PM	31	139	20	41	231	32	33	268	46	52	377	48	1318
5:45 PM	42	124	19	43	162	39	33	314	55	49	398	50	1328
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	262	1050	181	382	1632	281	267	2173	354	361	2582	442	9967

PM Peak Hr Begins at: 500 PM

PEAK													
VOLUMES =	127	539	72	193	827	142	142	1136	182	203	1460	216	5239
PEAK HR.													
FACTOR:		0.971			0.914			0.908			0.945		0.986

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Overland Ave

DATE: 04/28/2009

LOCATION: City of Los Angeles

E-W STREET: Pico Blvd

DAY: TUESDAY

PROJECT# 09-5163-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 2	NT 1	NR 2	SL 1	ST 2	SR 0	EL 1	ET 3	ER 0	WL 2	WT 2	WR 0	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	54	73	171	0	53	4	1	132	16	65	209	5	783
7:15 AM	52	108	156	2	78	7	5	146	20	84	306	5	969
7:30 AM	53	126	174	7	91	1	3	238	50	105	273	2	1123
7:45 AM	71	118	205	5	75	2	8	238	39	138	263	7	1169
8:00 AM	63	112	242	6	88	1	8	292	42	165	314	8	1341
8:15 AM	78	121	244	1	107	3	21	329	39	135	320	6	1404
8:30 AM	76	137	249	0	110	1	16	332	34	117	253	2	1327
8:45 AM	40	145	262	1	100	1	25	382	45	114	228	5	1348
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 487	NT 940	NR 1703	SL 22	ST 702	SR 20	EL 87	ET 2089	ER 285	WL 923	WT 2166	WR 40	TOTAL 9464

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	257	515	997	8	405	6	70	1335	160	531	1115	21	5420
PEAK HR. FACTOR:	0.957			0.944			0.866			0.856			0.965

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Overland Ave

DATE: 04/28/2009

LOCATION: City of Los Angeles

E-W STREET: Pico Blvd

DAY: TUESDAY

PROJECT# 09-5163-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	2	1	2	1	2	0	1	3	0	2	2	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	80	121	114	14	162	1	10	237	69	190	294	13	1305
4:15 PM	96	120	121	13	148	3	21	262	78	213	380	14	1469
4:30 PM	87	128	120	8	114	7	10	232	73	204	289	16	1288
4:45 PM	80	128	143	14	151	9	13	238	79	222	332	11	1420
5:00 PM	86	114	126	13	151	8	7	201	69	216	341	12	1344
5:15 PM	99	128	145	10	158	6	10	231	78	192	359	10	1426
5:30 PM	58	131	144	12	171	10	12	236	72	215	327	8	1396
5:45 PM	78	141	141	9	149	5	17	240	104	210	410	9	1513
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	664	1011	1054	93	1204	49	100	1877	622	1662	2732	93	11161

PM Peak Hr Begins at: 500 PM

PEAK													
VOLUMES =	321	514	556	44	629	29	46	908	323	833	1437	39	5679
PEAK HR.													
FACTOR:		0.935			0.909			0.884			0.918		0.938

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Bagley Ave

DATE: 06/02/2009

LOCATION: City of Los Angeles

E-W STREET: National Blvd

DAY: TUESDAY

PROJECT# 09-5219-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 1	ER 0	WL 1	WT 1	WR 0	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	10	16	24	16	8	5	4	83	3	12	130	4	315
7:15 AM	8	25	30	16	13	12	9	124	2	16	179	3	437
7:30 AM	8	57	35	20	20	31	15	172	3	18	202	7	588
7:45 AM	14	56	39	29	41	30	19	182	4	20	216	3	653
8:00 AM	10	62	24	25	25	11	7	197	0	16	169	8	554
8:15 AM	16	40	30	25	32	17	12	183	3	16	187	9	570
8:30 AM	12	51	35	12	27	12	11	196	6	13	200	7	582
8:45 AM	14	42	25	14	20	23	11	173	1	22	171	0	516
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 92	NT 349	NR 242	SL 157	ST 186	SR 141	EL 88	ET 1310	ER 22	WL 133	WT 1454	WR 41	TOTAL 4215

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	48	215	128	99	118	89	53	734	10	70	774	27	2365
PEAK HR. FACTOR:	0.897			0.765			0.972			0.911			0.905

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Bagley Ave

DATE: 06/02/2009

LOCATION: City of Los Angeles

E-W STREET: National Blvd

DAY: TUESDAY

PROJECT# 09-5219-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	0	1	0	1	1	0	1	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	11	44	21	13	21	16	13	216	8	23	103	8	497
4:15 PM	7	38	32	10	28	10	13	230	11	13	118	4	514
4:30 PM	8	30	26	14	32	5	9	212	9	14	133	8	500
4:45 PM	12	37	30	12	24	13	19	204	8	30	117	6	512
5:00 PM	13	42	30	14	30	17	8	237	8	19	143	3	564
5:15 PM	9	42	39	25	48	14	16	226	11	23	130	14	597
5:30 PM	5	32	34	16	36	17	13	203	7	19	177	4	563
5:45 PM	10	36	29	21	38	14	20	180	10	24	146	7	535
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	75	301	241	125	257	106	111	1708	72	165	1067	54	4282

PM Peak Hr Begins at: 500 PM

PEAK													
VOLUMES =	37	152	132	76	152	62	57	846	36	85	596	28	2259
PEAK HR.													
FACTOR:		0.892			0.833			0.928			0.886		0.946

CONTROL: Signalized

Appendix B – Traffic Worksheets

Existing AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

Scenario Report

Scenario:	Existing AM (2)
Command:	Existing AM
Volume:	Existing AM Vol
Geometry:	AM
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Existing AM

Existing AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #1 4th St and Colorado Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 0.883

Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 31.3

Optimal Cycle: 68 Level Of Service: C

Street Name:	4th St						Colorado Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Ovl			Include		
Min. Green:	5	19	0	5	19	0	5	23	0	5	23	0
Lanes:	1	0	1	1	0	1	1	0	2	0	1	0

Volume Module:

Base Vol:	253	652	249	93	435	63	91	290	75	111	247	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	253	652	249	93	435	63	91	290	75	111	247	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.84	0.84	0.84	0.74	0.74	0.74	0.84	0.84	0.84
PHF Volume:	289	746	285	110	515	75	124	395	102	132	293	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	289	746	285	110	515	75	124	395	102	132	293	87
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 Volume:	289	746	285	110	515	75	124	395	102	132	293	87

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.89	0.89	0.93	0.91	0.91	0.93	0.93	0.83	0.93	0.90	0.90
Lanes:	1.00	1.45	0.55	1.00	1.75	0.25	1.00	2.00	1.00	1.00	1.54	0.46
Final Sat.:	1769	2455	938	1769	3032	439	1769	3538	1583	1769	2638	780

Capacity Analysis Module:

Vol/Sat:	0.16	0.30	0.30	0.06	0.17	0.17	0.07	0.11	0.06	0.07	0.11	0.11
Crit Moves:	****			****			****			****		
Green/Cycle:	0.60	0.47	0.47	0.39	0.29	0.29	0.33	0.22	0.49	0.28	0.19	0.19
Volume/Cap:	0.46	0.65	0.65	0.35	0.59	0.59	0.40	0.52	0.13	0.45	0.58	0.58
Delay/Veh:	14.1	25.1	25.1	24.9	37.5	37.5	30.2	42.1	16.5	35.3	45.4	45.4
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:	14.1	25.1	25.1	24.9	37.5	37.5	30.2	42.1	16.5	35.3	45.4	45.4
LOS by Move:	B	C	C	C	D	D	C	D	B	D	D	D
HCM2kAvgQ:	6	16	16	3	10	10	4	7	2	4	7	7

Note: Queue reported is the number of cars per lane.

Existing AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #2 4th St / I-10 WB and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.748

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 22.8

Optimal Cycle: 55 Level Of Service: C

Street Name:	4th St / I-10 WB								Olympic Blvd											
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		21		0	0		0		0	0		0		0	0		0		0
Lanes:	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	1

Volume Module:

Base Vol:	0	618	0	0	771	0	0	0	0	887	0	719
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	618	0	0	771	0	0	0	0	887	0	719
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:	0.86	0.86	0.86	0.99	0.99	0.99	1.00	1.00	1.00	0.97	0.97	0.97
PHF Volume:	0	716	0	0	780	0	0	0	0	913	0	740
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	716	0	0	780	0	0	0	0	913	0	740
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 Volume:	0	716	0	0	780	0	0	0	0	913	0	740

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.93	1.00	1.00	0.93	1.00	1.00	1.00	1.00	0.90	1.00	0.83
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3538	0	0	3538	0	0	0	0	3432	0	1583

Capacity Analysis Module:

Vol/Sat:	0.00	0.20	0.00	0.00	0.22	0.00	0.00	0.00	0.00	0.27	0.00	0.47
Crit Moves:	*****											*****
Green/Cycle:	0.00	0.29	0.00	0.00	0.29	0.00	0.00	0.00	0.00	0.63	0.00	0.63
Volume/Cap:	0.00	0.69	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.43	0.00	0.75
Delay/Veh:	0.0	33.1	0.0	0.0	34.9	0.0	0.0	0.0	0.0	9.7	0.0	16.4
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:	0.0	33.1	0.0	0.0	34.9	0.0	0.0	0.0	0.0	9.7	0.0	16.4
LOS by Move:	A	C	A	A	C	A	A	A	A	A	A	B
HCM2kAvgQ:	0	11	0	0	13	0	0	0	0	7	0	17

Note: Queue reported is the number of cars per lane.

Existing AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #3 4th St / I-10 EB and Olympic Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.915
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 56.7
Optimal Cycle: 129 Level Of Service: E

Street Name:	4th St / I-10 EB						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	5	27	0	5	27	0	0	27	0	0	0	0
Lanes:	1	0	1	0	1	1	0	1	1	0	0	0

Volume Module:	4th St / I-10 EB			4th St / I-10 EB			Olympic Blvd			Olympic Blvd		
Base Vol:	12	585	793	575	731	203	19	238	22	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	585	793	575	731	203	19	238	22	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.81	0.81	0.81	0.71	0.71	0.71	1.00	1.00	1.00
PHF Volume:	13	626	849	713	907	252	27	338	31	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	626	849	713	907	252	27	338	31	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	13	626	849	713	907	252	27	338	31	0	0	0

Saturation Flow Module:	4th St / I-10 EB			4th St / I-10 EB			Olympic Blvd			Olympic Blvd		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.83	0.90	0.90	0.90	0.87	0.87	0.87	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	2.00	1.57	0.43	0.20	2.56	0.24	0.00	0.00	0.00
Final Sat.:	1769	1862	1583	3432	2678	744	339	4241	392	0	0	0

Capacity Analysis Module:	4th St / I-10 EB			4th St / I-10 EB			Olympic Blvd			Olympic Blvd		
Vol/Sat:	0.01	0.34	0.54	0.21	0.34	0.34	0.08	0.08	0.08	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.07	0.49	0.49	0.19	0.60	0.60	0.23	0.23	0.23	0.00	0.00	0.00
Volume/Cap:	0.10	0.69	1.10	1.10	0.56	0.56	0.35	0.35	0.35	0.00	0.00	0.00
Delay/Veh:	52.2	26.1	95.1	115.6	14.8	14.8	39.3	39.3	39.3	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:	52.2	26.1	95.1	115.6	14.8	14.8	39.3	39.3	39.3	0.0	0.0	0.0
LOS by Move:	D	C	F	F	B	B	D	D	D	A	A	A
HCM2kAvgQ:	1	18	45	22	14	14	5	5	5	0	0	0

Note: Queue reported is the number of cars per lane.

Existing AM Peak Hour
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 Lincoln Blvd and Colorado Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 1.164

Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 37.9

Optimal Cycle: 108 Level Of Service: D

Street Name:	Lincoln Blvd						Colorado Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	5	24	0	5	24	0	5	24	0	5	24	0
Lanes:	1	0	1	1	0	1	1	0	2	0	1	0

Volume Module:

Base Vol:	113	1348	323	47	1230	24	55	327	222	153	279	36
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:	113	1348	323	47	1230	24	55	327	222	153	279	36
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:	0.96	0.96	0.96	0.90	0.90	0.90	0.93	0.93	0.93	0.88	0.88	0.88
PHF Volume:	118	1412	338	52	1362	27	59	353	240	174	317	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	1412	338	52	1362	27	59	353	240	174	317	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	118	1412	338	52	1362	27	59	353	240	174	317	41

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.90	0.90	0.93	0.93	0.93	0.93	0.93	0.83	0.93	0.92	0.92
Lanes:	1.00	1.61	0.39	1.00	1.96	0.04	1.00	2.00	1.00	1.00	1.77	0.23
Final Sat.:	1769	2771	664	1769	3460	68	1769	3538	1583	1769	3080	397

Capacity Analysis Module:

Vol/Sat:	0.07	0.51	0.51	0.03	0.39	0.39	0.03	0.10	0.15	0.10	0.10	0.10
Crit Moves:	****			****			****			****		
Green/Cycle:	0.60	0.52	0.52	0.53	0.48	0.48	0.25	0.20	0.20	0.33	0.25	0.25
Volume/Cap:	0.57	0.97	0.97	0.38	0.81	0.81	0.21	0.50	0.76	0.54	0.41	0.41
Delay/Veh:	25.0	42.9	42.9	27.1	29.5	29.5	35.1	43.2	55.3	32.0	38.0	38.0
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:	25.0	42.9	42.9	27.1	29.5	29.5	35.1	43.2	55.3	32.0	38.0	38.0
LOS by Move:	C	D	D	C	C	C	D	D	E	C	D	D
HCM2kAvgQ:	4	39	39	2	24	24	2	6	10	6	6	6

Note: Queue reported is the number of cars per lane.

Existing AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Lincoln Blvd (N) / I-10 WB and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.862
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 32.4
Optimal Cycle: 95 Level Of Service: C

Street Name:	Lincoln Blvd (N) /I-10 WB						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	5	18	0	0	17	0	0	0	0	0	24	0
Lanes:	1	0	2	0	0	2	0	0	0	1	1	0

Volume Module:	Lincoln Blvd (N) /I-10 WB			Lincoln Blvd (S) /I-10 WB			Olympic Blvd (E)			Olympic Blvd (W)		
Base Vol:	281	901	0	0	1293	29	0	0	0	664	266	827
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:	281	901	0	0	1293	29	0	0	0	664	266	827
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:	0.98	0.98	0.98	0.95	0.95	0.95	1.00	1.00	1.00	0.88	0.88	0.88
PHF Volume:	286	918	0	0	1361	31	0	0	0	755	303	941
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	286	918	0	0	1361	31	0	0	0	755	303	941
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 Volume:	286	918	0	0	1361	31	0	0	0	755	303	941

Saturation Flow Module:	Lincoln Blvd (N) /I-10 WB			Lincoln Blvd (S) /I-10 WB			Olympic Blvd (E)			Olympic Blvd (W)		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	1.00	1.00	0.89	0.89	1.00	1.00	1.00	0.82	0.82	0.82
Lanes:	1.00	2.00	0.00	0.00	2.93	0.07	0.00	0.00	0.00	1.51	0.61	1.88
Final Sat.:	1769	3538	0	0	4957	111	0	0	0	2343	938	2918

Capacity Analysis Module:	Lincoln Blvd (N) /I-10 WB			Lincoln Blvd (S) /I-10 WB			Olympic Blvd (E)			Olympic Blvd (W)		
Vol/Sat:	0.16	0.26	0.00	0.00	0.27	0.27	0.00	0.00	0.00	0.32	0.32	0.32
Crit Moves:	****			****			****			****		
Green/Cycle:	0.19	0.51	0.00	0.00	0.32	0.32	0.00	0.00	0.00	0.37	0.37	0.37
Volume/Cap:	0.86	0.51	0.00	0.00	0.86	0.86	0.00	0.00	0.00	0.86	0.86	0.86
Delay/Veh:	59.4	16.7	0.0	0.0	37.1	37.1	0.0	0.0	0.0	32.5	32.5	32.5
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:	59.4	16.7	0.0	0.0	37.1	37.1	0.0	0.0	0.0	32.5	32.5	32.5
LOS by Move:	E	B	A	A	D	D	A	A	A	C	C	C
HCM2kAvgQ:	11	10	0	0	18	18	0	0	0	18	18	18

Note: Queue reported is the number of cars per lane.

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

Intersection #6 Lincoln Blvd / I-10 EB and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.000
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 113.8
Optimal Cycle: 180 Level Of Service: F

Lincoln Blvd / I-10 EB						Olympic Blvd																	
North Bound						South Bound						East Bound						West Bound					
L - T - R						L - T - R						L - T - R						L - T - R					
Control: Permitted						Protected						Split Phase						Split Phase					
Rights: Include						Include						Include						Include					
Min. Green: 0 22 0						5 18 0						0 32 0						0 0 0					
Lanes: 0 0 2 1 1						2 0 2 0 0						0 1 1 0 1						0 0 0 0 0					

Volume Module:												
Base Vol:	0	1078	635	1130	849	0	103	293	93	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1078	635	1130	849	0	103	293	93	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.79	0.79	0.79	0.69	0.69	0.69	1.00	1.00	1.00
PHF Volume:	0	1186	699	1432	1076	0	150	426	135	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1186	699	1432	1076	0	150	426	135	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1186	699	1432	1076	0	150	426	135	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.84	0.84	0.90	0.93	1.00	0.90	0.90	0.83	1.00	1.00	1.00
Lanes:	0.00	2.52	1.48	2.00	2.00	0.00	0.52	1.48	1.00	0.00	0.00	0.00
Final Sat.:	0	4026	2372	3432	3538	0	891	2534	1583	0	0	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.29	0.42	0.30	0.00	0.17	0.17	0.09	0.00	0.00	0.00
Crit Moves:	****		****		****		****		****		****	
Green/Cycle:	0.00	0.23	0.23	0.33	0.56	0.00	0.32	0.32	0.32	0.00	0.00	0.00
Volume/Cap:	0.00	1.27	1.27	1.27	0.54	0.00	0.53	0.53	0.27	0.00	0.00	0.00
Delay/Veh:	0.0	166	165.9	162.7	14.2	0.0	28.3	28.3	25.6	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	166	165.9	162.7	14.2	0.0	28.3	28.3	25.6	0.0	0.0	0.0
LOS by Move:	A	F	F	F	B	A	C	C	C	A	A	A
HCM2kAvgQ:	0	32	32	44	11	0	8	8	3	0	0	0

Note: Queue reported is the number of cars per lane.

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

Intersection #7 11th St and Colorado Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 0.689
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 18.8
Optimal Cycle: 50 Level Of Service: B

Street Name:	11th St						Colorado Ave					
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	21	0	0	21	0	0	21	0	0	21	0
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1

Volume Module:

Base Vol:	72	654	132	75	501	40	50	579	92	101	386	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:	72	654	132	75	501	40	50	579	92	101	386	42
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:	0.91	0.91	0.91	0.93	0.93	0.93	0.97	0.97	0.97	0.88	0.88	0.88
PHF Volume:	79	716	145	81	540	43	52	598	95	115	438	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	716	145	81	540	43	52	598	95	115	438	48
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 Volume:	79	716	145	81	540	43	52	598	95	115	438	48

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.30	0.98	0.83	0.21	0.97	0.97	0.38	0.91	0.91	0.25	0.92	0.92
Lanes:	1.00	1.00	1.00	1.00	0.93	0.07	1.00	1.73	0.27	1.00	1.80	0.20
Final Sat.:	575	1862	1583	400	1705	136	722	2989	475	471	3143	342

Capacity Analysis Module:

Vol/Sat:	0.14	0.38	0.09	0.20	0.32	0.32	0.07	0.20	0.20	0.24	0.14	0.14
Crit Moves:	****									****		
Green/Cycle:	0.56	0.56	0.56	0.56	0.56	0.56	0.35	0.35	0.35	0.35	0.35	0.35
Volume/Cap:	0.25	0.69	0.16	0.36	0.57	0.57	0.20	0.57	0.57	0.69	0.39	0.39
Delay/Veh:	10.6	16.2	9.7	12.0	13.6	13.6	20.7	24.2	24.2	36.5	22.1	22.1
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:	10.6	16.2	9.7	12.0	13.6	13.6	20.7	24.2	24.2	36.5	22.1	22.1
LOS by Move:	B	B	A	B	B	B	C	C	C	D	C	C
HCM2kAvgQ:	1	15	2	2	11	11	1	9	9	4	5	5

Note: Queue reported is the number of cars per lane.

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

Intersection #8 11th St (N) and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.577

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 13.9

Optimal Cycle: 66 Level Of Service: B

Street Name:	11th St (N)						Olympic Blvd					
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	35	0	0	35	0	0	23	0	0	23	0
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1

Volume Module:

Base Vol:	53	752	224	94	404	108	15	20	10	104	226	100
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	752	224	94	404	108	15	20	10	104	226	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.94	0.94	0.94	0.59	0.59	0.59	0.87	0.87	0.87
PHF Volume:	55	783	233	100	432	115	25	34	17	119	259	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	783	233	100	432	115	25	34	17	119	259	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 Volume:	55	783	233	100	432	115	25	34	17	119	259	114

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.46	0.98	0.83	0.25	0.98	0.83	0.40	0.88	0.88	0.71	0.89	0.89
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	0.67	1.00	1.39	0.61
Final Sat.:	868	1862	1583	480	1862	1583	752	2241	1120	1348	2340	1035

Capacity Analysis Module:

Vol/Sat:	0.06	0.42	0.15	0.21	0.23	0.07	0.03	0.02	0.02	0.09	0.11	0.11
Crit Moves:	****									****		
Green/Cycle:	0.69	0.69	0.69	0.69	0.69	0.69	0.23	0.23	0.23	0.23	0.23	0.23
Volume/Cap:	0.09	0.61	0.21	0.30	0.34	0.11	0.15	0.07	0.07	0.38	0.48	0.48
Delay/Veh:	5.2	9.2	5.7	6.6	6.4	5.2	31.1	30.1	30.1	33.3	33.8	33.8
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:	5.2	9.2	5.7	6.6	6.4	5.2	31.1	30.1	30.1	33.3	33.8	33.8
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	1	13	3	2	5	1	1	1	1	3	6	6

Note: Queue reported is the number of cars per lane.

Existing AM Peak Hour
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 11th St (S) and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.595

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 12.7

Optimal Cycle: 38 Level Of Service: B

Street Name:	11th St						Olympic Blvd					
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	16	0	0	0	0	0	0	0
Lanes:	0	0	1	0	0	0	1	0	0	1	0	0

Volume Module:												
Base Vol:	0	752	0	0	404	0	139	0	40	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	752	0	0	404	0	139	0	40	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.81	0.81	0.81	0.71	0.71	0.71	1.00	1.00	1.00
PHF Volume:	0	764	0	0	500	0	196	0	56	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	764	0	0	500	0	196	0	56	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	764	0	0	500	0	196	0	56	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.98	1.00	1.00	0.98	1.00	0.75	1.00	0.83	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Final Sat.:	0	1862	0	0	1862	0	1432	0	1583	0	1900	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.00	0.00	0.27	0.00	0.14	0.00	0.04	0.00	0.00	0.00
Crit Moves:	****						****					
Green/Cycle:	0.00	0.69	0.00	0.00	0.69	0.00	0.23	0.00	0.23	0.00	0.00	0.00
Volume/Cap:	0.00	0.59	0.00	0.00	0.39	0.00	0.59	0.00	0.15	0.00	0.00	0.00
Delay/Veh:	0.0	8.9	0.0	0.0	6.8	0.0	37.3	0.0	30.9	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	8.9	0.0	0.0	6.8	0.0	37.3	0.0	30.9	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	C	A	A	A
HCM2kAvgQ:	0	13	0	0	7	0	6	0	1	0	0	0

Note: Queue reported is the number of cars per lane.

Existing AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #10 14th St and Colorado Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 0.468
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 16.8
Optimal Cycle: 53 Level Of Service: B

14th St						Colorado Ave							
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	24	0	0	22	0	0	21	0	0	21	0	
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1	0

Volume Module:												
Base Vol:	63	387	86	55	403	27	68	538	76	50	325	45
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:	63	387	86	55	403	27	68	538	76	50	325	45
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:	0.88	0.88	0.88	0.94	0.94	0.94	0.94	0.94	0.94	0.80	0.80	0.80
PHF Volume:	72	442	98	59	429	29	73	574	81	62	405	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	442	98	59	429	29	73	574	81	62	405	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	72	442	98	59	429	29	73	574	81	62	405	56

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.39	0.98	0.83	0.38	0.98	0.83	0.42	0.91	0.91	0.29	0.91	0.91
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.75	0.25	1.00	1.76	0.24
Final Sat.:	745	1862	1583	724	1862	1583	791	3041	430	560	3052	423

Capacity Analysis Module:												
Vol/Sat:	0.10	0.24	0.06	0.08	0.23	0.02	0.09	0.19	0.19	0.11	0.13	0.13
Crit Moves:	****						****					
Green/Cycle:	0.51	0.51	0.51	0.51	0.51	0.51	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	0.19	0.47	0.12	0.16	0.45	0.04	0.23	0.47	0.47	0.28	0.33	0.33
Delay/Veh:	12.3	14.7	11.7	12.1	14.5	11.1	18.0	20.0	20.0	18.7	18.6	18.6
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:	12.3	14.7	11.7	12.1	14.5	11.1	18.0	20.0	20.0	18.7	18.6	18.6
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
HCM2kAvgQ:	1	8	1	1	8	0	1	7	7	1	5	5

Note: Queue reported is the number of cars per lane.

Existing AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #11 14th St and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.539

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 18.6

Optimal Cycle: 66 Level Of Service: B

Street Name:	14th St						Olympic Blvd					
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	34	0	0	34	0	0	24	0	0	24	0
Lanes:	1	0	0	1	0	1	1	0	1	1	0	0

Volume Module:

Base Vol:	28	441	121	161	263	66	50	280	13	59	379	110
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	441	121	161	263	66	50	280	13	59	379	110
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:	0.93	0.93	0.93	0.90	0.90	0.90	0.94	0.94	0.94	0.90	0.90	0.90
PHF Volume:	30	475	130	179	292	73	53	297	14	66	423	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	475	130	179	292	73	53	297	14	66	423	123
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 Volume:	30	475	130	179	292	73	53	297	14	66	423	123

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.53	0.95	0.95	0.32	0.98	0.83	0.30	0.92	0.92	0.49	0.90	0.90
Lanes:	1.00	0.78	0.22	1.00	1.00	1.00	1.00	1.91	0.09	1.00	1.55	0.45
Final Sat.:	1015	1414	388	609	1862	1583	566	3357	156	933	2649	769

Capacity Analysis Module:

Vol/Sat:	0.03	0.34	0.34	0.29	0.16	0.05	0.09	0.09	0.09	0.07	0.16	0.16
Crit Moves:	****									****		
Green/Cycle:	0.62	0.62	0.62	0.62	0.62	0.62	0.30	0.30	0.30	0.30	0.30	0.30
Volume/Cap:	0.05	0.54	0.54	0.47	0.25	0.07	0.32	0.30	0.30	0.24	0.54	0.54
Delay/Veh:	7.3	11.2	11.2	11.0	8.5	7.5	28.4	27.3	27.3	27.1	30.0	30.0
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:	7.3	11.2	11.2	11.0	8.5	7.5	28.4	27.3	27.3	27.1	30.0	30.0
LOS by Move:	A	B	B	B	A	A	C	C	C	C	C	C
HCM2kAvgQ:	0	11	11	4	4	1	2	4	4	2	8	8

Note: Queue reported is the number of cars per lane.

Existing AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #12 17th St and Colorado Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 0.474

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 16.5

Optimal Cycle: 54 Level Of Service: B

Street Name:	17th St						Colorado Ave					
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	24	0	0	24	0	0	19	0	0	22	0
Lanes:	1	0	0	1	0	1	1	0	1	0	1	0

Volume Module:

Base Vol:	42	284	90	80	264	32	55	662	42	23	427	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	284	90	80	264	32	55	662	42	23	427	68
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:	0.96	0.96	0.96	0.94	0.94	0.94	0.93	0.93	0.93	0.92	0.92	0.92
PHF Volume:	44	295	93	85	281	34	59	712	45	25	465	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	295	93	85	281	34	59	712	45	25	465	74
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 Volume:	44	295	93	85	281	34	59	712	45	25	465	74

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.50	0.94	0.94	0.40	0.98	0.83	0.38	0.92	0.92	0.27	0.91	0.91
Lanes:	1.00	0.76	0.24	1.00	1.00	1.00	1.00	1.88	0.12	1.00	1.73	0.27
Final Sat.:	948	1363	432	762	1862	1583	728	3297	209	505	2988	476

Capacity Analysis Module:

Vol/Sat:	0.05	0.22	0.22	0.11	0.15	0.02	0.08	0.22	0.22	0.05	0.16	0.16
Crit Moves:	****						****					
Green/Cycle:	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46
Volume/Cap:	0.10	0.47	0.47	0.25	0.33	0.05	0.18	0.47	0.47	0.11	0.34	0.34
Delay/Veh:	14.1	17.4	17.4	15.4	15.9	13.6	14.8	17.3	17.3	14.3	16.0	16.0
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:	14.1	17.4	17.4	15.4	15.9	13.6	14.8	17.3	17.3	14.3	16.0	16.0
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
HCM2kAvgQ:	1	8	8	2	5	1	1	8	8	0	5	5

Note: Queue reported is the number of cars per lane.

Existing AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #13 17th St and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.414

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 17.3

Optimal Cycle: 67 Level Of Service: B

Street Name:	17th St						Olympic Blvd					
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	34	0	0	34	0	0	25	0	0	22	0
Lanes:	1	0	1	0	1	0	1	0	1	1	0	0

Volume Module:												
Base Vol:	16	228	65	201	142	47	45	497	3	152	481	115
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	228	65	201	142	47	45	497	3	152	481	115
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:	0.89	0.89	0.89	0.89	0.89	0.89	0.85	0.85	0.85	0.86	0.86	0.86
PHF Volume:	18	257	73	227	160	53	53	583	4	177	561	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	257	73	227	160	53	53	583	4	177	561	134
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 Volume:	18	257	73	227	160	53	53	583	4	177	561	134

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.52	0.98	0.83	0.46	0.94	0.94	0.33	0.93	0.93	0.38	0.90	0.90
Lanes:	1.00	1.00	1.00	1.00	0.75	0.25	1.00	1.99	0.01	1.00	1.61	0.39
Final Sat.:	985	1862	1583	877	1347	446	626	3513	21	730	2772	663

Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.05	0.26	0.12	0.12	0.08	0.17	0.17	0.24	0.20	0.20
Crit Moves:	****									****		
Green/Cycle:	0.34	0.34	0.34	0.34	0.34	0.34	0.58	0.58	0.58	0.58	0.58	0.58
Volume/Cap:	0.05	0.41	0.14	0.76	0.35	0.35	0.15	0.29	0.29	0.42	0.35	0.35
Delay/Veh:	22.3	25.7	23.0	40.3	25.1	25.1	9.8	10.7	10.7	12.3	11.2	11.2
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:	22.3	25.7	23.0	40.3	25.1	25.1	9.8	10.7	10.7	12.3	11.2	11.2
LOS by Move:	C	C	C	D	C	C	A	B	B	B	B	B
HCM2kAvgQ:	0	6	2	8	5	5	1	5	5	3	6	6

Note: Queue reported is the number of cars per lane.

Existing AM Peak Hour
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Expo Light Rail

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

Intersection #14 20th St and Colorado Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 0.917
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 21.5
Optimal Cycle: 105 Level Of Service: C

Street Name:	20th St						Colorado Ave					
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	26	0	0	24	0	0	27	0	0	22	0
Lanes:	1	0	2	0	1	0	1	0	2	0	1	0

Volume Module:												
Base Vol:	72	903	194	102	611	37	45	745	71	132	448	213
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:	72	903	194	102	611	37	45	745	71	132	448	213
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:	0.82	0.82	0.82	0.91	0.91	0.91	0.85	0.85	0.85	0.88	0.88	0.88
PHF Volume:	88	1103	237	113	674	41	53	872	83	150	509	242
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	1103	237	113	674	41	53	872	83	150	509	242
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 Volume:	88	1103	237	113	674	41	53	872	83	150	509	242

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.28	0.93	0.83	0.12	0.92	0.92	0.28	0.93	0.83	0.23	0.89	0.89
Lanes:	1.00	2.00	1.00	1.00	1.89	0.11	1.00	2.00	1.00	1.00	1.36	0.64
Final Sat.:	524	3538	1583	229	3306	200	529	3538	1583	434	2283	1085

Capacity Analysis Module:												
Vol/Sat:	0.17	0.31	0.15	0.49	0.20	0.20	0.10	0.25	0.05	0.35	0.22	0.22
Crit Moves:	*****						*****					
Green/Cycle:	0.53	0.53	0.53	0.53	0.53	0.53	0.38	0.38	0.38	0.38	0.38	0.38
Volume/Cap:	0.31	0.58	0.28	0.92	0.38	0.38	0.26	0.66	0.14	0.92	0.59	0.59
Delay/Veh:	12.4	14.6	11.6	75.4	12.4	12.4	20.1	24.4	18.6	73.7	23.3	23.3
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:	12.4	14.6	11.6	75.4	12.4	12.4	20.1	24.4	18.6	73.7	23.3	23.3
LOS by Move:	B	B	B	E	B	B	C	C	B	E	C	C
HCM2kAvgQ:	2	11	4	6	6	6	1	11	2	7	9	9

Note: Queue reported is the number of cars per lane.

Existing AM Peak Hour
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Expo Light Rail

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

Intersection #15 20th St and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.250

Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 42.6

Optimal Cycle: 180 Level Of Service: D

Street Name:	20th St						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	35	0	5	35	0	0	25	0	0	25	0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	103	884	280	275	495	61	40	680	36	140	752	189
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:	103	884	280	275	495	61	40	680	36	140	752	189
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:	0.98	0.98	0.98	0.82	0.82	0.82	0.94	0.94	0.94	0.88	0.88	0.88
PHF Volume:	105	904	286	337	607	75	43	723	38	160	857	216
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	904	286	337	607	75	43	723	38	160	857	216
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 Volume:	105	904	286	337	607	75	43	723	38	160	857	216

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.90	0.90	0.50	0.92	0.92	0.11	0.92	0.92	0.21	0.90	0.90
Lanes:	1.00	1.52	0.48	1.00	1.78	0.22	1.00	1.90	0.10	1.00	1.60	0.40
Final Sat.:	1769	2590	820	952	3099	382	207	3336	177	398	2742	689

Capacity Analysis Module:

Vol/Sat:	0.06	0.35	0.35	0.35	0.20	0.20	0.21	0.22	0.22	0.40	0.31	0.31
Crit Moves:	****			****			****			****		
Green/Cycle:	0.43	0.35	0.35	0.56	0.45	0.45	0.36	0.36	0.36	0.36	0.36	0.36
Volume/Cap:	0.28	1.00	1.00	0.90	0.44	0.44	0.57	0.60	0.60	1.12	0.87	0.87
Delay/Veh:	17.9	57.8	57.8	51.4	19.3	19.3	36.3	27.1	27.1	141.7	36.9	36.9
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:	17.9	57.8	57.8	51.4	19.3	19.3	36.3	27.1	27.1	141.7	36.9	36.9
LOS by Move:	B	E	E	D	B	B	D	C	C	F	D	D
HCM2kAvgQ:	2	26	26	13	8	8	2	11	11	10	19	19

Note: Queue reported is the number of cars per lane.

Existing AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #16 Cloverfield Blvd and Colorado Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 0.681

Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 36.9

Optimal Cycle: 88 Level Of Service: D

Street Name:	Cloverfield Blvd						Colorado Ave					
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	28	0	5	30	0	5	32	0	5	25	0
Lanes:	2	0	2	0	1	0	1	0	2	0	1	0

Volume Module:

Base Vol:	222	760	221	44	583	40	116	487	395	125	512	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	222	760	221	44	583	40	116	487	395	125	512	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.86	0.86	0.86	0.92	0.92	0.92	0.87	0.87	0.87
PHF Volume:	244	836	243	51	675	46	126	529	429	144	591	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	244	836	243	51	675	46	126	529	429	144	591	50
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 Volume:	244	836	243	51	675	46	126	529	429	144	591	50

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.83	0.93	0.92	0.92	0.93	0.93	0.83	0.90	0.92	0.92
Lanes:	2.00	2.00	1.00	1.00	1.87	0.13	1.00	2.00	1.00	2.00	1.85	0.15
Final Sat.:	3432	3538	1583	1769	3278	225	1769	3538	1583	3432	3225	271

Capacity Analysis Module:

Vol/Sat:	0.07	0.24	0.15	0.03	0.21	0.21	0.07	0.15	0.27	0.04	0.18	0.18
Crit Moves:	****			****					****	****		
Green/Cycle:	0.10	0.35	0.35	0.06	0.30	0.30	0.12	0.40	0.40	0.06	0.34	0.34
Volume/Cap:	0.68	0.68	0.44	0.47	0.68	0.68	0.61	0.38	0.68	0.68	0.53	0.53
Delay/Veh:	57.1	35.2	30.9	57.7	38.6	38.6	55.5	25.7	32.9	63.8	32.2	32.2
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:	57.1	35.2	30.9	57.7	38.6	38.6	55.5	25.7	32.9	63.8	32.2	32.2
LOS by Move:	E	D	C	E	D	D	E	C	C	E	C	C
HCM2kAvgQ:	6	15	7	2	13	13	5	7	14	4	10	10

Note: Queue reported is the number of cars per lane.

Existing AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #17 Cloverfield Blvd and Olympic Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.759
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 48.2
Optimal Cycle: 99 Level Of Service: D

Street Name:	Cloverfield Blvd						Olympic Blvd									
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	37	0	5	37	0	5	36	0	5	36	0				
Lanes:	2	0	2	1	0	2	2	0	1	1	0	2	0	2	0	1

Volume Module:	Cloverfield Blvd			Cloverfield Blvd			Olympic Blvd			Olympic Blvd		
Base Vol:	289	1422	44	84	678	25	147	566	322	273	588	181
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:	289	1422	44	84	678	25	147	566	322	273	588	181
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:	0.82	0.82	0.82	0.93	0.93	0.93	0.86	0.86	0.86	0.83	0.83	0.83
PHF Volume:	352	1734	54	91	731	27	172	660	376	328	707	218
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	352	1734	54	91	731	27	172	660	376	328	707	218
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 Volume:	352	1734	54	91	731	27	172	660	376	328	707	218

Saturation Flow Module:	Cloverfield Blvd			Cloverfield Blvd			Olympic Blvd			Olympic Blvd		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.89	0.89	0.90	0.89	0.89	0.93	0.88	0.88	0.90	0.93	0.83
Lanes:	2.00	2.91	0.09	2.00	2.89	0.11	1.00	1.27	0.73	2.00	2.00	1.00
Final Sat.:	3432	4911	152	3432	4878	180	1769	2133	1214	3432	3538	1583

Capacity Analysis Module:	Cloverfield Blvd			Cloverfield Blvd			Olympic Blvd			Olympic Blvd		
Vol/Sat:	0.10	0.35	0.35	0.03	0.15	0.15	0.10	0.31	0.31	0.10	0.20	0.14
Crit Moves:	****			****			****			****		
Green/Cycle:	0.11	0.38	0.38	0.04	0.31	0.31	0.11	0.34	0.34	0.11	0.34	0.34
Volume/Cap:	0.91	0.94	0.94	0.59	0.49	0.49	0.89	0.91	0.91	0.91	0.59	0.41
Delay/Veh:	77.5	45.5	45.5	62.4	34.0	34.0	89.1	48.6	48.6	79.3	33.8	31.1
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:	77.5	45.5	45.5	62.4	34.0	34.0	89.1	48.6	48.6	79.3	33.8	31.1
LOS by Move:	E	D	D	E	C	C	F	D	D	E	C	C
HCM2kAvgQ:	10	28	28	3	8	8	9	23	23	9	12	6

Note: Queue reported is the number of cars per lane.

Existing AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #18 26th St and Colorado Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 0.640
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 19.0
Optimal Cycle: 54 Level Of Service: B

Street Name:	26th St						Colorado Ave					
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	23	0	0	23	0	0	23	0	0	22	0
Lanes:	1	0	1	0	1	0	1	0	1	0	1	0

Volume Module:

Base Vol:	54	444	73	87	567	131	110	406	249	89	529	182
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:	54	444	73	87	567	131	110	406	249	89	529	182
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:	0.90	0.90	0.90	0.94	0.94	0.94	0.87	0.87	0.87	0.93	0.93	0.93
PHF Volume:	60	492	81	92	601	139	127	469	288	96	571	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	492	81	92	601	139	127	469	288	96	571	197
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 Volume:	60	492	81	92	601	139	127	469	288	96	571	197

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.25	0.98	0.83	0.34	0.98	0.83	0.26	0.98	0.83	0.26	0.90	0.90
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.49	0.51
Final Sat.:	482	1862	1583	642	1862	1583	488	1862	1583	497	2532	871

Capacity Analysis Module:

Vol/Sat:	0.12	0.26	0.05	0.14	0.32	0.09	0.26	0.25	0.18	0.19	0.23	0.23
Crit Moves:					****							
Green/Cycle:	0.50	0.50	0.50	0.50	0.50	0.50	0.41	0.41	0.41	0.41	0.41	0.41
Volume/Cap:	0.25	0.52	0.10	0.28	0.64	0.17	0.64	0.62	0.45	0.47	0.55	0.55
Delay/Veh:	13.2	15.6	11.7	13.4	17.9	12.2	28.3	22.7	19.8	21.4	20.9	20.9
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:	13.2	15.6	11.7	13.4	17.9	12.2	28.3	22.7	19.8	21.4	20.9	20.9
LOS by Move:	B	B	B	B	B	B	C	C	B	C	C	C
HCM2kAvgQ:	1	9	1	2	13	2	4	11	6	3	9	9

Note: Queue reported is the number of cars per lane.

Existing AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #19 26th St and Olympic Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.648

Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 37.4

Optimal Cycle: 83 Level Of Service: D

Street Name:	26th St						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	34	0	0	0	0	5	25	0	0	28	0
Lanes:	1	0	1	1	0	2	1	0	2	0	0	1

Volume Module:

Base Vol:	10	268	53	202	0	308	90	682	0	0	815	410
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:	10	268	53	202	0	308	90	682	0	0	815	410
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:	0.97	0.97	0.97	0.83	0.83	0.83	0.94	0.94	0.94	0.93	0.93	0.93
PHF Volume:	10	275	54	242	0	370	96	728	0	0	878	442
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	275	54	242	0	370	96	728	0	0	878	442
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 Volume:	10	275	54	242	0	370	96	728	0	0	878	442

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.91	0.91	0.90	1.00	0.73	0.93	0.93	1.00	1.00	0.93	0.83
Lanes:	1.00	1.67	0.33	2.00	0.00	2.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	1769	2880	570	3432	0	2786	1769	3538	0	0	3538	1583

Capacity Analysis Module:

Vol/Sat:	0.01	0.10	0.10	0.07	0.00	0.13	0.05	0.21	0.00	0.00	0.25	0.28
Crit Moves:	****			****			****			****		
Green/Cycle:	0.28	0.28	0.28	0.17	0.00	0.23	0.07	0.42	0.00	0.00	0.35	0.35
Volume/Cap:	0.02	0.34	0.34	0.43	0.00	0.57	0.80	0.49	0.00	0.00	0.71	0.80
Delay/Veh:	31.0	34.3	34.3	45.4	0.0	41.8	85.5	25.9	0.0	0.0	35.7	43.3
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:	31.0	34.3	34.3	45.4	0.0	41.8	85.5	25.9	0.0	0.0	35.7	43.3
LOS by Move:	C	C	C	D	A	D	F	C	A	A	D	D
HCM2kAvgQ:	0	5	5	4	0	7	5	10	0	0	16	17

Note: Queue reported is the number of cars per lane.

Existing AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #20 Stewart St and Colorado Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 0.612
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 16.6
Optimal Cycle: 39 Level Of Service: B

Stewart St						Colorado Ave					
North Bound			South Bound			East Bound			West Bound		
L	T	R	L	T	R	L	T	R	L	T	R
Split Phase			Split Phase			Permitted			Permitted		
Include			Include			Include			Include		
0	0	0	0	0	0	0	28	0	0	0	0
1	0	0	0	0	0	0	0	1	0	1	0

Volume Module:												
Base Vol:	365	0	108	0	0	0	0	389	156	129	521	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:	365	0	108	0	0	0	0	389	156	129	521	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:	0.88	0.88	0.88	1.00	1.00	1.00	0.93	0.93	0.93	0.86	0.86	0.86
PHF Volume:	414	0	122	0	0	0	0	417	167	149	603	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	414	0	122	0	0	0	0	417	167	149	603	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 Volume:	414	0	122	0	0	0	0	417	167	149	603	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.83	1.00	1.00	1.00	1.00	0.98	0.83	0.41	0.98	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1769	0	1583	0	0	0	0	1862	1583	786	1862	0

Capacity Analysis Module:												
Vol/Sat:	0.23	0.00	0.08	0.00	0.00	0.00	0.00	0.22	0.11	0.19	0.32	0.00
Crit Moves:	****										****	
Green/Cycle:	0.38	0.00	0.38	0.00	0.00	0.00	0.00	0.53	0.53	0.53	0.53	0.00
Volume/Cap:	0.61	0.00	0.20	0.00	0.00	0.00	0.00	0.42	0.20	0.36	0.61	0.00
Delay/Veh:	24.1	0.0	18.8	0.0	0.0	0.0	0.0	13.2	11.3	12.9	15.9	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:	24.1	0.0	18.8	0.0	0.0	0.0	0.0	13.2	11.3	12.9	15.9	0.0
LOS by Move:	C	A	B	A	A	A	A	B	B	B	B	A
HCM2kAvgQ:	10	0	2	0	0	0	0	7	2	3	12	0

Note: Queue reported is the number of cars per lane.

Existing AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #21 Stewart St and Olympic Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.121

Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 32.0

Optimal Cycle: 86 Level Of Service: C

Street Name:	Stewart St						Olympic Blvd					
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			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	5	31	0	5	31	0	0	29	0	5	29	0
Lanes:	1	0	1	1	0	0	1	0	1	1	0	0

Volume Module:

Base Vol:	90	292	88	79	136	57	56	843	54	70	1118	187
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:	90	292	88	79	136	57	56	843	54	70	1118	187
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.81	0.81	0.81	0.88	0.88	0.88	0.91	0.91	0.91
PHF Volume:	104	338	102	98	168	70	64	959	61	77	1223	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	338	102	98	168	70	64	959	61	77	1223	205
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 Volume:	104	338	102	98	168	70	64	959	61	77	1223	205

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.90	0.90	0.90	0.94	0.94	0.93	0.92	0.92	0.93	0.91	0.91
Lanes:	1.00	1.54	0.46	2.00	0.70	0.30	1.00	1.88	0.12	1.00	1.71	0.29
Final Sat.:	1769	2623	791	3432	1254	526	1769	3295	211	1769	2967	496

Capacity Analysis Module:

Vol/Sat:	0.06	0.13	0.13	0.03	0.13	0.13	0.04	0.29	0.29	0.04	0.41	0.41
Crit Moves:	****			****			****			****		
Green/Cycle:	0.07	0.28	0.28	0.05	0.26	0.26	0.51	0.47	0.47	0.57	0.49	0.49
Volume/Cap:	0.83	0.45	0.45	0.62	0.52	0.52	0.46	0.62	0.62	0.29	0.83	0.83
Delay/Veh:	90.9	35.7	35.7	63.8	39.1	39.1	23.9	24.7	24.7	15.7	29.8	29.8
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:	90.9	35.7	35.7	63.8	39.1	39.1	23.9	24.7	24.7	15.7	29.8	29.8
LOS by Move:	F	D	D	E	D	D	C	C	C	B	C	C
HCM2kAvgQ:	6	7	7	3	8	8	2	15	15	2	26	26

Note: Queue reported is the number of cars per lane.

Existing AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #22 Centinela Ave (N) and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.794
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 14.8
Optimal Cycle: 64 Level Of Service: B

Centinela Ave (N)						Olympic Blvd					
North Bound			South Bound			East Bound			West Bound		
L	T	R	L	T	R	L	T	R	L	T	R
Split Phase			Split Phase			Permitted			Permitted		
Include			Include			Include			Ovl		
0	0	0	0	35	0	0	0	0	0	32	0
0	0	0	2	0	0	1	1	0	1	0	1

Volume Module:												
Base Vol:	0	0	0	616	0	38	21	618	0	0	1606	792
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	616	0	38	21	618	0	0	1606	792
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	0.85	0.85	0.85	0.78	0.78	0.78	0.88	0.88	0.88
PHF Volume:	0	0	0	727	0	45	27	789	0	0	1833	904
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	727	0	45	27	789	0	0	1833	904
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 Volume:	0	0	0	727	0	45	27	789	0	0	1833	904

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.90	1.00	0.83	0.06	0.93	0.95	1.00	0.93	0.83
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	3432	0	1583	114	3538	0	1900	3538	1583

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.21	0.00	0.03	0.24	0.22	0.00	0.00	0.52	0.57
Crit Moves:				****							****	
Green/Cycle:	0.00	0.00	0.00	0.27	0.00	0.27	0.65	0.65	0.00	0.00	0.65	0.92
Volume/Cap:	0.00	0.00	0.00	0.79	0.00	0.11	0.36	0.34	0.00	0.00	0.79	0.62
Delay/Veh:	0.0	0.0	0.0	38.9	0.0	27.8	10.9	7.8	0.0	0.0	14.5	1.6
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:	0.0	0.0	0.0	38.9	0.0	27.8	10.9	7.8	0.0	0.0	14.5	1.6
LOS by Move:	A	A	A	D	A	C	B	A	A	A	B	A
HCM2kAvgQ:	0	0	0	13	0	1	1	6	0	0	23	6

Note: Queue reported is the number of cars per lane.

Existing AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #23 Centinela Ave (S) and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.758
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 19.1
Optimal Cycle: 57 Level Of Service: B

Centinela Ave (S)						Olympic Blvd					
North Bound			South Bound			East Bound			West Bound		
L	T	R	L	T	R	L	T	R	L	T	R
Split Phase			Split Phase			Permitted			Permitted		
Include			Include			Ovl			Include		
Min. Green:	5	30	0	0	0	0	26	0	0	26	0
Lanes:	1	0	1	0	0	0	0	1	1	0	2

Volume Module:												
Base Vol:	811	0	130	0	0	0	0	685	533	156	1551	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:	811	0	130	0	0	0	0	685	533	156	1551	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:	0.90	0.90	0.90	1.00	1.00	1.00	0.88	0.88	0.88	0.85	0.85	0.85
PHF Volume:	900	0	144	0	0	0	0	778	606	183	1816	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	900	0	144	0	0	0	0	778	606	183	1816	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 Volume:	900	0	144	0	0	0	0	778	606	183	1816	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	1.00	1.00	1.00	1.00	0.89	0.83	0.29	0.89	0.91
Lanes:	1.76	0.00	0.24	0.00	1.00	0.00	1.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	3072	0	424	0	1900	0	1900	5083	1583	555	5083	0

Capacity Analysis Module:												
Vol/Sat:	0.29	0.00	0.34	0.00	0.00	0.00	0.00	0.15	0.38	0.33	0.36	0.00
Crit Moves:			****								****	
Green/Cycle:	0.45	0.00	0.45	0.00	0.00	0.00	0.00	0.47	0.92	0.47	0.47	0.00
Volume/Cap:	0.65	0.00	0.76	0.00	0.00	0.00	0.00	0.32	0.42	0.70	0.76	0.00
Delay/Veh:	22.5	0.0	25.5	0.0	0.0	0.0	0.0	16.6	0.7	28.9	23.2	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:	22.5	0.0	25.5	0.0	0.0	0.0	0.0	16.6	0.7	28.9	23.2	0.0
LOS by Move:	C	A	C	A	A	A	A	B	A	C	C	A
HCM2kAvgQ:	13	0	17	0	0	0	0	5	3	6	18	0

Note: Queue reported is the number of cars per lane.

Existing AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #24 Centinela Ave and Exposition Blvd

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: F[53.7]

Street Name: Centinela Ave Exposition Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
-----|-----|-----|-----|
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 0 1 0 0 1 0 0 0 0 0 1! 0 0 0 0 1! 0 0
-----|-----|-----|-----|

Volume Module:
Base Vol: 0 1062 20 15 544 0 0 0 0 9 0 70
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 1062 20 15 544 0 0 0 0 9 0 70
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: 0.83 0.83 0.83 0.91 0.91 0.91 1.00 1.00 1.00 0.82 0.82 0.82
PHF Volume: 0 1284 24 17 600 0 0 0 0 11 0 85
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 1284 24 17 600 0 0 0 0 11 0 85
-----|-----|-----|-----|

Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx 4.1 xxxx xxxxx 7.1 6.5 6.2 6.4 6.5 6.2
FollowUpTim:xxxxx xxxx xxxxx 2.2 xxxx xxxxx 3.5 4.0 3.3 3.5 4.0 3.3
-----|-----|-----|-----|

Capacity Module:
Cnflct Vol: xxxx xxxx xxxxx 1308 xxxx xxxxx 1972 1941 600 1929 1929 1296
Potent Cap.: xxxx xxxx xxxxx 529 xxxx xxxxx 47 65 501 73 66 198
Move Cap.: xxxx xxxx xxxxx 529 xxxx xxxxx 26 63 501 71 64 198
Volume/Cap: xxxx xxxx xxxxx 0.03 xxxx xxxxx 0.00 0.00 0.00 0.15 0.00 0.43
-----|-----|-----|-----|

Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxx 0.1 xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx 12.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: * * * B * * * * * * * * * * * * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx 0 xxxxx xxxx 165 xxxxx
SharedQueue:xxxxx xxxx xxxxx 0.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 3.1 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx 12.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 53.7 xxxxx
Shared LOS: * * * B * * * * * * * * * * F *
ApproachDel: xxxxxx xxxxxx xxxxxx 53.7
ApproachLOS: * * * F

Note: Queue reported is the number of cars per lane.

Existing AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #25 Centinela Ave and Pico Blvd

Cycle (sec): 85 Critical Vol./Cap.(X): 0.815
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 19.5
Optimal Cycle: 66 Level Of Service: B

Centinela Ave						Pico Blvd						
North Bound			South Bound			East Bound			West Bound			
L	T	R	L	T	R	L	T	R	L	T	R	
Control: Permitted			Control: Permitted			Control: Permitted			Control: Permitted			
Rights: Include			Rights: Include			Rights: Include			Rights: Include			
Min. Green:	0	29	0	0	29	0	0	25	0	0	26	0
Lanes:	1	0	1	0	1	0	1	0	1	0	1	0

Volume Module:												
Base Vol:	69	488	55	49	532	232	103	638	321	62	622	404
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	488	55	49	532	232	103	638	321	62	622	404
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:	0.90	0.90	0.90	0.89	0.89	0.89	0.83	0.83	0.83	0.87	0.87	0.87
PHF Volume:	77	542	61	55	597	260	124	767	386	71	716	465
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	542	61	55	597	260	124	767	386	71	716	465
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 Volume:	77	542	61	55	597	260	124	767	386	71	716	465

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.20	0.98	0.83	0.16	0.89	0.89	0.15	0.93	0.83	0.29	0.88	0.88
Lanes:	1.00	1.00	1.00	1.00	1.39	0.61	1.00	2.00	1.00	1.00	1.21	0.79
Final Sat.:	384	1862	1583	295	2350	1025	277	3538	1583	550	2018	1311

Capacity Analysis Module:												
Vol/Sat:	0.20	0.29	0.04	0.19	0.25	0.25	0.45	0.22	0.24	0.13	0.35	0.35
Crit Moves:	****						****					
Green/Cycle:	0.36	0.36	0.36	0.36	0.36	0.36	0.55	0.55	0.55	0.55	0.55	0.55
Volume/Cap:	0.56	0.82	0.11	0.52	0.71	0.71	0.82	0.40	0.44	0.24	0.65	0.65
Delay/Veh:	27.1	32.5	18.4	26.3	25.6	25.6	43.3	11.2	11.8	10.3	14.2	14.2
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:	27.1	32.5	18.4	26.3	25.6	25.6	43.3	11.2	11.8	10.3	14.2	14.2
LOS by Move:	C	C	B	C	C	C	D	B	B	B	B	B
HCM2kAvgQ:	3	15	1	2	11	11	5	6	6	1	12	12

Note: Queue reported is the number of cars per lane.

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Expo Light Rail

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

Intersection #26 Bundy Dr and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.092
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 174.0
Optimal Cycle: 180 Level Of Service: F

Street Name:	Bundy Dr					Olympic Blvd														
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:	Ovl					Include					Ovl					Ovl				
Min. Green:	5		40		0	5		40		0	5		35		0	5		35		0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	3	0	1	2	0	3	0	1

Volume Module:

Base Vol:	262	1070	252	330	1024	123	153	504	180	205	1337	386
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:	262	1070	252	330	1024	123	153	504	180	205	1337	386
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:	0.93	0.93	0.93	0.94	0.94	0.94	0.88	0.88	0.88	0.89	0.89	0.89
PHF Volume:	283	1157	272	350	1087	131	175	575	205	230	1501	433
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	283	1157	272	350	1087	131	175	575	205	230	1501	433
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 Volume:	283	1157	272	350	1087	131	175	575	205	230	1501	433

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.83	0.93	0.93	0.83	0.93	0.89	0.83	0.90	0.89	0.83
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1769	3538	1583	1769	3538	1583	1769	5083	1583	3432	5083	1583

Capacity Analysis Module:

Vol/Sat:	0.16	0.33	0.17	0.20	0.31	0.08	0.10	0.11	0.13	0.07	0.30	0.27
Crit Moves:	****			****			****			****		
Green/Cycle:	0.05	0.40	0.45	0.05	0.40	0.40	0.05	0.35	0.40	0.05	0.35	0.40
Volume/Cap:	3.23	0.83	0.39	4.00	0.78	0.21	1.99	0.33	0.33	1.35	0.85	0.69
Delay/Veh:	1082	31.5	19.1	1425	29.4	20.2	533.5	24.4	21.5	240.9	34.8	28.7
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:	1082	31.5	19.1	1425	29.4	20.2	533.5	24.4	21.5	240.9	34.8	28.7
LOS by Move:	F	C	B	F	C	C	F	C	C	F	C	C
HCM2kAvgQ:	34	19	6	44	17	3	18	5	4	10	19	12

Note: Queue reported is the number of cars per lane.

Existing AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #27 Bundy Dr and Exposition Blvd

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: F[105.3]

Street Name:	Bundy Dr						Exposition Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	1	1	0	0	0	1	0	0	0	0

Volume Module:												
Base Vol:	24	1573	4	12	1002	43	7	0	20	0	1	38
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:	24	1573	4	12	1002	43	7	0	20	0	1	38
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:	0.96	0.96	0.96	0.91	0.91	0.91	0.61	0.61	0.61	0.49	0.49	0.49
PHF Volume:	25	1632	4	13	1096	47	11	0	33	0	2	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	25	1632	4	13	1096	47	11	0	33	0	2	78

Critical Gap Module:												
Critical Gap:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	xxxxx	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	4.0	3.3

Capacity Module:												
Cnflct Vol:	1143	xxxx	xxxxx	1636	xxxx	xxxxx	2013	2832	572	xxxx	2853	818
Potent Cap.:	607	xxxx	xxxxx	392	xxxx	xxxxx	35	17	463	xxxx	17	319
Move Cap.:	607	xxxx	xxxxx	392	xxxx	xxxxx	22	16	463	xxxx	15	319
Volume/Cap:	0.04	xxxx	xxxx	0.03	xxxx	xxxx	0.51	0.00	0.07	xxxx	0.13	0.24

Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	11.2	xxxx	xxxxx	14.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	75	xxxxx	xxxx	xxxx	212
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.6	xxxxx	xxxxx	xxxx	1.6
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	105	xxxxx	xxxxx	xxxx	31.8
Shared LOS:	*	*	*	*	*	*	*	F	*	*	*	D
ApproachDel:	xxxxxx			xxxxxx			105.3			31.8		
ApproachLOS:	*			*			F			D		

Note: Queue reported is the number of cars per lane.

Existing AM Peak Hour
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Expo Light Rail

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

Intersection #28 Bundy Dr and Pico Blvd

Cycle (sec): 85 Critical Vol./Cap.(X): 1.586
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 33.6
Optimal Cycle: 85 Level Of Service: C

Street Name:	Bundy Dr						Pico Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	5	29	0	5	29	0	5	29	0	5	29	0
Lanes:	1	0	2	1	0	2	1	0	1	1	0	1

Volume Module:	Bundy Dr			Bundy Dr			Pico Blvd			Pico Blvd		
Base Vol:	172	1402	204	81	975	13	85	628	52	113	782	70
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:	172	1402	204	81	975	13	85	628	52	113	782	70
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:	0.94	0.94	0.94	0.96	0.96	0.96	0.94	0.94	0.94	0.93	0.93	0.93
PHF Volume:	183	1491	217	84	1015	14	90	667	55	122	843	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	1491	217	84	1015	14	90	667	55	122	843	75
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 Volume:	183	1491	217	84	1015	14	90	667	55	122	843	75

Saturation Flow Module:	Bundy Dr			Bundy Dr			Pico Blvd			Pico Blvd		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.29	0.87	0.87	0.93	0.93	0.83	0.93	0.92	0.92	0.61	0.92	0.92
Lanes:	1.00	2.62	0.38	1.00	2.00	1.00	1.00	1.85	0.15	1.00	1.84	0.16
Final Sat.:	558	4353	633	1769	3538	1583	1769	3231	268	1150	3208	287

Capacity Analysis Module:	Bundy Dr			Bundy Dr			Pico Blvd			Pico Blvd		
Vol/Sat:	0.33	0.34	0.34	0.05	0.29	0.01	0.05	0.21	0.21	0.11	0.26	0.26
Crit Moves:	****			****			****			****		
Green/Cycle:	0.46	0.35	0.35	0.40	0.34	0.34	0.45	0.34	0.34	0.45	0.34	0.34
Volume/Cap:	0.86	0.97	0.97	0.43	0.84	0.03	0.47	0.60	0.60	0.49	0.77	0.77
Delay/Veh:	46.7	43.1	43.1	20.8	31.3	18.6	18.4	24.1	24.1	17.1	28.1	28.1
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:	46.7	43.1	43.1	20.8	31.3	18.6	18.4	24.1	24.1	17.1	28.1	28.1
LOS by Move:	D	D	D	C	C	B	B	C	C	B	C	C
HCM2kAvgQ:	7	22	22	2	16	0	2	9	9	3	13	13

Note: Queue reported is the number of cars per lane.

Existing AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #29 Barrington Ave and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.095
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 35.7
Optimal Cycle: 80 Level Of Service: D

Street Name:	Barrington Ave						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	35	0	5	35	0	0	28	0	0	28	0
Lanes:	1	0	1	1	0	1	1	0	2	1	0	1

Volume Module:

Base Vol:	399	798	212	306	484	65	27	1096	68	68	1600	153
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:	399	798	212	306	484	65	27	1096	68	68	1600	153
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:	0.95	0.95	0.95	0.84	0.84	0.84	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	421	843	224	366	580	78	30	1226	76	76	1790	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	421	843	224	366	580	78	30	1226	76	76	1790	171
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 Volume:	421	843	224	366	580	78	30	1226	76	76	1790	171

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.90	0.90	0.93	0.93	0.83	0.13	0.88	0.88	0.13	0.89	0.83
Lanes:	1.00	1.58	0.42	1.00	2.00	1.00	1.00	2.82	0.18	1.00	4.00	1.00
Final Sat.:	1690	2709	720	1769	3538	1583	251	4743	294	251	6778	1583

Capacity Analysis Module:

Vol/Sat:	0.25	0.31	0.31	0.21	0.16	0.05	0.12	0.26	0.26	0.30	0.26	0.11
Crit Moves:	****			****			****			****		
Green/Cycle:	0.62	0.37	0.37	0.57	0.35	0.35	0.30	0.30	0.30	0.30	0.30	0.30
Volume/Cap:	0.68	0.85	0.85	0.80	0.47	0.14	0.41	0.87	0.87	1.02	0.89	0.36
Delay/Veh:	14.3	34.8	34.8	34.7	25.5	22.3	31.7	39.3	39.3	145.1	39.0	28.2
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:	14.3	34.8	34.8	34.7	25.5	22.3	31.7	39.3	39.3	145.1	39.0	28.2
LOS by Move:	B	C	C	C	C	C	C	D	D	F	D	C
HCM2kAvgQ:	10	19	19	11	7	2	1	17	17	5	18	4

Note: Queue reported is the number of cars per lane.

Existing AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #30 Barrington Ave and Exposition Blvd (N)

Average Delay (sec/veh): 8.0 Worst Case Level Of Service: F[819.9]

Street Name:	Barrington Ave						Exposition Blvd (N)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	1	1	0	1	0	0	1	0	0	1

Volume Module:	Barrington Ave NB			Barrington Ave SB			Exposition Blvd NB			Exposition Blvd WB		
Base Vol:	34	1852	7	16	776	14	2	2	122	9	0	10
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:	34	1852	7	16	776	14	2	2	122	9	0	10
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:	0.90	0.90	0.90	0.93	0.93	0.93	0.85	0.85	0.85	0.79	0.79	0.79
PHF Volume:	38	2049	8	17	838	15	2	2	143	11	0	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	38	2049	8	17	838	15	2	2	143	11	0	13

Critical Gap Module:	Barrington Ave NB			Barrington Ave SB			Exposition Blvd NB			Exposition Blvd WB		
Critical Gap:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:	Barrington Ave NB			Barrington Ave SB			Exposition Blvd NB			Exposition Blvd WB		
Cnflct Vol:	853	xxxx	xxxxx	2056	xxxx	xxxxx	1980	3012	427	2583	3015	1028
Potent Cap.:	782	xxxx	xxxxx	269	xxxx	xxxxx	37	13	576	13	13	231
Move Cap.:	782	xxxx	xxxxx	269	xxxx	xxxxx	32	12	576	7	12	231
Volume/Cap:	0.05	xxxx	xxxxx	0.06	xxxx	xxxxx	0.07	0.20	0.25	1.55	0.00	0.05

Level Of Service Module:	Barrington Ave NB			Barrington Ave SB			Exposition Blvd NB			Exposition Blvd WB		
2Way95thQ:	0.2	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.8	xxxx	xxxxx	19.3	xxxx	xxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	C	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	283	xxxxx	xxxx	15	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxxx	2.8	xxxxx	xxxxxx	3.6	xxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	30.9	xxxxxx	xxxxxx	820	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	D	*	*	F	*
ApproachDel:	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	30.9	xxxxxxx	xxxxxxx	819.9	xxxxxxx	xxxxxxx
ApproachLOS:	*	*	*	*	*	*	D	xxxxxxx	xxxxxxx	F	xxxxxxx	xxxxxxx

Note: Queue reported is the number of cars per lane.

Existing AM Peak Hour
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Expo Light Rail

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

Intersection #31 Barrington Ave and Exposition Blvd (S)

Average Delay (sec/veh): 3.8 Worst Case Level Of Service: F[72.0]

Street Name:	Barrington Ave						Exposition Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	1	1	0	1	0	0	1	0	0	1

Volume Module:	Barrington Ave NB			Barrington Ave SB			Exposition Blvd EB			Exposition Blvd WB		
Base Vol:	5	1349	7	21	621	4	13	0	12	6	2	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:	5	1349	7	21	621	4	13	0	12	6	2	119
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:	0.88	0.88	0.88	0.93	0.93	0.93	0.78	0.78	0.78	0.88	0.88	0.88
PHF Volume:	6	1538	8	23	669	4	17	0	15	7	2	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	6	1538	8	23	669	4	17	0	15	7	2	135

Critical Gap Module:	Barrington Ave NB			Barrington Ave SB			Exposition Blvd EB			Exposition Blvd WB		
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:	Barrington Ave NB			Barrington Ave SB			Exposition Blvd EB			Exposition Blvd WB		
Cnflct Vol:	673	xxxx	xxxxx	1546	xxxx	xxxxx	1498	2274	337	1933	2272	773
Potent Cap.:	913	xxxx	xxxxx	425	xxxx	xxxxx	85	40	659	40	40	342
Move Cap.:	913	xxxx	xxxxx	425	xxxx	xxxxx	47	37	659	37	37	342
Volume/Cap:	0.01	xxxx	xxxxx	0.05	xxxx	xxxxx	0.36	0.00	0.02	0.18	0.06	0.39

Level Of Service Module:	Barrington Ave NB			Barrington Ave SB			Exposition Blvd EB			Exposition Blvd WB		
2Way95thQ:	0.0	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.0	xxxx	xxxxx	13.9	xxxx	xxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	84	xxxxx	xxxx	225	xxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	1.5	xxxxxx	xxxxxx	3.9	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	72.0	xxxxxx	xxxxxx	45.6	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	E	*
ApproachDel:	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	72.0	xxxxxxx	xxxxxxx	45.6	
ApproachLOS:	*	*	*	*	*	*	*	F	*	*	E	*

Note: Queue reported is the number of cars per lane.

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

Intersection #32 Barrington Ave and Pico Blvd

Cycle (sec): 85 Critical Vol./Cap.(X): 1.039
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 24.6
Optimal Cycle: 180 Level Of Service: C

Barrington Ave						Pico Blvd						
North Bound			South Bound			East Bound			West Bound			
L	T	R	L	T	R	L	T	R	L	T	R	
Control: Permitted			Control: Permitted			Control: Permitted			Control: Permitted			
Rights: Include			Rights: Include			Rights: Include			Rights: Include			
Min. Green:	0	26	0	0	26	0	0	26	0	0	26	0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0

Volume Module:												
Base Vol:	129	1200	64	74	455	50	126	605	67	41	628	64
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:	129	1200	64	74	455	50	126	605	67	41	628	64
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:	0.86	0.86	0.86	0.81	0.81	0.81	0.78	0.78	0.78	0.94	0.94	0.94
PHF Volume:	149	1389	74	91	560	62	161	774	86	44	672	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	1389	74	91	560	62	161	774	86	44	672	68
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 Volume:	149	1389	74	91	560	62	161	774	86	44	672	68

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.36	0.92	0.92	0.08	0.92	0.92	0.23	0.92	0.92	0.17	0.92	0.92
Lanes:	1.00	1.90	0.10	1.00	1.80	0.20	1.00	1.80	0.20	1.00	1.82	0.18
Final Sat.:	691	3332	178	160	3140	345	432	3137	347	324	3166	323

Capacity Analysis Module:												
Vol/Sat:	0.22	0.42	0.42	0.57	0.18	0.18	0.37	0.25	0.25	0.14	0.21	0.21
Crit Moves:				****				****				
Green/Cycle:	0.55	0.55	0.55	0.55	0.55	0.55	0.36	0.36	0.36	0.36	0.36	0.36
Volume/Cap:	0.40	0.76	0.76	1.04	0.33	0.33	1.04	0.69	0.69	0.38	0.59	0.59
Delay/Veh:	11.8	16.8	16.8	126.5	10.7	10.7	110.3	24.8	24.8	22.2	22.9	22.9
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:	11.8	16.8	16.8	126.5	10.7	10.7	110.3	24.8	24.8	22.2	22.9	22.9
LOS by Move:	B	B	B	F	B	B	F	C	C	C	C	C
HCM2kAvgQ:	3	17	17	6	5	5	9	11	11	1	9	9

Note: Queue reported is the number of cars per lane.

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

Intersection #33 Gateway Blvd/Pico Blvd and Exposition Blvd

Cycle (sec): 85 Critical Vol./Cap.(X): 1.176
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 106.5
Optimal Cycle: 180 Level Of Service: F

Street Name:	Gateway Blvd/Pico Blvd						Exposiyion Blvd					
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			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	38	0	0	0	0
Lanes:	0	0	0	0	0	0	0	1	1	0	2	0

Volume Module:	Gateway Blvd/Pico Blvd			Gateway Blvd/Pico Blvd			Exposition Blvd			Exposition Blvd		
Base Vol:	0	0	1277	0	0	0	0	1017	37	727	979	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	1277	0	0	0	0	1017	37	727	979	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:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	0	1330	0	0	0	0	1059	39	757	1020	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	1330	0	0	0	0	1059	39	757	1020	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 Volume:	0	0	1330	0	0	0	0	1059	39	757	1020	0

Saturation Flow Module:	Gateway Blvd/Pico Blvd			Gateway Blvd/Pico Blvd			Exposition Blvd			Exposition Blvd		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.73	1.00	1.00	1.00	1.00	0.93	0.93	0.90	0.93	1.00
Lanes:	0.00	0.00	2.00	0.00	0.00	0.00	0.00	1.93	0.07	2.00	2.00	0.00
Final Sat.:	0	0	2786	0	0	0	0	3397	124	3432	3538	0

Capacity Analysis Module:	Gateway Blvd/Pico Blvd			Gateway Blvd/Pico Blvd			Exposition Blvd			Exposition Blvd		
Vol/Sat:	0.00	0.00	0.48	0.00	0.00	0.00	0.00	0.31	0.31	0.22	0.29	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.00	0.00	0.41	0.00	0.00	0.00	0.00	0.45	0.45	0.13	0.58	0.00
Volume/Cap:	0.00	0.00	1.16	0.00	0.00	0.00	0.00	0.70	0.70	1.70	0.50	0.00
Delay/Veh:	0.0	0.0	106.8	0.0	0.0	0.0	0.0	20.3	20.3	359.8	10.9	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	106.8	0.0	0.0	0.0	0.0	20.3	20.3	359.8	10.9	0.0
LOS by Move:	A	A	F	A	A	A	A	C	C	F	B	A
HCM2kAvgQ:	0	0	36	0	0	0	0	13	13	31	9	0

Note: Queue reported is the number of cars per lane.

Existing AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #34 Sawtelle Blvd and Pico Blvd

Cycle (sec): 85 Critical Vol./Cap.(X): 1.647

Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 90.3

Optimal Cycle: 121 Level Of Service: F

Street Name:	Sawtelle Blvd						Pico Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permit+Prot			Permitted			Permit+Prot		
Rights:	Include			Include			Include			Include		
Min. Green:	0	30	0	5	30	0	0	26	0	5	26	0
Lanes:	1	0	1	1	0	1	1	0	2	0	1	0

Volume Module:

Base Vol:	164	454	91	146	521	329	104	1458	82	84	1245	107
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:	164	454	91	146	521	329	104	1458	82	84	1245	107
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:	0.97	0.97	0.97	0.89	0.89	0.89	0.91	0.91	0.91	0.93	0.93	0.93
PHF Volume:	168	466	93	164	586	370	114	1604	90	91	1346	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	466	93	164	586	370	114	1604	90	91	1346	116
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 Volume:	168	466	93	164	586	370	114	1604	90	91	1346	116

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.91	0.91	0.33	0.93	0.83	0.93	0.93	0.83	0.27	0.88	0.88
Lanes:	1.00	1.67	0.33	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.76	0.24
Final Sat.:	1769	2873	576	634	3538	1583	1769	3538	1583	520	4625	397

Capacity Analysis Module:

Vol/Sat:	0.10	0.16	0.16	0.26	0.17	0.23	0.06	0.45	0.06	0.17	0.29	0.29
Crit Moves:				****						****		
Green/Cycle:	0.07	0.35	0.35	0.35	0.35	0.35	0.07	0.33	0.33	0.32	0.32	0.32
Volume/Cap:	1.37	0.46	0.46	0.52	0.47	0.66	0.95	1.37	0.17	0.30	0.91	0.91
Delay/Veh:	249.7	21.5	21.5	34.0	21.6	26.2	106.3	201	20.4	0.6	35.3	35.3
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:	249.7	21.5	21.5	34.0	21.6	26.2	106.3	201	20.4	0.6	35.3	35.3
LOS by Move:	F	C	C	C	C	C	F	F	C	A	D	D
HCM2kAvgQ:	12	6	6	4	7	9	6	52	2	2	17	17

Note: Queue reported is the number of cars per lane.

Existing AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #35 Sawtelle Blvd and Exposition Blvd

Average Delay (sec/veh): 5.8 Worst Case Level Of Service: D[34.2]

Street Name:	Sawtelle Blvd						Exposition Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	1	1	0	0	0	0	1	0	0	1

Volume Module:												
Base Vol:	18	851	61	119	488	9	9	8	81	12	9	233
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:	18	851	61	119	488	9	9	8	81	12	9	233
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:	0.91	0.91	0.91	0.93	0.93	0.93	0.94	0.94	0.94	0.96	0.96	0.96
PHF Volume:	20	940	67	128	526	10	10	8	86	12	9	242
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	20	940	67	128	526	10	10	8	86	12	9	242

Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:												
Cnflct Vol:	536	xxxx	xxxxx	1008	xxxx	xxxxx	1302	1835	268	1537	1806	504
Potent Cap.:	1029	xxxx	xxxxx	683	xxxx	xxxxx	118	75	730	79	78	513
Move Cap.:	1029	xxxx	xxxxx	683	xxxx	xxxxx	47	60	730	53	62	513
Volume/Cap:	0.02	xxxx	xxxxx	0.19	xxxx	xxxxx	0.20	0.14	0.12	0.24	0.15	0.47

Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.7	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	2.5
Control Del:	8.6	xxxx	xxxxx	11.5	xxxx	xxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	18.1
LOS by Move:	A	*	*	B	*	*	*	*	*	*	*	C
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	224	xxxxx	56	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.3	xxxxx	1.4	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	34.2	xxxxx	104.5	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	D	*	F	*	*
ApproachDel:	xxxxxxx				xxxxxxx				34.2			
ApproachLOS:	*				*				D			

Note: Queue reported is the number of cars per lane.

Existing AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #36 Sawtelle Blvd and National Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.991

Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 28.9

Optimal Cycle: 104 Level Of Service: C

Street Name:	Sawtelle Blvd						National Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	22	0	5	24	0	0	23	0	0	23	0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	45	711	52	280	442	52	102	599	77	44	511	307
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	711	52	280	442	52	102	599	77	44	511	307
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:	0.93	0.93	0.93	0.84	0.84	0.84	0.94	0.94	0.94	0.87	0.87	0.87
PHF Volume:	49	767	56	334	527	62	109	641	82	50	586	352
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	767	56	334	527	62	109	641	82	50	586	352
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 Volume:	49	767	56	334	527	62	109	641	82	50	586	352

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.92	0.92	0.93	0.92	0.92	0.16	0.92	0.92	0.26	0.88	0.88
Lanes:	1.00	1.86	0.14	1.00	1.79	0.21	1.00	1.77	0.23	1.00	1.25	0.75
Final Sat.:	1769	3264	239	1769	3115	366	305	3082	396	486	2086	1253

Capacity Analysis Module:

Vol/Sat:	0.03	0.24	0.24	0.19	0.17	0.17	0.36	0.21	0.21	0.10	0.28	0.28
Crit Moves:	****			****			****			****		
Green/Cycle:	0.30	0.26	0.26	0.51	0.43	0.43	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	0.17	0.90	0.90	0.74	0.40	0.40	0.90	0.52	0.52	0.26	0.71	0.71
Delay/Veh:	22.7	44.1	44.1	25.8	18.0	18.0	78.0	21.1	21.1	19.0	24.6	24.6
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:	22.7	44.1	44.1	25.8	18.0	18.0	78.0	21.1	21.1	19.0	24.6	24.6
LOS by Move:	C	D	D	C	B	B	E	C	C	B	C	C
HCM2kAvgQ:	1	15	15	9	6	6	6	8	8	1	13	13

Note: Queue reported is the number of cars per lane.

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

Intersection #37 Sawtelle Blvd and Palms Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.773
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 19.8
Optimal Cycle: 58 Level Of Service: B

Street Name:	Sawtelle Blvd						Palms Blvd					
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	24	0	0	25	0	0	25	0	0	25	0
Lanes:	1	0	1	1	0	0	1	0	1	1	0	0

Volume Module:

Base Vol:	113	609	193	106	386	49	124	513	148	160	711	199
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:	113	609	193	106	386	49	124	513	148	160	711	199
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:	0.88	0.88	0.88	0.82	0.82	0.82	0.94	0.94	0.94	0.96	0.96	0.96
PHF Volume:	129	695	220	129	471	60	133	549	158	167	741	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	695	220	129	471	60	133	549	158	167	741	208
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 Volume:	129	695	220	129	471	60	133	549	158	167	741	208

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.39	0.90	0.90	0.20	0.92	0.92	0.20	0.90	0.90	0.29	0.90	0.90
Lanes:	1.00	1.52	0.48	1.00	1.77	0.23	1.00	1.55	0.45	1.00	1.56	0.44
Final Sat.:	732	2590	821	373	3086	392	371	2652	765	558	2673	748

Capacity Analysis Module:

Vol/Sat:	0.18	0.27	0.27	0.35	0.15	0.15	0.36	0.21	0.21	0.30	0.28	0.28
Crit Moves:				****			****					
Green/Cycle:	0.45	0.45	0.45	0.45	0.45	0.45	0.46	0.46	0.46	0.46	0.46	0.46
Volume/Cap:	0.39	0.60	0.60	0.77	0.34	0.34	0.77	0.45	0.45	0.65	0.60	0.60
Delay/Veh:	17.4	19.4	19.4	40.7	16.3	16.3	39.6	16.6	16.6	24.1	18.6	18.6
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:	17.4	19.4	19.4	40.7	16.3	16.3	39.6	16.6	16.6	24.1	18.6	18.6
LOS by Move:	B	B	B	D	B	B	D	B	B	C	B	B
HCM2kAvgQ:	3	11	11	5	5	5	5	7	7	5	11	11

Note: Queue reported is the number of cars per lane.

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

Intersection #38 Sawtelle Blvd and Venice Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 1.062
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 56.8
Optimal Cycle: 180 Level Of Service: E

Street Name:	Sawtelle Blvd										Venice Blvd									
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		37		0	0		37		0	5		24		0	5		24		0
Lanes:	0	1	0	1	0	1	0	1	1	0	1	0	2	1	0	1	0	2	1	0

Volume Module:

Base Vol:	108	615	149	133	530	47	194	1475	68	286	1426	179
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:	108	615	149	133	530	47	194	1475	68	286	1426	179
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:	0.95	0.95	0.95	0.91	0.91	0.91	0.96	0.96	0.96	0.97	0.97	0.97
PHF Volume:	114	649	157	146	582	52	201	1532	71	296	1475	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	649	157	146	582	52	201	1532	71	296	1475	185
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 Volume:	114	649	157	146	582	52	201	1532	71	296	1475	185

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.64	0.64	0.64	0.18	0.92	0.92	0.93	0.89	0.89	0.93	0.88	0.88
Lanes:	0.25	1.41	0.34	1.00	1.84	0.16	1.00	2.87	0.13	1.00	2.67	0.33
Final Sat.:	303	1725	418	335	3211	285	1769	4825	222	1769	4440	557

Capacity Analysis Module:

Vol/Sat:	0.38	0.38	0.38	0.44	0.18	0.18	0.11	0.32	0.32	0.17	0.33	0.33
Crit Moves:				****			****			****		
Green/Cycle:	0.41	0.41	0.41	0.41	0.41	0.41	0.12	0.30	0.30	0.16	0.34	0.34
Volume/Cap:	0.92	0.92	0.92	1.06	0.44	0.44	0.98	1.06	1.06	1.06	0.98	0.98
Delay/Veh:	37.7	37.7	37.7	120.9	19.3	19.3	95.7	73.3	73.3	109.3	46.2	46.2
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:	37.7	37.7	37.7	120.9	19.3	19.3	95.7	73.3	73.3	109.3	46.2	46.2
LOS by Move:	D	D	D	F	B	B	F	E	E	F	D	D
HCM2kAvgQ:	17	17	17	8	7	7	10	26	26	15	23	23

Note: Queue reported is the number of cars per lane.

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

Intersection #39 Sawtelle Blvd and I-405 SB Ramps

Cycle (sec): 90 Critical Vol./Cap.(X): 0.766
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 31.1
Optimal Cycle: 70 Level Of Service: C

Sawtelle Blvd						I-405 SB Ramps						
North Bound			South Bound			East Bound			West Bound			
L	T	R	L	T	R	L	T	R	L	T	R	
Control: Split Phase			Split Phase			Permitted			Permitted			
Rights: Include			Include			Include			Include			
Min. Green:	0	21	0	0	19	0	0	22	0	0	22	0
Lanes:	0	1	1	0	1	0	0	0	1	0	0	1

Volume Module:												
Base Vol:	10	473	173	547	185	13	13	64	20	173	12	239
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:	10	473	173	547	185	13	13	64	20	173	12	239
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:	0.87	0.87	0.87	0.92	0.92	0.92	0.76	0.76	0.76	0.91	0.91	0.91
PHF Volume:	11	542	198	593	201	14	17	84	26	191	13	264
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	542	198	593	201	14	17	84	26	191	13	264
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 Volume:	11	542	198	593	201	14	17	84	26	191	13	264

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.83	0.90	0.90	0.90	0.91	0.91	0.91	0.56	0.56	0.83
Lanes:	0.04	1.96	1.00	1.00	0.93	0.07	0.13	0.66	0.21	0.94	0.06	1.00
Final Sat.:	73	3461	1583	1702	1590	112	231	1138	356	991	69	1583

Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.13	0.35	0.13	0.13	0.07	0.07	0.07	0.19	0.19	0.17
Crit Moves:	****			****						****		
Green/Cycle:	0.23	0.23	0.23	0.43	0.43	0.43	0.24	0.24	0.24	0.24	0.24	0.24
Volume/Cap:	0.67	0.67	0.54	0.80	0.29	0.29	0.30	0.30	0.30	0.79	0.79	0.68
Delay/Veh:	33.5	33.5	31.8	27.0	16.6	16.6	28.2	28.2	28.2	46.7	46.7	35.8
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:	33.5	33.5	31.8	27.0	16.6	16.6	28.2	28.2	28.2	46.7	46.7	35.8
LOS by Move:	C	C	C	C	B	B	C	C	C	D	D	D
HCM2kAvgQ:	8	8	5	17	4	4	3	3	3	7	7	8

Note: Queue reported is the number of cars per lane.

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

Intersection #40 Sepulveda Blvd and Pico Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.162
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 40.4
Optimal Cycle: 161 Level Of Service: D

Street Name:	Sepulveda Blvd						Pico Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Prot+Permit		
Rights:	Include			Include			Ovl			Include		
Min. Green:	5	28	0	0	28	0	0	29	0	5	29	0
Lanes:	1	0	1	1	0	0	1	0	3	0	1	0

Volume Module:	Sepulveda Blvd North Bound			Sepulveda Blvd South Bound			Pico Blvd East Bound			Pico Blvd West Bound		
Base Vol:	273	645	165	73	301	94	93	1197	92	89	606	64
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:	273	645	165	73	301	94	93	1197	92	89	606	64
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	273	645	165	73	301	94	93	1197	92	89	606	64
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:	0.93	0.93	0.93	0.90	0.90	0.90	0.80	0.80	0.80	0.86	0.86	0.86
PHF Volume:	293	692	177	81	336	105	116	1494	115	104	707	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	293	692	177	81	336	105	116	1494	115	104	707	75
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 Volume:	293	692	177	81	336	105	116	1494	115	104	707	75

Saturation Flow Module:	Sepulveda Blvd North Bound			Sepulveda Blvd South Bound			Pico Blvd East Bound			Pico Blvd West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.90	0.90	0.14	0.90	0.90	0.93	0.89	0.83	0.93	0.88	0.88
Lanes:	1.00	1.59	0.41	1.00	1.52	0.48	1.00	3.00	1.00	1.00	2.71	0.29
Final Sat.:	1769	2730	698	266	2599	812	1769	5083	1583	1769	4533	479

Capacity Analysis Module:	Sepulveda Blvd North Bound			Sepulveda Blvd South Bound			Pico Blvd East Bound			Pico Blvd West Bound		
Vol/Sat:	0.17	0.25	0.25	0.31	0.13	0.13	0.07	0.29	0.07	0.06	0.16	0.16
Crit Moves:	****			****			****			****		
Green/Cycle:	0.20	0.44	0.44	0.23	0.23	0.23	0.09	0.36	0.56	0.34	0.34	0.34
Volume/Cap:	0.82	0.58	0.58	1.31	0.55	0.55	0.71	0.82	0.13	0.55	0.46	0.46
Delay/Veh:	59.5	26.2	26.2	263.9	41.4	41.4	66.7	37.9	12.5	31.3	31.3	31.3
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:	59.5	26.2	26.2	263.9	41.4	41.4	66.7	37.9	12.5	31.3	31.3	31.3
LOS by Move:	E	C	C	F	D	D	E	D	B	C	C	C
HCM2kAvgQ:	13	13	13	7	8	8	6	20	2	4	8	8

Note: Queue reported is the number of cars per lane.

Existing AM Peak Hour
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #41 Sepulveda Blvd and Exposition Blvd

Cycle (sec): 85 Critical Vol./Cap.(X): 0.691

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 15.6

Optimal Cycle: 57 Level Of Service: B

Street Name:	Sepulveda Blvd						Exposition Blvd					
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	22	0	0	22	0	0	27	0	0	27	0
Lanes:	1	0	1	1	0	0	0	0	1	0	0	0

Volume Module:

Base Vol:	97	1601	24	33	519	28	54	100	60	14	108	96
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:	97	1601	24	33	519	28	54	100	60	14	108	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.95	0.95	0.95	0.89	0.89	0.89	0.94	0.94	0.94
PHF Volume:	100	1647	25	35	544	29	61	112	67	15	115	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	1647	25	35	544	29	61	112	67	15	115	102
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 Volume:	100	1647	25	35	544	29	61	112	67	15	115	102

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.40	0.93	0.93	0.08	0.92	0.92	0.83	0.83	0.83	0.90	0.90	0.90
Lanes:	1.00	1.97	0.03	1.00	1.90	0.10	0.25	0.47	0.28	0.06	0.50	0.44
Final Sat.:	758	3479	52	149	3330	180	396	734	440	110	847	753

Capacity Analysis Module:

Vol/Sat:	0.13	0.47	0.47	0.23	0.16	0.16	0.15	0.15	0.15	0.14	0.14	0.14
Crit Moves:	****						****					
Green/Cycle:	0.59	0.59	0.59	0.59	0.59	0.59	0.32	0.32	0.32	0.32	0.32	0.32
Volume/Cap:	0.22	0.80	0.80	0.39	0.28	0.28	0.48	0.48	0.48	0.43	0.43	0.43
Delay/Veh:	8.6	16.1	16.1	12.3	8.7	8.7	24.1	24.1	24.1	23.4	23.4	23.4
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:	8.6	16.1	16.1	12.3	8.7	8.7	24.1	24.1	24.1	23.4	23.4	23.4
LOS by Move:	A	B	B	B	A	A	C	C	C	C	C	C
HCM2kAvgQ:	1	20	20	1	4	4	5	5	5	5	5	5

Note: Queue reported is the number of cars per lane.

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

Intersection #42 Sepulveda Blvd and National Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 1.548

Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 52.6

Optimal Cycle: 164 Level Of Service: D

Street Name:	Sepulveda Blvd						National Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	5	25	0	0	25	0	5	27	0	0	27	0
Lanes:	1	0	1	1	0	0	1	0	1	1	0	0

Volume Module:

Base Vol:	180	1345	169	64	606	89	143	659	13	58	608	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:	180	1345	169	64	606	89	143	659	13	58	608	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.84	0.84	0.84	0.91	0.91	0.91	0.82	0.82	0.82
PHF Volume:	190	1420	178	76	719	106	156	721	14	71	740	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	1420	178	76	719	106	156	721	14	71	740	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	190	1420	178	76	719	106	156	721	14	71	740	82

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.92	0.92	0.55	0.91	0.91	0.53	0.93	0.93	0.93	0.92	0.92
Lanes:	1.00	1.78	0.22	1.00	1.74	0.26	1.00	1.96	0.04	1.00	1.80	0.20
Final Sat.:	1769	3089	388	1052	3026	444	1016	3459	68	1769	3139	346

Capacity Analysis Module:

Vol/Sat:	0.11	0.46	0.46	0.07	0.24	0.24	0.15	0.21	0.21	0.04	0.24	0.24
Crit Moves:	****			****			****			****		
Green/Cycle:	0.49	0.41	0.41	0.36	0.32	0.32	0.42	0.33	0.33	0.34	0.30	0.30
Volume/Cap:	0.61	1.13	1.13	0.51	0.74	0.74	0.71	0.62	0.62	0.33	0.79	0.79
Delay/Veh:	19.6	95.5	95.5	22.2	30.0	30.0	29.4	26.3	26.3	21.6	32.8	32.8
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:	19.6	95.5	95.5	22.2	30.0	30.0	29.4	26.3	26.3	21.6	32.8	32.8
LOS by Move:	B	F	F	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	5	39	39	2	12	12	5	10	10	2	13	13

Note: Queue reported is the number of cars per lane.

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

Intersection #43 Sepulveda Blvd and Palms Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.889

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 26.1

Optimal Cycle: 90 Level Of Service: C

Street Name:	Sepulveda Blvd										Palms Blvd									
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		26		0	0		26		0	0		29		0	0		29		0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0	1	0	1	0	1

Volume Module:

Base Vol:	173	1242	130	52	553	116	94	621	38	113	703	238
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:	173	1242	130	52	553	116	94	621	38	113	703	238
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:	0.97	0.97	0.97	0.95	0.95	0.95	0.90	0.90	0.90	0.93	0.93	0.93
PHF Volume:	178	1280	134	55	583	122	104	689	42	121	753	255
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	1280	134	55	583	122	104	689	42	121	753	255
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 Volume:	178	1280	134	55	583	122	104	689	42	121	753	255

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.25	0.92	0.92	0.12	0.91	0.91	0.14	0.92	0.92	0.32	0.98	0.83
Lanes:	1.00	1.81	0.19	1.00	1.65	0.35	1.00	1.88	0.12	1.00	1.00	1.00
Final Sat.:	484	3158	331	220	2848	597	264	3304	202	611	1862	1583

Capacity Analysis Module:

Vol/Sat:	0.37	0.41	0.41	0.25	0.20	0.20	0.39	0.21	0.21	0.20	0.40	0.16
Crit Moves:	****									****		
Green/Cycle:	0.46	0.46	0.46	0.46	0.46	0.46	0.45	0.45	0.45	0.45	0.45	0.45
Volume/Cap:	0.81	0.89	0.89	0.55	0.45	0.45	0.87	0.46	0.46	0.44	0.89	0.35
Delay/Veh:	40.4	28.9	28.9	23.9	16.9	16.9	66.4	17.1	17.1	17.8	33.8	16.2
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:	40.4	28.9	28.9	23.9	16.9	16.9	66.4	17.1	17.1	17.8	33.8	16.2
LOS by Move:	D	C	C	C	B	B	E	B	B	B	C	B
HCM2kAvgQ:	7	22	22	2	7	7	5	7	7	3	23	5

Note: Queue reported is the number of cars per lane.

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

Intersection #44 Sepulveda Blvd and Charnock Rd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.718
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 15.8
Optimal Cycle: 50 Level Of Service: B

Sepulveda Blvd						Charnock Rd					
North Bound			South Bound			East Bound			West Bound		
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	16	0	0	0	0	27	0	0	27	0
Lanes:	1	0	1	1	0	1	0	1	0	0	0

Volume Module:												
Base Vol:	1	1320	66	46	584	1	5	0	1	111	0	212
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:	1	1320	66	46	584	1	5	0	1	111	0	212
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:	0.94	0.94	0.94	0.89	0.89	0.89	0.75	0.75	0.75	0.92	0.92	0.92
PHF Volume:	1	1401	70	52	655	1	7	0	1	121	0	231
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1401	70	52	655	1	7	0	1	121	0	231
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 Volume:	1	1401	70	52	655	1	7	0	1	121	0	231

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.35	0.92	0.92	0.09	0.93	0.93	0.79	1.00	0.79	0.79	1.00	0.79
Lanes:	1.00	1.90	0.10	1.00	1.99	0.01	0.83	0.00	0.17	0.34	0.00	0.66
Final Sat.:	667	3346	167	179	3532	6	1255	0	251	514	0	981

Capacity Analysis Module:												
Vol/Sat:	0.00	0.42	0.42	0.29	0.19	0.19	0.01	0.00	0.01	0.24	0.00	0.24
Crit Moves:	****									****		
Green/Cycle:	0.58	0.58	0.58	0.58	0.58	0.58	0.33	0.00	0.33	0.33	0.00	0.33
Volume/Cap:	0.00	0.72	0.72	0.50	0.32	0.32	0.02	0.00	0.02	0.72	0.00	0.72
Delay/Veh:	7.8	14.7	14.7	14.7	9.7	9.7	20.5	0.0	20.5	31.7	0.0	31.7
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:	7.8	14.7	14.7	14.7	9.7	9.7	20.5	0.0	20.5	31.7	0.0	31.7
LOS by Move:	A	B	B	B	A	A	C	A	C	C	A	C
HCM2kAvgQ:	0	16	16	2	5	5	0	0	0	10	0	10

Note: Queue reported is the number of cars per lane.

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Intersection #45 Sepulveda Blvd and Venice Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 1.050
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 107.2
Optimal Cycle: 180 Level Of Service: F

Sepulveda Blvd						Venice Blvd					
North Bound			South Bound			East Bound			West Bound		
L	T	R	L	T	R	L	T	R	L	T	R
Control: Permitted			Control: Permitted			Control: Protected			Control: Protected		
Rights: Include			Rights: Include			Rights: Include			Rights: Include		
Min. Green: 0	37	0	0	37	0	5	29	0	5	29	0
Lanes: 1	0	2	0	1	0	1	0	2	1	0	1

Volume Module:												
Base Vol:	84	1033	153	86	415	167	228	1722	346	231	1546	129
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:	84	1033	153	86	415	167	228	1722	346	231	1546	129
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:	0.96	0.96	0.96	0.89	0.89	0.89	0.90	0.90	0.90	0.93	0.93	0.93
PHF Volume:	87	1074	159	96	465	187	255	1924	387	248	1659	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	1074	159	96	465	187	255	1924	387	248	1659	138
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 Volume:	87	1074	159	96	465	187	255	1924	387	248	1659	138

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.39	0.93	0.83	0.13	0.93	0.83	0.93	0.87	0.87	0.93	0.88	0.88
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.50	0.50	1.00	2.77	0.23
Final Sat.:	746	3538	1583	238	3538	1583	1769	4127	829	1769	4635	387

Capacity Analysis Module:												
Vol/Sat:	0.12	0.30	0.10	0.40	0.13	0.12	0.14	0.47	0.47	0.14	0.36	0.36
Crit Moves:	****						****			****		
Green/Cycle:	0.41	0.41	0.41	0.41	0.41	0.41	0.13	0.35	0.35	0.11	0.32	0.32
Volume/Cap:	0.28	0.74	0.24	0.98	0.32	0.29	1.10	1.33	1.33	1.33	1.10	1.10
Delay/Veh:	18.2	24.4	17.5	111.4	18.1	17.9	128.2	182	182.2	221.2	86.0	86.0
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:	18.2	24.4	17.5	111.4	18.1	17.9	128.2	182	182.2	221.2	86.0	86.0
LOS by Move:	B	C	B	F	B	B	F	F	F	F	F	F
HCM2kAvgQ:	2	15	3	6	5	4	14	51	51	17	30	30

Note: Queue reported is the number of cars per lane.

Existing AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #46 Sepulveda Blvd and 405 NB Ramps

Cycle (sec): 90 Critical Vol./Cap.(X): 0.989

Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 39.1

Optimal Cycle: 152 Level Of Service: D

Street Name:	Sepulveda Blvd						405 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	21	0	0	25	0	0	2	0
Lanes:	1	0	1	1	0	1	1	0	1	0	1	0

Volume Module:

Base Vol:	588	937	0	0	510	493	316	0	49	1	2	2
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:	588	937	0	0	510	493	316	0	49	1	2	2
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:	0.94	0.94	0.94	0.95	0.95	0.95	0.92	0.92	0.92	0.63	0.63	0.63
PHF Volume:	625	996	0	0	535	517	343	0	53	2	3	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	625	996	0	0	535	517	343	0	53	2	3	3
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 Volume:	625	996	0	0	535	517	343	0	53	2	3	3

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.95	0.95	0.93	0.83	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.76	0.00	0.24	0.20	0.40	0.40
Final Sat.:	1769	3538	0	0	3538	1583	3082	0	414	349	698	698

Capacity Analysis Module:

Vol/Sat:	0.35	0.28	0.00	0.00	0.15	0.33	0.11	0.00	0.13	0.00	0.00	0.00
Crit Moves:	****					****			****		****	
Green/Cycle:	0.35	0.67	0.00	0.00	0.32	0.32	0.13	0.00	0.48	0.02	0.02	0.02
Volume/Cap:	1.01	0.42	0.00	0.00	0.47	1.01	0.87	0.00	0.27	0.21	0.21	0.21
Delay/Veh:	68.2	6.8	0.0	0.0	24.6	72.9	55.6	0.0	14.2	45.9	45.9	45.9
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:	68.2	6.8	0.0	0.0	24.6	72.9	55.6	0.0	14.2	45.9	45.9	45.9
LOS by Move:	E	A	A	A	C	E	E	A	B	D	D	D
HCM2kAvgQ:	25	7	0	0	6	21	8	0	4	0	0	0

Note: Queue reported is the number of cars per lane.

Existing AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #47 Sepulveda Blvd and Washington Pl

Cycle (sec): 90 Critical Vol./Cap.(X): 0.885

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 23.6

Optimal Cycle: 89 Level Of Service: C

Street Name:	Sepulveda Blvd										Washington Pl									
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		28		0	0		28		0	0		27		0	0		27		0
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:	67	1055	16	58	381	141	214	678	55	16	541	223
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	1055	16	58	381	141	214	678	55	16	541	223
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:	0.95	0.95	0.95	0.89	0.89	0.89	0.91	0.91	0.91	0.88	0.88	0.88
PHF Volume:	70	1108	17	65	428	158	236	748	61	18	616	254
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1108	17	65	428	158	236	748	61	18	616	254
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 Volume:	70	1108	17	65	428	158	236	748	61	18	616	254

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.32	0.93	0.93	0.12	0.89	0.89	0.25	0.92	0.92	0.28	0.89	0.89
Lanes:	1.00	1.97	0.03	1.00	1.46	0.54	1.00	1.85	0.15	1.00	1.42	0.58
Final Sat.:	600	3478	53	229	2479	917	484	3236	263	527	2395	987

Capacity Analysis Module:												
Vol/Sat:	0.12	0.32	0.32	0.28	0.17	0.17	0.49	0.23	0.23	0.03	0.26	0.26
Crit Moves:	****						****					
Green/Cycle:	0.36	0.36	0.36	0.36	0.36	0.36	0.55	0.55	0.55	0.55	0.55	0.55
Volume/Cap:	0.33	0.88	0.88	0.79	0.48	0.48	0.88	0.42	0.42	0.06	0.47	0.47
Delay/Veh:	21.8	34.7	34.7	64.5	22.6	22.6	45.3	11.9	11.9	9.5	12.4	12.4
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:	21.8	34.7	34.7	64.5	22.6	22.6	45.3	11.9	11.9	9.5	12.4	12.4
LOS by Move:	C	C	C	E	C	C	D	B	B	A	B	B
HCM2kAvgQ:	2	19	19	3	7	7	9	7	7	0	8	8

Note: Queue reported is the number of cars per lane.

HCM Signalized Intersection Capacity Analysis

48: Washington Pl. & N. Washington Boulevard

Existing AM

												
Movement	EBL2	EBL	EBR2	NBL	NBT	SBL	SBT	SBR	SEL	SET	SER	SER2
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
Lane Util. Factor	1.00	0.97	1.00	1.00	0.95	1.00	0.91	0.91		0.95		0.95
Frt	1.00	1.00	0.85	1.00	1.00	1.00	0.95	0.85		0.86		0.85
Flt Protected	0.95	0.95	1.00	0.95	1.00	0.95	1.00	1.00		1.00		1.00
Satd. Flow (prot)	1770	3433	1583	1770	3539	1770	3231	1441		1521		1504
Flt Permitted	0.95	0.95	1.00	0.95	1.00	0.95	1.00	1.00		1.00		1.00
Satd. Flow (perm)	1770	3433	1583	1770	3539	1770	3231	1441		1521		1504
Volume (vph)	326	489	15	27	705	4	577	619	4	0	3	86
Peak-hour factor, PHF	0.70	0.70	0.70	0.93	0.93	0.94	0.94	0.94	0.84	0.84	0.84	0.84
Adj. Flow (vph)	466	699	21	29	758	4	614	659	5	0	4	102
RTOR Reduction (vph)	0	0	15	0	0	0	0	0	0	45	0	52
Lane Group Flow (vph)	466	699	6	29	758	4	893	380	0	11	0	3
Turn Type	Split		Perm	Prot		Prot		Perm	Split			Perm
Protected Phases	4	4		5	2	1	6		3	3		
Permitted Phases			4					6				3
Actuated Green, G (s)	29.7	29.7	29.7	4.0	43.4	1.1	40.5	40.5		5.4		5.4
Effective Green, g (s)	29.7	29.7	29.7	4.0	43.4	1.1	40.5	40.5		5.4		5.4
Actuated g/C Ratio	0.29	0.29	0.29	0.04	0.43	0.01	0.40	0.40		0.05		0.05
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0		4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0		3.0
Lane Grp Cap (vph)	517	1004	463	70	1512	19	1288	574		81		80
v/s Ratio Prot	c0.26	0.20		c0.02	c0.21	0.00	c0.28			c0.01		
v/s Ratio Perm			0.00					0.26				0.00
v/c Ratio	0.90	0.70	0.01	0.41	0.50	0.21	0.69	0.66		0.14		0.04
Uniform Delay, d1	34.5	31.9	25.5	47.7	21.2	49.8	25.4	25.0		45.9		45.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00		1.00
Incremental Delay, d2	18.8	2.1	0.0	3.9	1.2	5.5	3.1	5.9		0.8		0.2
Delay (s)	53.3	34.1	25.6	51.6	22.4	55.3	28.5	30.9		46.7		45.8
Level of Service	D	C	C	D	C	E	C	C		D		D
Approach Delay (s)		41.5			23.5		29.3			46.3		
Approach LOS		D			C		C			D		
Intersection Summary												
HCM Average Control Delay			32.8			HCM Level of Service				C		
HCM Volume to Capacity ratio			0.73									
Actuated Cycle Length (s)			101.6			Sum of lost time (s)				24.0		
Intersection Capacity Utilization			56.4%			ICU Level of Service				B		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
48: Washington Pl. & N. Washington Boulevard

Existing AM

		
Movement	NWL2	NWR
Lane Configurations		
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	4.0	4.0
Lane Util. Factor	1.00	1.00
Frt	1.00	0.85
Flt Protected	0.95	1.00
Satd. Flow (prot)	1770	1583
Flt Permitted	1.00	1.00
Satd. Flow (perm)	1863	1583
Volume (vph)	2	8
Peak-hour factor, PHF	0.84	0.84
Adj. Flow (vph)	2	10
RTOR Reduction (vph)	0	10
Lane Group Flow (vph)	2	0
Turn Type	custom	custom
Protected Phases		
Permitted Phases	8	8
Actuated Green, G (s)	2.0	2.0
Effective Green, g (s)	2.0	2.0
Actuated g/C Ratio	0.02	0.02
Clearance Time (s)	4.0	4.0
Vehicle Extension (s)	3.0	3.0
Lane Grp Cap (vph)	37	31
v/s Ratio Prot		
v/s Ratio Perm	c0.00	0.00
v/c Ratio	0.05	0.01
Uniform Delay, d1	48.9	48.8
Progression Factor	1.00	1.00
Incremental Delay, d2	0.6	0.1
Delay (s)	49.5	48.9
Level of Service	D	D
Approach Delay (s)		
Approach LOS		
Intersection Summary		

Existing AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #49 Military Ave and Exposition Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.522
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 11.5
Optimal Cycle: 0 Level Of Service: B

Street Name:	Military Ave						Exposition Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
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	1! 0 0	0	0	1! 0 0	0	0	1! 0 0

Volume Module:	Military Ave NB			Military Ave SB			Exposition Blvd EB			Exposition Blvd WB		
Base Vol:	82	220	7	12	43	37	79	87	16	6	84	23
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:	82	220	7	12	43	37	79	87	16	6	84	23
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:	0.87	0.87	0.87	0.79	0.79	0.79	0.80	0.80	0.80	0.86	0.86	0.86
PHF Volume:	94	253	8	15	54	47	99	109	20	7	98	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	253	8	15	54	47	99	109	20	7	98	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 Volume:	94	253	8	15	54	47	99	109	20	7	98	27

Saturation Flow Module:	Military Ave NB			Military Ave SB			Exposition Blvd EB			Exposition Blvd WB		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.27	0.71	0.02	0.13	0.47	0.40	0.43	0.48	0.09	0.05	0.75	0.20
Final Sat.:	181	486	15	83	299	257	274	302	55	33	457	125

Capacity Analysis Module:	Military Ave NB			Military Ave SB			Exposition Blvd EB			Exposition Blvd WB		
Vol/Sat:	0.52	0.52	0.52	0.18	0.18	0.18	0.36	0.36	0.36	0.21	0.21	0.21
Crit Moves:	****			****			****			****		
Delay/Veh:	13.1	13.1	13.1	9.2	9.2	9.2	11.1	11.1	11.1	9.7	9.7	9.7
Delay Adj:	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:	13.1	13.1	13.1	9.2	9.2	9.2	11.1	11.1	11.1	9.7	9.7	9.7
LOS by Move:	B	B	B	A	A	A	B	B	B	A	A	A
ApproachDel:	13.1			9.2			11.1			9.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	13.1			9.2			11.1			9.7		
LOS by Appr:	B			A			B			A		
AllWayAvgQ:	1.0	1.0	1.0	0.2	0.2	0.2	0.5	0.5	0.5	0.2	0.2	0.2

Note: Queue reported is the number of cars per lane.

Existing AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #50 Midvale Ave / Girard Ave and Venice Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.617
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 24.9
Optimal Cycle: 67 Level Of Service: C

Street Name:	Midvale Ave / Girard Ave						Venice Blvd					
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	40	0	0	40	0	0	19	0	0	19	0
Lanes:	0	0	1	0	0	0	1	0	2	1	0	1

Volume Module:	Midvale Ave / Girard Ave			Midvale Ave / Girard Ave			Venice Blvd			Venice Blvd		
Base Vol:	73	80	48	58	44	46	31	1976	27	46	1864	18
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:	73	80	48	58	44	46	31	1976	27	46	1864	18
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:	0.97	0.97	0.97	0.80	0.80	0.80	0.93	0.93	0.93	0.96	0.96	0.96
PHF Volume:	76	83	50	72	55	57	33	2122	29	48	1946	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	83	50	72	55	57	33	2122	29	48	1946	19
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 Volume:	76	83	50	72	55	57	33	2122	29	48	1946	19

Saturation Flow Module:	Midvale Ave / Girard Ave			Midvale Ave / Girard Ave			Venice Blvd			Venice Blvd		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.79	0.79	0.79	0.77	0.77	0.77	0.09	0.89	0.89	0.09	0.89	0.89
Lanes:	0.36	0.40	0.24	0.39	0.30	0.31	1.00	2.96	0.04	1.00	2.97	0.03
Final Sat.:	549	601	361	575	436	456	177	5005	68	177	5030	49

Capacity Analysis Module:	Midvale Ave / Girard Ave			Midvale Ave / Girard Ave			Venice Blvd			Venice Blvd		
Vol/Sat:	0.14	0.14	0.14	0.13	0.13	0.13	0.19	0.42	0.42	0.27	0.39	0.39
Crit Moves:	****			****			****			****		
Green/Cycle:	0.44	0.44	0.44	0.44	0.44	0.44	0.47	0.47	0.47	0.47	0.47	0.47
Volume/Cap:	0.31	0.31	0.31	0.28	0.28	0.28	0.40	0.91	0.91	0.58	0.83	0.83
Delay/Veh:	16.4	16.4	16.4	16.1	16.1	16.1	19.0	27.9	27.9	27.7	23.5	23.5
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:	16.4	16.4	16.4	16.1	16.1	16.1	19.0	27.9	27.9	27.7	23.5	23.5
LOS by Move:	B	B	B	B	B	B	B	C	C	C	C	C
HCM2kAvgQ:	4	4	4	3	3	3	1	24	24	2	20	20

Note: Queue reported is the number of cars per lane.

Existing AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #51 Westwood Blvd and Exposition Blvd (N)

Average Delay (sec/veh): 17.3 Worst Case Level Of Service: F[226.9]

Street Name:	Westwood Blvd						Exposition Blvd (N)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	1	0	1	0	0	1	0	0	1

Volume Module:	Westwood Blvd			Westwood Blvd			Exposition Blvd (N)			Exposition Blvd (N)		
Base Vol:	69	1062	0	0	544	23	68	0	53	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	1062	0	0	544	23	68	0	53	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.92	0.92	0.92	0.82	0.82	0.82	1.00	1.00	1.00
PHF Volume:	74	1138	0	0	591	25	83	0	65	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	74	1138	0	0	591	25	83	0	65	0	0	0

Critical Gap Module:	Westwood Blvd			Westwood Blvd			Exposition Blvd (N)			Exposition Blvd (N)		
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:	Westwood Blvd			Westwood Blvd			Exposition Blvd (N)			Exposition Blvd (N)		
Cnflct Vol:	616	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1890	1890	308	1582	1902	1138
Potent Cap.:	964	xxxx	xxxxx	xxxxx	xxxx	xxxxx	77	70	732	88	69	245
Move Cap.:	964	xxxx	xxxxx	xxxxx	xxxx	xxxxx	73	65	732	76	64	245
Volume/Cap:	0.08	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1.14	0.00	0.09	0.00	0.00	0.00

Level Of Service Module:	Westwood Blvd			Westwood Blvd			Exposition Blvd (N)			Exposition Blvd (N)		
2Way95thQ:	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Control Del:	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	120	xxxxx	xxxx	0	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.4	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	227	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			226.9			xxxxxxx		
ApproachLOS:	*			*			F			*		

Note: Queue reported is the number of cars per lane.

Existing AM Peak Hour
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #52 Westwood Blvd and Exposition Blvd (S)

Average Delay (sec/veh): 20.9 Worst Case Level Of Service: F[314.0]

Street Name:	Westwood Blvd						Exposition Blvd (S)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	1	0	1	0	0	1	0	0	1

Volume Module:	Westwood Blvd			Westwood Blvd			Exposition Blvd (S)			Exposition Blvd (S)		
Base Vol:	81	1045	1	0	529	26	58	0	62	0	0	1
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	1045	1	0	529	26	58	0	62	0	0	1
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:	0.93	0.93	0.93	0.88	0.88	0.88	0.94	0.94	0.94	0.25	0.25	0.25
PHF Volume:	87	1120	1	0	598	29	62	0	66	0	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	87	1120	1	0	598	29	62	0	66	0	0	4

Critical Gap Module:	Westwood Blvd			Westwood Blvd			Exposition Blvd (S)			Exposition Blvd (S)		
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.1	6.5	6.2	xxxxx	xxxx	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	3.3

Capacity Module:	Westwood Blvd			Westwood Blvd			Exposition Blvd (S)			Exposition Blvd (S)		
Cnflct Vol:	628	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1909	1908	314	xxxxx	xxxx	1121
Potent Cap.:	954	xxxx	xxxxx	xxxxx	xxxx	xxxxx	52	68	726	xxxxx	xxxx	251
Move Cap.:	954	xxxx	xxxxx	xxxxx	xxxx	xxxxx	47	62	726	xxxxx	xxxx	251
Volume/Cap:	0.09	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1.31	0.00	0.09	xxxxx	xxxx	0.02

Level Of Service Module:	Westwood Blvd			Westwood Blvd			Exposition Blvd (S)			Exposition Blvd (S)		
2Way95thQ:	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.0
Control Del:	9.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	19.6
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	C
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	92	xxxxx	xxxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.6	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	314	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			314.0			19.6		
ApproachLOS:	*			*			F			C		

Note: Queue reported is the number of cars per lane.

Existing AM Peak Hour
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #53 Overland Ave and Ashby Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 0.815
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 16.8
Optimal Cycle: 67 Level Of Service: B

Street Name:		Overland Ave						Ashby Ave					
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	18	0	0	18	0	0	27	0	0	27	0
Lanes:		1	0	1	1	0	1	0	0	1	0	0	1

Volume Module:												
Base Vol:	23	1595	81	25	1023	9	15	47	17	168	38	50
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:	23	1595	81	25	1023	9	15	47	17	168	38	50
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:	0.93	0.93	0.93	0.85	0.85	0.85	0.58	0.58	0.58	0.89	0.89	0.89
PHF Volume:	25	1721	87	29	1204	11	26	81	29	189	43	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	1721	87	29	1204	11	26	81	29	189	43	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	25	1721	87	29	1204	11	26	81	29	189	43	56

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.16	0.92	0.92	0.07	0.93	0.93	0.87	0.87	0.87	0.66	0.66	0.66
Lanes:	1.00	1.90	0.10	1.00	1.98	0.02	0.19	0.59	0.22	0.66	0.15	0.19
Final Sat.:	311	3343	170	136	3503	31	315	986	357	828	187	247

Capacity Analysis Module:												
Vol/Sat:	0.08	0.51	0.51	0.22	0.34	0.34	0.08	0.08	0.08	0.23	0.23	0.23
Crit Moves:	****						****					
Green/Cycle:	0.61	0.61	0.61	0.61	0.61	0.61	0.30	0.30	0.30	0.30	0.30	0.30
Volume/Cap:	0.13	0.84	0.84	0.35	0.56	0.56	0.27	0.27	0.27	0.76	0.76	0.76
Delay/Veh:	7.7	17.2	17.2	11.3	10.7	10.7	24.3	24.3	24.3	37.3	37.3	37.3
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:	7.7	17.2	17.2	11.3	10.7	10.7	24.3	24.3	24.3	37.3	37.3	37.3
LOS by Move:	A	B	B	B	B	B	C	C	C	D	D	D
HCM2kAvgQ:	0	24	24	1	11	11	3	3	3	9	9	9

Note: Queue reported is the number of cars per lane.

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

Intersection #54 Overland Ave and Northvale Rd

Average Delay (sec/veh): 56.0 Worst Case Level Of Service: F[1314.5]

Street Name:	Overland Ave						Northvale Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	1	0	0	1	0	0	0	0	1

Volume Module:												
Base Vol:	0	1801	73	20	1306	0	0	0	0	47	0	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1801	73	20	1306	0	0	0	0	47	0	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	1.00	1.00	1.00	0.60	0.60	0.60
PHF Volume:	0	1977	80	22	1434	0	0	0	0	79	0	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1977	80	22	1434	0	0	0	0	79	0	77

Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3

Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	2057	xxxx	xxxxx	xxxx	xxxx	xxxxx	2778	xxxx	1029
Potent Cap.:	xxxx	xxxx	xxxxx	269	xxxx	xxxxx	xxxx	xxxx	xxxxx	15	xxxx	231
Move Cap.:	xxxx	xxxx	xxxxx	269	xxxx	xxxxx	xxxx	xxxx	xxxxx	14	xxxx	231
Volume/Cap:	xxxx	xxxx	xxxx	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	5.54	xxxx	0.33

Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	10.8	xxxx	1.4
Control Del:	xxxxx	xxxx	xxxxx	19.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2573	xxxx	28.2
LOS by Move:	*	*	*	C	*	*	*	*	*	F	*	D
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			1314.5		
ApproachLOS:	*			*			*			F		

Note: Queue reported is the number of cars per lane.

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

Intersection #55 Overland Ave and National Blvd/I-10 WB Ramps

Cycle (sec): 90 Critical Vol./Cap.(X): 1.422
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 300.4
Optimal Cycle: 180 Level Of Service: F

Street Name:	Overland Ave						National Blvd/I-10 WB Ramps								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted			Protected			Split Phase			Split Phase					
Rights:	Ovl			Include			Include			Ovl					
Min. Green:	0	32	0	5	26	0	0	30	0	0	30	0			
Lanes:	1	0	1	1	1	2	0	1	1	0	1	1	0	0	1

Volume Module:	Overland Ave			Overland Ave			National Blvd/I-10 WB Ramps			National Blvd/I-10 WB Ramps		
Base Vol:	26	1004	803	695	1047	84	317	295	392	115	285	398
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	1004	803	695	1047	84	317	295	392	115	285	398
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:	0.80	0.80	0.80	0.92	0.92	0.92	0.88	0.88	0.88	0.81	0.81	0.81
PHF Volume:	32	1250	1000	754	1136	91	361	336	446	141	350	489
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	1250	1000	754	1136	91	361	336	446	141	350	489
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 Volume:	32	1250	1000	754	1136	91	361	336	446	141	350	489

Saturation Flow Module:	Overland Ave			Overland Ave			National Blvd/I-10 WB Ramps			National Blvd/I-10 WB Ramps		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.12	0.87	0.87	0.90	0.92	0.92	0.96	0.96	0.83	0.92	0.92	0.83
Lanes:	1.00	1.67	1.33	2.00	1.85	0.15	1.04	0.96	1.00	0.57	1.43	1.00
Final Sat.:	233	2751	2200	3432	3239	260	1881	1750	1583	1003	2485	1583

Capacity Analysis Module:	Overland Ave			Overland Ave			National Blvd/I-10 WB Ramps			National Blvd/I-10 WB Ramps		
Vol/Sat:	0.14	0.45	0.45	0.22	0.35	0.35	0.19	0.19	0.28	0.14	0.14	0.31
Crit Moves:	****			****			****			****		
Green/Cycle:	0.29	0.29	0.57	0.05	0.34	0.34	0.28	0.28	0.28	0.28	0.28	0.32
Volume/Cap:	0.47	1.55	0.80	4.79	1.03	1.03	0.70	0.70	1.03	0.51	0.51	0.96
Delay/Veh:	36.7	289	20.3	1770	71.0	71.0	37.6	37.6	89.2	33.8	33.8	66.7
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:	36.7	289	20.3	1770	71.0	71.0	37.6	37.6	89.2	33.8	33.8	66.7
LOS by Move:	D	F	C	F	E	E	D	D	F	C	C	E
HCM2kAvgQ:	2	61	22	51	30	30	12	12	22	8	8	21

Note: Queue reported is the number of cars per lane.

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

Intersection #56 Overland Ave and I-10 EB On-Ramp

Cycle (sec): 90 Critical Vol./Cap.(X): 0.857
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 19.6
Optimal Cycle: 79 Level Of Service: B

Street Name:	Overland Ave						I-10 EB On-Ramp								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted			Protected			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	0	26	0	0	0	0	0	0	0	0	0	0			
Lanes:	0	0	2	1	0	2	0	2	0	0	0	0	0	0	0

Volume Module:	Overland Ave						I-10 EB On-Ramp					
Base Vol:	0	2029	411	890	552	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2029	411	890	552	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.93	0.93	0.93	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2075	420	953	591	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2075	420	953	591	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2075	420	953	591	0	0	0	0	0	0	0

Saturation Flow Module:	Overland Ave						I-10 EB On-Ramp					
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.87	0.87	0.90	0.93	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.49	0.51	2.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	4121	835	3432	3538	0	0	0	0	0	0	0

Capacity Analysis Module:	Overland Ave						I-10 EB On-Ramp					
Vol/Sat:	0.00	0.50	0.50	0.28	0.17	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****			****								
Green/Cycle:	0.00	0.59	0.59	0.32	0.91	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.86	0.86	0.86	0.18	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	18.2	18.2	35.3	0.5	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	18.2	18.2	35.3	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	B	B	D	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	24	24	16	1	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

Existing AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #57 Overland Ave an National Blvd/National Pl

Cycle (sec): 90 Critical Vol./Cap.(X): 0.654
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 20.1
Optimal Cycle: 70 Level Of Service: C

Street Name:	Overland Ave						National Blvd/National Pl					
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	29	0	0	29	0	0	33	0	0	33	0
Lanes:	1	0	2	1	0	1	1	0	1	1	0	2

Volume Module:	Overland Ave			Overland Ave			National Blvd			National Blvd		
Base Vol:	201	1283	8	56	466	41	63	120	240	184	518	867
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:	201	1283	8	56	466	41	63	120	240	184	518	867
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:	0.94	0.94	0.94	0.96	0.96	0.96	0.94	0.94	0.94	0.86	0.86	0.86
PHF Volume:	214	1365	9	58	483	43	67	128	256	215	605	1013
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	214	1365	9	58	483	43	67	128	256	215	605	1013
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 Volume:	214	1365	9	58	483	43	67	128	256	215	605	1013

Saturation Flow Module:	Overland Ave			Overland Ave			National Blvd			National Blvd		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.36	0.89	0.89	0.11	0.92	0.92	0.22	0.84	0.84	0.51	0.98	0.73
Lanes:	1.00	2.98	0.02	1.00	1.84	0.16	1.00	1.00	1.00	1.00	1.00	2.00
Final Sat.:	691	5047	31	216	3213	283	417	1592	1592	961	1862	2786

Capacity Analysis Module:	Overland Ave			Overland Ave			National Blvd			National Blvd		
Vol/Sat:	0.31	0.27	0.27	0.27	0.15	0.15	0.16	0.08	0.16	0.22	0.32	0.36
Crit Moves:	****									****		
Green/Cycle:	0.41	0.41	0.41	0.41	0.41	0.41	0.50	0.50	0.50	0.50	0.50	0.50
Volume/Cap:	0.75	0.65	0.65	0.65	0.36	0.36	0.32	0.16	0.32	0.45	0.65	0.73
Delay/Veh:	32.8	21.9	21.9	36.8	18.4	18.4	14.5	12.4	13.7	15.3	18.5	19.9
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:	32.8	21.9	21.9	36.8	18.4	18.4	14.5	12.4	13.7	15.3	18.5	19.9
LOS by Move:	C	C	C	D	B	B	B	B	B	B	B	B
HCM2kAvgQ:	7	12	12	3	5	5	1	2	5	4	13	14

Note: Queue reported is the number of cars per lane.

Existing AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #58 I-10 EB Off-Ramp and National Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.820
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 23.8
Optimal Cycle: 68 Level Of Service: C

I-10 EB Off-Ramp						National Blvd					
North Bound			South Bound			East Bound			West Bound		
L	T	R	L	T	R	L	T	R	L	T	R
Control: Split Phase			Split Phase			Permitted			Permitted		
Rights: Include			Include			Include			Include		
Min. Green: 0 0 0			0 0 0			0 0 0			0 21 0		
Lanes: 0 0 0			1 0 0			0 0 2			0 0 2		

Volume Module:												
Base Vol:	0	0	0	375	0	542	0	180	0	0	1084	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	375	0	542	0	180	0	0	1084	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	0.86	0.86	0.86	0.74	0.74	0.74	0.88	0.88	0.88
PHF Volume:	0	0	0	437	0	631	0	244	0	0	1232	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	437	0	631	0	244	0	0	1232	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 Volume:	0	0	0	437	0	631	0	244	0	0	1232	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	0.93	1.00	0.83	1.00	0.93	1.00	1.00	0.93	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	1769	0	1583	0	3538	0	0	3538	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.25	0.00	0.40	0.00	0.07	0.00	0.00	0.35	0.00
Crit Moves:						****					****	
Green/Cycle:	0.00	0.00	0.00	0.49	0.00	0.49	0.00	0.42	0.00	0.00	0.42	0.00
Volume/Cap:	0.00	0.00	0.00	0.51	0.00	0.82	0.00	0.16	0.00	0.00	0.82	0.00
Delay/Veh:	0.0	0.0	0.0	16.3	0.0	26.7	0.0	16.0	0.0	0.0	26.6	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:	0.0	0.0	0.0	16.3	0.0	26.7	0.0	16.0	0.0	0.0	26.6	0.0
LOS by Move:	A	A	A	B	A	C	A	B	A	A	C	A
HCM2kAvgQ:	0	0	0	8	0	17	0	2	0	0	18	0

Note: Queue reported is the number of cars per lane.

Existing AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #59 Overland Ave and Venice Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 1.153
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 64.0
Optimal Cycle: 180 Level Of Service: E

Street Name:	Overland Ave						Venice Blvd					
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:	Ovl			Ovl			Include			Include		
Min. Green:	0	37	0	0	37	0	5	28	0	5	28	0
Lanes:	1	0	2	0	1	1	2	0	2	1	0	2

Volume Module:

Base Vol:	103	1044	187	94	660	128	253	1711	132	420	1618	185
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:	103	1044	187	94	660	128	253	1711	132	420	1618	185
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:	0.95	0.95	0.95	0.93	0.93	0.93	0.91	0.91	0.91	0.98	0.98	0.98
PHF Volume:	109	1105	198	101	710	138	278	1878	145	430	1656	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	1105	198	101	710	138	278	1878	145	430	1656	189
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 Volume:	109	1105	198	101	710	138	278	1878	145	430	1656	189

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.27	0.93	0.83	0.11	0.93	0.83	0.90	0.88	0.88	0.90	0.88	0.88
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.79	0.21	2.00	2.69	0.31
Final Sat.:	519	3538	1583	214	3538	1583	3432	4667	360	3432	4493	514

Capacity Analysis Module:

Vol/Sat:	0.21	0.31	0.13	0.47	0.20	0.09	0.08	0.40	0.40	0.13	0.37	0.37
Crit Moves:				****			****			****		
Green/Cycle:	0.41	0.41	0.52	0.41	0.41	0.49	0.08	0.35	0.35	0.11	0.38	0.38
Volume/Cap:	0.51	0.76	0.24	1.15	0.49	0.18	0.98	1.15	1.15	1.15	0.98	0.98
Delay/Veh:	22.0	25.3	12.1	169.9	19.9	12.9	89.7	105	105.2	135.3	44.5	44.5
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:	22.0	25.3	12.1	169.9	19.9	12.9	89.7	105	105.2	135.3	44.5	44.5
LOS by Move:	C	C	B	F	B	B	F	F	F	F	D	D
HCM2kAvgQ:	3	15	3	7	8	2	8	36	36	13	25	25

Note: Queue reported is the number of cars per lane.

Existing AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #60 Overland Ave and Washington Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.347
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 50.0
Optimal Cycle: 180 Level Of Service: D

Street Name:	Overland Ave						Washington Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permit+Prot			Permit+Prot		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	5	29	0	5	30	0	5	33	0	5	30	0
Lanes:	1	0	2	0	1	0	1	0	2	0	1	0

Volume Module:	Overland Ave			Overland Ave			Washington Blvd			Washington Blvd		
Base Vol:	182	762	103	175	756	164	186	794	272	193	1033	215
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:	182	762	103	175	756	164	186	794	272	193	1033	215
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:	0.97	0.97	0.97	0.88	0.88	0.88	0.97	0.97	0.97	0.89	0.89	0.89
PHF Volume:	188	789	107	199	859	186	193	822	282	218	1165	242
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	188	789	107	199	859	186	193	822	282	218	1165	242
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 Volume:	188	789	107	199	859	186	193	822	282	218	1165	242

Saturation Flow Module:	Overland Ave			Overland Ave			Washington Blvd			Washington Blvd		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.93	0.83	0.93	0.93	0.83	0.22	0.93	0.83	0.39	0.91	0.91
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.66	0.34
Final Sat.:	1659	3538	1583	1769	3538	1583	421	3538	1583	739	2852	594

Capacity Analysis Module:	Overland Ave			Overland Ave			Washington Blvd			Washington Blvd		
Vol/Sat:	0.11	0.22	0.07	0.11	0.24	0.12	0.46	0.23	0.18	0.29	0.41	0.41
Crit Moves:	****			****			****			****		
Green/Cycle:	0.35	0.24	0.40	0.39	0.25	0.36	0.49	0.35	0.35	0.54	0.40	0.40
Volume/Cap:	0.76	0.92	0.17	0.76	0.97	0.33	0.62	0.66	0.50	0.48	1.01	1.01
Delay/Veh:	44.2	59.1	23.2	41.2	68.0	28.4	3.8	34.0	31.3	35.0	62.7	62.7
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:	44.2	59.1	23.2	41.2	68.0	28.4	3.8	34.0	31.3	35.0	62.7	62.7
LOS by Move:	D	E	C	D	E	C	A	C	C	C	E	E
HCM2kAvgQ:	8	19	2	8	22	5	6	14	8	5	35	35

Note: Queue reported is the number of cars per lane.

Existing AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #61 Motor Ave and National Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.971

Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 23.6

Optimal Cycle: 64 Level Of Service: C

Street Name:	Motor Ave						National Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permit+Prot			Permit+Prot			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	23	0	5	22	0	0	24	0	0	24	0
Lanes:	1	0	0	1	0	1	0	1	0	0	1	0

Volume Module:

Base Vol:	43	563	11	23	224	95	8	380	193	8	586	47
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	563	11	23	224	95	8	380	193	8	586	47
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:	0.94	0.94	0.94	0.88	0.88	0.88	0.87	0.87	0.87	0.92	0.92	0.92
PHF Volume:	46	602	12	26	254	108	9	439	223	9	636	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	602	12	26	254	108	9	439	223	9	636	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 Volume:	46	602	12	26	254	108	9	439	223	9	636	51

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.51	0.98	0.98	0.19	0.89	0.89	0.83	0.83	0.83	0.87	0.87	0.87
Lanes:	1.00	0.98	0.02	1.00	1.40	0.60	0.03	1.31	0.66	0.02	1.83	0.15
Final Sat.:	971	1821	36	360	2372	1006	44	2075	1054	41	3023	242

Capacity Analysis Module:

Vol/Sat:	0.05	0.33	0.33	0.07	0.11	0.11	0.21	0.21	0.21	0.21	0.21	0.21
Crit Moves:	****			****			****			****		
Green/Cycle:	0.59	0.49	0.49	0.55	0.45	0.45	0.32	0.32	0.32	0.32	0.32	0.32
Volume/Cap:	0.07	0.67	0.67	0.08	0.24	0.24	0.67	0.67	0.67	0.66	0.66	0.66
Delay/Veh:	8.5	19.1	19.1	22.3	15.4	15.4	28.4	28.4	28.4	28.3	28.3	28.3
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:	8.5	19.1	19.1	22.3	15.4	15.4	28.4	28.4	28.4	28.3	28.3	28.3
LOS by Move:	A	B	B	C	B	B	C	C	C	C	C	C
HCM2kAvgQ:	1	14	14	0	3	3	10	10	10	10	10	10

Note: Queue reported is the number of cars per lane.

Existing AM Peak Hour
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #62 Motor Ave and Venice Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.955

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 23.6

Optimal Cycle: 142 Level Of Service: C

Street Name:	Motor Ave						Venice Blvd					
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	37	0	0	37	0	0	27	0	0	27	0
Lanes:	1	0	1	1	0	1	1	0	2	1	0	0

Volume Module:												
Base Vol:	39	395	33	200	347	246	85	1847	19	63	1909	112
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:	39	395	33	200	347	246	85	1847	19	63	1909	112
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:	0.97	0.97	0.97	0.94	0.94	0.94	0.92	0.92	0.92	0.98	0.98	0.98
PHF Volume:	40	409	34	214	371	263	92	2008	21	64	1946	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	409	34	214	371	263	92	2008	21	64	1946	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 Volume:	40	409	34	214	371	263	92	2008	21	64	1946	114

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.33	0.92	0.92	0.43	0.98	0.83	0.07	0.89	0.89	0.07	0.88	0.88
Lanes:	1.00	1.85	0.15	1.00	1.00	1.00	1.00	2.97	0.03	1.00	2.83	0.17
Final Sat.:	627	3226	270	814	1862	1583	136	5026	52	136	4763	279

Capacity Analysis Module:												
Vol/Sat:	0.06	0.13	0.13	0.26	0.20	0.17	0.68	0.40	0.40	0.47	0.41	0.41
Crit Moves:	****						****					
Green/Cycle:	0.37	0.37	0.37	0.37	0.37	0.37	0.55	0.55	0.55	0.55	0.55	0.55
Volume/Cap:	0.17	0.34	0.34	0.71	0.54	0.45	1.24	0.73	0.73	0.86	0.74	0.74
Delay/Veh:	21.6	22.9	22.9	34.6	25.6	24.4	202.9	17.8	17.8	78.1	18.2	18.2
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:	21.6	22.9	22.9	34.6	25.6	24.4	202.9	17.8	17.8	78.1	18.2	18.2
LOS by Move:	C	C	C	C	C	C	F	B	B	E	B	B
HCM2kAvgQ:	1	5	5	7	9	6	7	18	18	4	19	19

Note: Queue reported is the number of cars per lane.

Existing AM Peak Hour
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Expo Light Rail

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

Intersection #63 Motor Ave and Washington Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.737

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 19.7

Optimal Cycle: 53 Level Of Service: B

Street Name:	Motor Ave						Washington Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Permitted		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	27	0	0	0	0	0	24	0
Lanes:	0	0	0	0	1	0	0	0	1	1	0	0

Volume Module:												
Base Vol:	0	0	0	257	0	204	314	992	0	0	839	106
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	257	0	204	314	992	0	0	839	106
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	0.88	0.88	0.88	0.83	0.83	0.83	0.91	0.91	0.91
PHF Volume:	0	0	0	292	0	232	380	1200	0	0	920	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	292	0	232	380	1200	0	0	920	116
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 Volume:	0	0	0	292	0	232	380	1200	0	0	920	116

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.83	0.93	0.93	1.00	1.00	0.92	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.78	0.22
Final Sat.:	0	0	0	1769	0	1583	1769	3538	0	0	3088	390

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.15	0.21	0.34	0.00	0.00	0.30	0.30
Crit Moves:				****				****				****
Green/Cycle:	0.00	0.00	0.00	0.22	0.00	0.52	0.70	0.70	0.00	0.00	0.40	0.40
Volume/Cap:	0.00	0.00	0.00	0.74	0.00	0.28	0.64	0.49	0.00	0.00	0.74	0.74
Delay/Veh:	0.0	0.0	0.0	43.1	0.0	13.9	23.7	7.1	0.0	0.0	27.3	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:	0.0	0.0	0.0	43.1	0.0	13.9	23.7	7.1	0.0	0.0	27.3	27.3
LOS by Move:	A	A	A	D	A	B	C	A	A	A	C	C
HCM2kAvgQ:	0	0	0	10	0	4	7	9	0	0	15	15

Note: Queue reported is the number of cars per lane.

Existing AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #64 Clarington Ave and Venice Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.290

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 34.4

Optimal Cycle: 180 Level Of Service: C

Street Name:	Clarington Ave						Venice Blvd					
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	37	0	0	37	0	0	22	0	0	22	0
Lanes:	0	0	1	0	0	0	1	0	2	1	0	0

Volume Module:												
Base Vol:	63	170	114	99	148	54	101	1939	77	116	1913	16
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:	63	170	114	99	148	54	101	1939	77	116	1913	16
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:	0.87	0.87	0.87	0.88	0.88	0.88	0.93	0.93	0.93	0.94	0.94	0.94
PHF Volume:	73	196	131	113	169	62	108	2078	83	123	2031	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	196	131	113	169	62	108	2078	83	123	2031	17
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 Volume:	73	196	131	113	169	62	108	2078	83	123	2031	17

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.81	0.81	0.64	0.64	0.64	0.07	0.89	0.89	0.07	0.89	0.89
Lanes:	0.18	0.49	0.33	0.33	0.49	0.18	1.00	2.89	0.11	1.00	2.98	0.02
Final Sat.:	279	753	505	402	601	219	136	4860	193	136	5036	42

Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.26	0.28	0.28	0.28	0.80	0.43	0.43	0.91	0.40	0.40
Crit Moves:	****						****					
Green/Cycle:	0.37	0.37	0.37	0.37	0.37	0.37	0.55	0.55	0.55	0.55	0.55	0.55
Volume/Cap:	0.70	0.70	0.70	0.76	0.76	0.76	1.45	0.78	0.78	1.65	0.73	0.73
Delay/Veh:	30.8	30.8	30.8	35.0	35.0	35.0	284.1	19.1	19.1	365.7	18.0	18.0
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:	30.8	30.8	30.8	35.0	35.0	35.0	284.1	19.1	19.1	365.7	18.0	18.0
LOS by Move:	C	C	C	C	C	C	F	B	B	F	B	B
HCM2kAvgQ:	12	12	12	11	11	11	9	20	20	11	18	18

Note: Queue reported is the number of cars per lane.

Existing AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #65 Clarington Ave / Madison Ave and Washington Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.636
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 24.0
Optimal Cycle: 79 Level Of Service: C

Clarington Ave / Madison Ave						Washington Blvd						
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	30	0	0	26	0	5	32	0	5	23	0
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1

Volume Module:												
Base Vol:	25	115	64	52	34	160	212	834	30	7	849	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	115	64	52	34	160	212	834	30	7	849	105
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:	0.70	0.70	0.70	0.85	0.85	0.85	0.89	0.89	0.89	0.84	0.84	0.84
PHF Volume:	36	165	92	61	40	187	238	936	34	8	1011	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	165	92	61	40	187	238	936	34	8	1011	125
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 Volume:	36	165	92	61	40	187	238	936	34	8	1011	125

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.44	0.98	0.83	0.55	0.86	0.86	0.93	0.93	0.93	0.93	0.93	0.83
Lanes:	1.00	1.00	1.00	1.00	0.18	0.82	1.00	1.93	0.07	1.00	2.00	1.00
Final Sat.:	843	1862	1583	1043	286	1345	1769	3398	122	1769	3538	1583

Capacity Analysis Module:												
Vol/Sat:	0.04	0.09	0.06	0.06	0.14	0.14	0.13	0.28	0.28	0.00	0.29	0.08
Crit Moves:				****			****			****		
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.20	0.54	0.54	0.08	0.42	0.42
Volume/Cap:	0.16	0.34	0.22	0.22	0.54	0.54	0.68	0.51	0.51	0.06	0.68	0.19
Delay/Veh:	28.9	30.5	29.3	29.5	33.2	33.2	42.4	15.1	15.1	42.3	24.7	18.3
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:	28.9	30.5	29.3	29.5	33.2	33.2	42.4	15.1	15.1	42.3	24.7	18.3
LOS by Move:	C	C	C	C	C	C	D	B	B	D	C	B
HCM2kAvgQ:	1	4	2	2	7	7	8	10	10	0	14	2

Note: Queue reported is the number of cars per lane.

Existing AM Peak Hour
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Expo Light Rail

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

Intersection #66 Palms Blvd/National Blvd and Exposition Blvd/ National Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.599
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 17.4
Optimal Cycle: 63 Level Of Service: B

Street Name:	Palms Blvd / National Blvd					Exposition Blvd / National Blvd				
Approach:	North Bound					South Bound				
Movement:	L	-	T	-	R	L	-	T	-	R
Control:	Permitted					Permitted				
Rights:	Include					Include				
Min. Green:	0		26		0	0		24		0
Lanes:	1	0	1	1	0	1	0	1	1	0

Control:	Permitted					Permitted				
Rights:	Include					Include				
Min. Green:	0		29		0	0		29		0
Lanes:	1	0	1	0	1	1	0	1	0	1
Control:	Permitted					Permitted				
Rights:	Include					Include				
Min. Green:	0		29		0	0		29		0
Lanes:	1	0	1	0	1	1	0	1	0	1

Volume Module:

Base Vol:	26	1128	118	65	866	249	157	143	8	153	250	198
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	1128	118	65	866	249	157	143	8	153	250	198
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:	0.96	0.96	0.96	0.84	0.84	0.84	0.79	0.79	0.79	0.84	0.84	0.84
PHF Volume:	27	1181	124	77	1027	295	198	180	10	181	296	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	1181	124	77	1027	295	198	180	10	181	296	235
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	27	1181	124	77	1027	295	198	180	10	181	296	235

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.13	0.92	0.92	0.13	0.90	0.90	0.41	0.98	0.83	0.56	0.98	0.83
Lanes:	1.00	1.81	0.19	1.00	1.55	0.45	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	246	3158	330	253	2657	764	773	1862	1583	1073	1862	1583

Capacity Analysis Module:

Vol/Sat:	0.11	0.37	0.37	0.30	0.39	0.39	0.26	0.10	0.01	0.17	0.16	0.15
Crit Moves:	*****					*****						
Green/Cycle:	0.59	0.59	0.59	0.59	0.59	0.59	0.32	0.32	0.32	0.32	0.32	0.32
Volume/Cap:	0.19	0.64	0.64	0.52	0.66	0.66	0.79	0.30	0.02	0.52	0.49	0.46
Delay/Veh:	9.2	12.8	12.8	14.1	13.2	13.2	43.8	23.2	20.8	26.4	25.2	24.9
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:	9.2	12.8	12.8	14.1	13.2	13.2	43.8	23.2	20.8	26.4	25.2	24.9
LOS by Move:	A	B	B	B	B	B	D	C	C	C	C	C
HCM2kAvgQ:	1	13	13	2	14	14	7	4	0	5	7	5

Note: Queue reported is the number of cars per lane.

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

Intersection #67 Hughes Ave and Venice Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.812
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 46.0
Optimal Cycle: 180 Level Of Service: D

Street Name:		Hughes Ave						Venice Blvd								
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	37	0	0	37	0	0	20	0	0	20	0			
Lanes:		0	0	1	0	0	0	0	1	0	0	1	0	2	1	0

Volume Module:													
Base Vol:	83	203	97	60	182	41	38	1973	99	177	1944	19	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	83	203	97	60	182	41	38	1973	99	177	1944	19	
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:	0.86	0.86	0.86	0.86	0.86	0.86	0.94	0.94	0.94	0.96	0.96	0.96	
PHF Volume:	96	235	112	70	211	48	41	2106	106	185	2036	20	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	96	235	112	70	211	48	41	2106	106	185	2036	20	
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 Volume:	96	235	112	70	211	48	41	2106	106	185	2036	20	

Saturation Flow Module:													
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.77	0.77	0.77	0.76	0.76	0.76	0.07	0.89	0.89	0.07	0.89	0.89	
Lanes:	0.22	0.53	0.25	0.21	0.65	0.14	1.00	2.86	0.14	1.00	2.97	0.03	
Final Sat.:	317	774	370	308	933	210	136	4806	241	136	5029	49	

Capacity Analysis Module:													
Vol/Sat:	0.30	0.30	0.30	0.23	0.23	0.23	0.30	0.44	0.44	1.36	0.40	0.40	
Crit Moves:	****									****			
Green/Cycle:	0.37	0.37	0.37	0.37	0.37	0.37	0.55	0.55	0.55	0.55	0.55	0.55	
Volume/Cap:	0.82	0.82	0.82	0.61	0.61	0.61	0.54	0.80	0.80	2.48	0.74	0.74	
Delay/Veh:	38.3	38.3	38.3	27.7	27.7	27.7	22.3	19.7	19.7	726.3	18.1	18.1	
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:	38.3	38.3	38.3	27.7	27.7	27.7	22.3	19.7	19.7	726.3	18.1	18.1	
LOS by Move:	D	D	D	C	C	C	C	B	B	F	B	B	
HCM2kAvgQ:	15	15	15	9	9	9	2	21	21	20	18	18	

Note: Queue reported is the number of cars per lane.

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

Intersection #68 Hughes Ave / Duquesne Ave and Washington Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.565
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 16.9
Optimal Cycle: 64 Level Of Service: B

Street Name:	Hughes Ave / Duquesne Ave						Washington Blvd					
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	27	0	0	28	0	0	28	0	0	25	0
Lanes:	1	0	0	1	0	0	1	0	1	1	0	1

Volume Module:	Hughes Ave / Duquesne Ave			Washington Blvd		
Base Vol:	96	227	74	23	241	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	227	74	23	241	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.94	0.94	0.94
PHF Volume:	104	247	81	24	256	88
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	104	247	81	24	256	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	104	247	81	24	256	88

Saturation Flow Module:	Hughes Ave / Duquesne Ave			Washington Blvd		
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.35	0.94	0.94	0.37	0.94	0.94
Lanes:	1.00	0.75	0.25	1.00	0.74	0.26
Final Sat.:	674	1352	441	711	1332	459

Capacity Analysis Module:	Hughes Ave / Duquesne Ave			Washington Blvd		
Vol/Sat:	0.15	0.18	0.18	0.03	0.19	0.19
Crit Moves:				*****		
Green/Cycle:	0.34	0.34	0.34	0.34	0.34	0.34
Volume/Cap:	0.46	0.54	0.54	0.10	0.57	0.57
Delay/Veh:	27.3	27.7	27.7	22.8	28.2	28.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.3	27.7	27.7	22.8	28.2	28.2
LOS by Move:	C	C	C	C	C	C
HCM2kAvgQ:	3	8	8	1	9	9

Note: Queue reported is the number of cars per lane.

Existing AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #69 National Blvd and Manning Ave / I-10 WB Ramp

Cycle (sec): 90 Critical Vol./Cap.(X): 1.987
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 116.0
Optimal Cycle: 180 Level Of Service: F

Street Name:	National Blvd						Manning Ave / I-10 WB Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	21	0	0	31	0	0	0	0	0	28	0
Lanes:	1	0	2	0	0	1	1	0	0	1	0	0

Volume Module:	National Blvd			National Blvd			Manning Ave / I-10 WB Ramp			Manning Ave / I-10 WB Ramp		
Base Vol:	231	1116	0	0	986	334	94	0	39	117	143	32
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:	231	1116	0	0	986	334	94	0	39	117	143	32
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:	0.97	0.97	0.97	0.85	0.85	0.85	0.83	0.83	0.83	0.85	0.85	0.85
PHF Volume:	239	1153	0	0	1159	392	113	0	47	138	168	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	239	1153	0	0	1159	392	113	0	47	138	168	38
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 Volume:	239	1153	0	0	1159	392	113	0	47	138	168	38

Saturation Flow Module:	National Blvd			National Blvd			Manning Ave / I-10 WB Ramp			Manning Ave / I-10 WB Ramp		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.08	0.93	1.00	1.00	0.90	0.90	0.93	1.00	0.83	0.93	0.95	0.95
Lanes:	1.00	2.00	0.00	0.00	1.49	0.51	1.00	0.00	1.00	1.00	0.82	0.18
Final Sat.:	155	3538	0	0	2542	861	1769	0	1583	1769	1480	331

Capacity Analysis Module:	National Blvd			National Blvd			Manning Ave / I-10 WB Ramp			Manning Ave / I-10 WB Ramp		
Vol/Sat:	1.54	0.33	0.00	0.00	0.46	0.46	0.06	0.00	0.03	0.08	0.11	0.11
Crit Moves:	****			****			****			****		
Green/Cycle:	0.53	0.53	0.00	0.00	0.53	0.53	0.02	0.00	0.02	0.31	0.31	0.31
Volume/Cap:	2.89	0.61	0.00	0.00	0.85	0.85	2.89	0.00	1.34	0.25	0.37	0.37
Delay/Veh:	905.7	15.1	0.0	0.0	22.2	22.2	961.9	0.0	313.4	23.4	24.5	24.5
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:	905.7	15.1	0.0	0.0	22.2	22.2	961.9	0.0	313.4	23.4	24.5	24.5
LOS by Move:	F	B	A	A	C	C	F	A	F	C	C	C
HCM2kAvgQ:	27	12	0	0	22	22	13	0	4	3	5	5

Note: Queue reported is the number of cars per lane.

Existing AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #70 Culver Blvd and Washington Blvd/Irving Pl

Cycle (sec): 120 Critical Vol./Cap.(X): 0.650
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 40.6
Optimal Cycle: 123 Level Of Service: D

Street Name:	Culver Blvd					Washington Blvd/Irving Pl						
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			Split Phase		Split Phase				
Rights:	Include		Include			Include		Include				
Min. Green:	0	21	0	5	26	0	0	28	0	0	0	0
Lanes:	0	0	2	1	0	1	0	1	1	0	1	0

Volume Module:	Culver Blvd					Washington Blvd/Irving Pl						
Base Vol:	0	918	39	92	713	582	21	569	26	86	0	138
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	918	39	92	713	582	21	569	26	86	0	138
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:	0.92	0.92	0.92	0.97	0.97	0.97	0.92	0.92	0.92	0.80	0.80	0.80
PHF Volume:	0	1001	43	95	738	602	23	617	28	108	0	173
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1001	43	95	738	602	23	617	28	108	0	173
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1001	43	95	738	602	23	617	28	108	0	173

Saturation Flow Module:	Culver Blvd					Washington Blvd/Irving Pl						
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.89	0.89	0.93	0.87	0.87	0.93	0.92	0.92	0.93	1.00	0.83
Lanes:	0.00	2.88	0.12	1.00	1.65	1.35	1.00	1.91	0.09	1.00	0.00	1.00
Final Sat.:	0	4847	206	1769	2726	2225	1769	3360	154	1769	0	1583

Capacity Analysis Module:	Culver Blvd					Washington Blvd/Irving Pl						
Vol/Sat:	0.00	0.21	0.21	0.05	0.27	0.27	0.01	0.18	0.18	0.06	0.00	0.11
Crit Moves:	****					****					****	
Green/Cycle:	0.00	0.23	0.23	0.28	0.52	0.52	0.23	0.23	0.23	0.12	0.00	0.12
Volume/Cap:	0.00	0.89	0.89	0.19	0.53	0.53	0.06	0.79	0.79	0.52	0.00	0.93
Delay/Veh:	0.0	53.1	53.1	32.8	19.5	19.5	35.8	48.3	48.3	52.0	0.0	97.6
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:	0.0	53.1	53.1	32.8	19.5	19.5	35.8	48.3	48.3	52.0	0.0	97.6
LOS by Move:	A	D	D	C	B	B	D	D	D	D	A	F
HCM2kAvgQ:	0	17	17	3	11	11	1	14	14	4	0	10

Note: Queue reported is the number of cars per lane.

Existing AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #71 Bagley Ave and Exposition Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.730
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 20.5
Optimal Cycle: 0 Level Of Service: C

Street Name:	Bagley Ave						Exposition Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
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	1! 0 0	0	0	1! 0 0	0	0	1! 0 0

Volume Module:	Bagley Ave			Bagley Ave			Exposition Blvd			Exposition Blvd		
Base Vol:	46	216	12	20	158	70	143	60	18	11	90	59
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:	46	216	12	20	158	70	143	60	18	11	90	59
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:	0.71	0.71	0.71	0.66	0.66	0.66	0.67	0.67	0.67	0.77	0.77	0.77
PHF Volume:	64	303	17	30	239	106	212	89	27	14	117	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	303	17	30	239	106	212	89	27	14	117	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	64	303	17	30	239	106	212	89	27	14	117	77

Saturation Flow Module:	Bagley Ave			Bagley Ave			Exposition Blvd			Exposition Blvd		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.17	0.79	0.04	0.08	0.64	0.28	0.65	0.27	0.08	0.07	0.56	0.37
Final Sat.:	88	414	23	43	340	151	318	133	40	31	253	166

Capacity Analysis Module:	Bagley Ave			Bagley Ave			Exposition Blvd			Exposition Blvd		
Vol/Sat:	0.73	0.73	0.73	0.70	0.70	0.70	0.67	0.67	0.67	0.46	0.46	0.46
Crit Moves:	****			****			****			****		
Delay/Veh:	23.1	23.1	23.1	21.3	21.3	21.3	20.4	20.4	20.4	14.4	14.4	14.4
Delay Adj:	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:	23.1	23.1	23.1	21.3	21.3	21.3	20.4	20.4	20.4	14.4	14.4	14.4
LOS by Move:	C	C	C	C	C	C	C	C	C	B	B	B
ApproachDel:	23.1			21.3			20.4			14.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	23.1			21.3			20.4			14.4		
LOS by Appr:	C			C			C			B		
AllWayAvgQ:	2.0	2.0	2.0	1.8	1.8	1.8	1.4	1.4	1.4	0.6	0.6	0.6

Note: Queue reported is the number of cars per lane.

Existing AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #72 Bagley Ave / Main St and Venice Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.845
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 30.8
Optimal Cycle: 95 Level Of Service: C

Street Name:	Bagley Ave / Main St						Venice Blvd						
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	38	0	0	38	0	5	22	0	5	18	0	
Lanes:	1	0	0	1	0	0	1	0	2	1	0	1	0

Volume Module:	Bagley Ave / Main St			Bagley Ave / Main St			Venice Blvd			Venice Blvd		
Base Vol:	21	42	64	99	144	118	99	1984	47	68	2042	49
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:	21	42	64	99	144	118	99	1984	47	68	2042	49
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:	0.77	0.77	0.77	0.89	0.89	0.89	0.97	0.97	0.97	0.96	0.96	0.96
PHF Volume:	27	54	83	112	163	133	102	2041	48	71	2123	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	54	83	112	163	133	102	2041	48	71	2123	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 Volume:	27	54	83	112	163	133	102	2041	48	71	2123	51

Saturation Flow Module:	Bagley Ave / Main St			Bagley Ave / Main St			Venice Blvd			Venice Blvd		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.75	0.89	0.89	0.78	0.78	0.78	0.93	0.89	0.89	0.93	0.89	0.89
Lanes:	1.00	0.40	0.60	0.27	0.40	0.33	1.00	2.93	0.07	1.00	2.93	0.07
Final Sat.:	1426	671	1022	409	594	487	1769	4951	117	1769	4949	119

Capacity Analysis Module:	Bagley Ave / Main St			Bagley Ave / Main St			Venice Blvd			Venice Blvd		
Vol/Sat:	0.02	0.08	0.08	0.27	0.27	0.27	0.06	0.41	0.41	0.04	0.43	0.43
Crit Moves:				****			****			****		
Green/Cycle:	0.32	0.32	0.32	0.32	0.32	0.32	0.07	0.52	0.52	0.05	0.51	0.51
Volume/Cap:	0.06	0.25	0.25	0.84	0.84	0.84	0.84	0.79	0.79	0.76	0.84	0.84
Delay/Veh:	28.0	30.1	30.1	50.6	50.6	50.6	94.4	24.9	24.9	85.2	28.2	28.2
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:	28.0	30.1	30.1	50.6	50.6	50.6	94.4	24.9	24.9	85.2	28.2	28.2
LOS by Move:	C	C	C	D	D	D	F	C	C	F	C	C
HCM2kAvgQ:	1	4	4	17	17	17	6	24	24	4	27	27

Note: Queue reported is the number of cars per lane.

Existing AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #73 Main St / Washington Blvd and Culver Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.108
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 290.6
Optimal Cycle: 180 Level Of Service: F

Main St / Washington Blvd						Culver Blvd							
North Bound			South Bound			East Bound			West Bound				
L	T	R	L	T	R	L	T	R	L	T	R		
Control: Split Phase			Split Phase			Protected			Protected				
Rights: Include			Include			Include			Include				
Min. Green:	0	33	0	0	33	0	5	30	0	5	26	0	
Lanes:	2	0	0	1	0	0	1	0	2	0	2	1	0

Volume Module:												
Base Vol:	1085	34	0	0	120	133	484	0	1124	2	356	64
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:	1085	34	0	0	120	133	484	0	1124	2	356	64
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:	0.78	0.78	0.78	0.78	0.78	0.78	0.88	0.88	0.88	0.80	0.80	0.80
PHF Volume:	1384	43	0	0	154	170	549	0	1274	3	446	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1384	43	0	0	154	170	549	0	1274	3	446	80
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 Volume:	1384	43	0	0	154	170	549	0	1274	3	446	80

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.98	1.00	0.95	0.86	0.86	0.93	0.95	0.73	0.93	0.91	0.91
Lanes:	2.00	1.00	0.00	0.00	1.00	1.00	1.00	2.00	2.00	1.00	1.70	0.30
Final Sat.:	3432	1862	0	0	1629	1629	1769	3610	2786	1769	2930	527

Capacity Analysis Module:												
Vol/Sat:	0.40	0.02	0.00	0.00	0.09	0.10	0.31	0.00	0.46	0.00	0.15	0.15
Crit Moves:	****			****			****			****		
Green/Cycle:	0.21	0.21	0.00	0.00	0.28	0.28	0.16	0.00	0.34	0.04	0.22	0.22
Volume/Cap:	1.90	0.11	0.00	0.00	0.34	0.38	1.90	0.00	1.35	0.03	0.70	0.70
Delay/Veh:	458.6	38.3	0.0	0.0	35.0	35.5	469.2	0.0	205.7	55.4	46.4	46.4
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:	458.6	38.3	0.0	0.0	35.0	35.5	469.2	0.0	205.7	55.4	46.4	46.4
LOS by Move:	F	D	A	A	D	D	F	A	F	E	D	D
HCM2kAvgQ:	68	1	0	0	5	5	53	0	51	0	11	11

Note: Queue reported is the number of cars per lane.

Existing AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #74 Culver Blvd and Venice Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.877

Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 143.0

Optimal Cycle: 119 Level Of Service: F

Street Name:	Culver Blvd						Venice Blvd								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Split Phase			Split Phase			Permitted			Protected					
Rights:	Ovl			Include			Include			Include					
Min. Green:	0		0		0	0		36		0	0		40		0
Lanes:	1	0	1	0	2	1	0	1	0	0	0	1	0	2	0

Volume Module:

Base Vol:	44	4	234	35	5	18	13	2188	9	345	2255	26
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:	44	4	234	35	5	18	13	2188	9	345	2255	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.79	0.79	0.79	0.81	0.81	0.81	0.87	0.87	0.87	0.78	0.78	0.78
PHF Volume:	56	5	295	43	6	22	15	2506	10	445	2910	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	5	295	43	6	22	15	2506	10	445	2910	34
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 Volume:	56	5	295	43	6	22	15	2506	10	445	2910	34

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.73	0.91	0.91	0.91	0.09	0.89	0.89	0.90	0.89	0.89
Lanes:	1.00	1.00	2.00	1.44	0.12	0.44	1.00	2.99	0.01	2.00	2.97	0.03
Final Sat.:	1769	1862	2786	2470	213	767	162	5057	21	3432	5015	58

Capacity Analysis Module:

Vol/Sat:	0.03	0.00	0.11	0.02	0.03	0.03	0.09	0.50	0.50	0.13	0.58	0.58
Crit Moves:	****			****			****			****		
Green/Cycle:	0.08	0.08	0.18	0.30	0.30	0.30	0.38	0.38	0.38	0.10	0.48	0.48
Volume/Cap:	0.38	0.03	0.58	0.06	0.10	0.10	0.24	1.29	1.29	1.29	1.20	1.20
Delay/Veh:	53.9	50.8	46.5	29.9	30.3	30.3	27.1	172	171.7	204.9	124	124.0
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:	53.9	50.8	46.5	29.9	30.3	30.3	27.1	172	171.7	204.9	124	124.0
LOS by Move:	D	D	D	C	C	C	C	F	F	F	F	F
HCM2kAvgQ:	2	0	6	1	1	1	1	61	61	17	63	63

Note: Queue reported is the number of cars per lane.

Existing AM Peak Hour
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Expo Light Rail

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

Intersection #75 Sawtelle Blvd and Washington Pl

Cycle (sec): 90 Critical Vol./Cap.(X): 0.540

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 15.0

Optimal Cycle: 62 Level Of Service: B

Street Name:	Sawtelle Blvd						Washington Pl					
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	26	0	0	28	0	0	26	0	0	22	0
Lanes:	0	1	0	1	0	0	1	0	1	1	0	1

Volume Module:

Base Vol:	103	314	52	41	215	52	132	900	85	62	628	32
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:	103	314	52	41	215	52	132	900	85	62	628	32
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:	0.96	0.96	0.96	0.92	0.92	0.92	0.91	0.91	0.91	0.92	0.92	0.92
PHF Volume:	107	327	54	45	234	57	145	986	93	68	686	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	327	54	45	234	57	145	986	93	68	686	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 Volume:	107	327	54	45	234	57	145	986	93	68	686	35

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.70	0.70	0.70	0.77	0.77	0.77	0.34	0.92	0.92	0.19	0.93	0.83
Lanes:	0.44	1.34	0.22	0.27	1.39	0.34	1.00	1.83	0.17	1.00	2.00	1.00
Final Sat.:	584	1781	295	388	2032	492	637	3190	301	361	3538	1583

Capacity Analysis Module:

Vol/Sat:	0.18	0.18	0.18	0.12	0.12	0.12	0.23	0.31	0.31	0.19	0.19	0.02
Crit Moves:	****						****					
Green/Cycle:	0.34	0.34	0.34	0.34	0.34	0.34	0.57	0.57	0.57	0.57	0.57	0.57
Volume/Cap:	0.54	0.54	0.54	0.34	0.34	0.34	0.40	0.54	0.54	0.33	0.34	0.04
Delay/Veh:	24.7	24.7	24.7	22.4	22.4	22.4	11.4	12.2	12.2	11.1	10.3	8.5
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:	24.7	24.7	24.7	22.4	22.4	22.4	11.4	12.2	12.2	11.1	10.3	8.5
LOS by Move:	C	C	C	C	C	C	B	B	B	B	B	A
HCM2kAvgQ:	6	6	6	4	4	4	3	10	10	1	5	0

Note: Queue reported is the number of cars per lane.

Existing AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #76 Sepulveda Blvd and Queensland St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.623
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 14.9
Optimal Cycle: 52 Level Of Service: B

Sepulveda Blvd					Queensland St														
North Bound					South Bound					East Bound					West Bound				
L - T - R					L - T - R					L - T - R					L - T - R				
Control: Permitted					Control: Permitted					Control: Permitted					Control: Permitted				
Rights: Include					Rights: Include					Rights: Include					Rights: Include				
Min. Green: 0 17 0					Min. Green: 0 0 0					Min. Green: 0 27 0					Min. Green: 0 27 0				
Lanes: 1 0 1 1 0					Lanes: 1 0 1 1 0					Lanes: 0 0 1! 0 0					Lanes: 0 0 1! 0 0				

Volume Module:												
Base Vol:	9	1675	18	7	398	2	37	2	6	26	16	44
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:	9	1675	18	7	398	2	37	2	6	26	16	44
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:	0.95	0.95	0.95	0.67	0.67	0.67	0.87	0.87	0.87	0.86	0.86	0.86
PHF Volume:	9	1763	19	10	591	3	43	2	7	30	19	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	1763	19	10	591	3	43	2	7	30	19	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 Volume:	9	1763	19	10	591	3	43	2	7	30	19	51

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.39	0.93	0.93	0.07	0.93	0.93	0.74	0.74	0.74	0.84	0.84	0.84
Lanes:	1.00	1.98	0.02	1.00	1.99	0.01	0.83	0.04	0.13	0.30	0.19	0.51
Final Sat.:	741	3493	38	136	3517	18	1156	62	187	481	296	813

Capacity Analysis Module:												
Vol/Sat:	0.01	0.50	0.50	0.08	0.17	0.17	0.04	0.04	0.04	0.06	0.06	0.06
Crit Moves:	****					****						
Green/Cycle:	0.61	0.61	0.61	0.61	0.61	0.61	0.30	0.30	0.30	0.30	0.30	0.30
Volume/Cap:	0.02	0.83	0.83	0.13	0.27	0.27	0.12	0.12	0.12	0.21	0.21	0.21
Delay/Veh:	6.9	16.5	16.5	8.0	8.2	8.2	23.0	23.0	23.0	23.8	23.8	23.8
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:	6.9	16.5	16.5	8.0	8.2	8.2	23.0	23.0	23.0	23.8	23.8	23.8
LOS by Move:	A	B	B	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	0	22	22	0	4	4	1	1	1	2	2	2

Note: Queue reported is the number of cars per lane.

Existing AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #77 Sepulveda Blvd and Rose Ave

Average Delay (sec/veh): 23.1 Worst Case Level Of Service: F[273.5]

Street Name:	Sepulveda Blvd						Rose Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	1	1	0	0	0	1	0	0	0	0

Volume Module:												
Base Vol:	74	1476	62	31	622	29	0	0	0	26	0	174
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	1476	62	31	622	29	0	0	0	26	0	174
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.95	0.95	0.95	1.00	1.00	1.00	0.91	0.91	0.91
PHF Volume:	79	1579	66	33	653	30	0	0	0	29	0	191
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	79	1579	66	33	653	30	0	0	0	29	0	191

Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	6.8	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:												
Cnflict Vol:	683	xxxx	xxxxx	1645	xxxx	xxxxx	1681	2536	342	2161	2518	822
Potent Cap.:	906	xxxx	xxxxx	389	xxxx	xxxxx	62	27	654	40	28	317
Move Cap.:	906	xxxx	xxxxx	389	xxxx	xxxxx	21	22	654	35	23	317
Volume/Cap:	0.09	xxxx	xxxxx	0.08	xxxx	xxxxx	0.00	0.00	0.00	0.81	0.00	0.60

Level Of Service Module:												
2Way95thQ:	0.3	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.4	xxxx	xxxxx	15.1	xxxx	xxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	C	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	156	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	13.9	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	274	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			273.5		
ApproachLOS:	*			*			*			F		

Note: Queue reported is the number of cars per lane.

Existing AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #78 Sepulveda Blvd and Washington Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.789
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 19.5
Optimal Cycle: 84 Level Of Service: B

Sepulveda Blvd						Washington Blvd						
North Bound			South Bound			East Bound			West Bound			
L	T	R	L	T	R	L	T	R	L	T	R	
Control: Permitted			Control: Permitted			Control: Permitted			Control: Permitted			
Rights: Include			Rights: Include			Rights: Include			Rights: Include			
Min. Green:	0	37	0	0	39	0	0	37	0	0	37	0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0

Volume Module:												
Base Vol:	74	920	32	22	441	95	209	793	66	71	659	62
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	920	32	22	441	95	209	793	66	71	659	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.93	0.93	0.93	0.96	0.96	0.96	0.93	0.93	0.93
PHF Volume:	76	947	33	24	474	102	218	829	69	76	709	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	947	33	24	474	102	218	829	69	76	709	67
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 Volume:	76	947	33	24	474	102	218	829	69	76	709	67

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.35	0.93	0.93	0.15	0.91	0.91	0.26	0.88	0.88	0.27	0.92	0.92
Lanes:	1.00	1.93	0.07	1.00	1.65	0.35	1.00	2.77	0.23	1.00	1.83	0.17
Final Sat.:	657	3402	118	292	2832	610	495	4636	386	516	3192	300

Capacity Analysis Module:												
Vol/Sat:	0.12	0.28	0.28	0.08	0.17	0.17	0.44	0.18	0.18	0.15	0.22	0.22
Crit Moves:	****						****					
Green/Cycle:	0.41	0.41	0.41	0.41	0.41	0.41	0.50	0.50	0.50	0.50	0.50	0.50
Volume/Cap:	0.28	0.68	0.68	0.20	0.41	0.41	0.88	0.36	0.36	0.30	0.44	0.44
Delay/Veh:	18.2	22.9	22.9	17.8	18.9	18.9	48.7	13.8	13.8	13.8	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:	18.2	22.9	22.9	17.8	18.9	18.9	48.7	13.8	13.8	13.8	14.6	14.6
LOS by Move:	B	C	C	B	B	B	D	B	B	B	B	B
HCM2kAvgQ:	2	12	12	1	6	6	9	6	6	2	7	7

Note: Queue reported is the number of cars per lane.

Existing AM Peak Hour
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Expo Light Rail

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

Intersection #79 Military Ave / Huron Ave and Venice Blvd

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Military Ave / Huron Ave						Venice Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1! 0 0	0	0	1! 0 0	1	0	2 1 0	1	0	2 1 0

Volume Module:												
Base Vol:	5	1	59	3	2	21	103	1640	13	160	1606	9
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:	5	1	59	3	2	21	103	1640	13	160	1606	9
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:	0.90	0.90	0.90	0.81	0.81	0.81	0.93	0.93	0.93	0.96	0.96	0.96
PHF Volume:	6	1	65	4	2	26	111	1763	14	167	1673	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	6	1	65	4	2	26	111	1763	14	167	1673	9

Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:												
Cnflct Vol:	2884	4008	595	2821	4010	562	1682	xxxx	xxxxx	1777	xxxx	xxxxx
Potent Cap.:	7	3	448	8	3	470	376	xxxx	xxxxx	346	xxxx	xxxxx
Move Cap.:	0	1	448	0	1	470	376	xxxx	xxxxx	346	xxxx	xxxxx
Volume/Cap:	xxxx	1.08	0.15	xxxx	2.42	0.05	0.29	xxxx	xxxx	0.48	xxxx	xxxx

Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.2	xxxx	xxxxx	2.5	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	18.5	xxxx	xxxxx	24.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	C	*	*	C	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	0	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shared Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

Note: Queue reported is the number of cars per lane.

Existing AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #80 Girard Ave and Washington Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.667

Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 19.2

Optimal Cycle: 55 Level Of Service: B

Street Name:	Girard Ave						Washington Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	15	0
Lanes:	0	0	0	0	0	1	0	2	0	0	2	1

Volume Module:

Base Vol:	0	0	0	50	0	192	177	1074	0	0	955	38
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	50	0	192	177	1074	0	0	955	38
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	0.79	0.79	0.79	0.97	0.97	0.97	0.91	0.91	0.91
PHF Volume:	0	0	0	64	0	244	183	1110	0	0	1051	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	64	0	244	183	1110	0	0	1051	42
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 Volume:	0	0	0	64	0	244	183	1110	0	0	1051	42

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.87	1.00	0.87	0.93	0.93	1.00	1.00	0.93	0.83
Lanes:	0.00	0.00	0.00	0.21	0.00	0.79	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	340	0	1306	1769	3538	0	0	3538	1583

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.19	0.00	0.19	0.10	0.31	0.00	0.00	0.30	0.03
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.28	0.00	0.28	0.60	0.60	0.00	0.00	0.44	0.44
Volume/Cap:	0.00	0.00	0.00	0.67	0.00	0.67	0.49	0.52	0.00	0.00	0.67	0.06
Delay/Veh:	0.0	0.0	0.0	35.6	0.0	35.6	14.7	11.9	0.0	0.0	23.0	15.9
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:	0.0	0.0	0.0	35.6	0.0	35.6	14.7	11.9	0.0	0.0	23.0	15.9
LOS by Move:	A	A	A	D	A	D	B	B	A	A	C	B
HCM2kAvgQ:	0	0	0	9	0	9	4	11	0	0	14	1

Note: Queue reported is the number of cars per lane.

Existing AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #81 Robertson Blvd / Higuera St and Washington Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.581
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 26.8
Optimal Cycle: 89 Level Of Service: C

Street Name:	Robertson Blvd / Higuera St					Washington Blvd						
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			Permitted		Permitted				
Rights:	Include		Include			Include		Include				
Min. Green:	5	36	0	5	32	0	0	33	0	0	36	0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	0

Volume Module:	Robertson Blvd / Higuera St			Washington Blvd			Washington Blvd			Washington Blvd		
Base Vol:	99	294	64	18	219	5	57	653	232	86	878	32
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:	99	294	64	18	219	5	57	653	232	86	878	32
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:	0.92	0.92	0.92	0.67	0.67	0.67	0.82	0.82	0.82	0.80	0.80	0.80
PHF Volume:	107	319	69	27	329	8	69	793	282	108	1100	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	319	69	27	329	8	69	793	282	108	1100	40
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 Volume:	107	319	69	27	329	8	69	793	282	108	1100	40

Saturation Flow Module:	Robertson Blvd / Higuera St			Washington Blvd			Washington Blvd			Washington Blvd		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.91	0.91	0.93	0.98	0.83	0.13	0.89	0.89	0.15	0.93	0.93
Lanes:	1.00	1.64	0.36	1.00	1.00	1.00	1.00	1.48	0.52	1.00	1.93	0.07
Final Sat.:	1769	2827	615	1769	1862	1583	242	2509	891	281	3396	124

Capacity Analysis Module:	Robertson Blvd / Higuera St			Washington Blvd			Washington Blvd			Washington Blvd		
Vol/Sat:	0.06	0.11	0.11	0.02	0.18	0.00	0.29	0.32	0.32	0.38	0.32	0.32
Crit Moves:	****			****			****			****		
Green/Cycle:	0.07	0.36	0.36	0.05	0.34	0.34	0.47	0.47	0.47	0.47	0.47	0.47
Volume/Cap:	0.93	0.31	0.31	0.31	0.51	0.01	0.61	0.67	0.67	0.82	0.69	0.69
Delay/Veh:	108.0	23.2	23.2	47.8	26.8	21.6	28.9	21.7	21.7	53.7	22.0	22.0
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:	108.0	23.2	23.2	47.8	26.8	21.6	28.9	21.7	21.7	53.7	22.0	22.0
LOS by Move:	F	C	C	D	C	C	C	C	C	D	C	C
HCM2kAvgQ:	6	5	5	1	8	0	3	14	14	5	15	15

Note: Queue reported is the number of cars per lane.

Existing AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #82 20th St and Broadway

Cycle (sec): 90 Critical Vol./Cap.(X): 0.579
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 18.0
Optimal Cycle: 54 Level Of Service: B

Street Name:	20th St						Broadway					
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	24	0	0	24	0	0	22	0	0	22	0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:												
Base Vol:	67	844	54	74	769	73	76	344	66	79	406	144
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	844	54	74	769	73	76	344	66	79	406	144
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.92	0.92	0.92	0.83	0.83	0.83	0.85	0.85	0.85
PHF Volume:	71	888	57	81	840	80	92	416	80	93	480	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	888	57	81	840	80	92	416	80	93	480	170
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 Volume:	71	888	57	81	840	80	92	416	80	93	480	170

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.20	0.92	0.92	0.20	0.92	0.92	0.31	0.98	0.83	0.37	0.98	0.83
Lanes:	1.00	1.88	0.12	1.00	1.83	0.17	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	389	3295	211	372	3189	303	585	1862	1583	700	1862	1583

Capacity Analysis Module:												
Vol/Sat:	0.18	0.27	0.27	0.22	0.26	0.26	0.16	0.22	0.05	0.13	0.26	0.11
Crit Moves:	****									****		
Green/Cycle:	0.47	0.47	0.47	0.47	0.47	0.47	0.45	0.45	0.45	0.45	0.45	0.45
Volume/Cap:	0.39	0.58	0.58	0.47	0.57	0.57	0.35	0.50	0.11	0.30	0.58	0.24
Delay/Veh:	17.1	18.1	18.1	18.4	17.9	17.9	17.2	18.3	14.6	16.5	19.7	15.7
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:	17.1	18.1	18.1	18.4	17.9	17.9	17.2	18.3	14.6	16.5	19.7	15.7
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
HCM2kAvgQ:	2	10	10	2	10	10	2	8	1	2	10	3

Note: Queue reported is the number of cars per lane.

Existing AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #83 14th St and Broadway

Cycle (sec): 90 Critical Vol./Cap.(X): 0.593

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 18.4

Optimal Cycle: 53 Level Of Service: B

Street Name:	14th St						Broadway					
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	23	0	0	23	0	0	22	0	0	22	0
Lanes:	1	0	0	1	0	0	1	0	1	1	0	1

Volume Module:

Base Vol:	37	327	44	48	354	64	70	453	43	40	474	64
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:	37	327	44	48	354	64	70	453	43	40	474	64
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:	0.79	0.79	0.79	0.85	0.85	0.85	0.98	0.98	0.98	0.94	0.94	0.94
PHF Volume:	47	417	56	56	416	75	71	461	44	42	502	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	417	56	56	416	75	71	461	44	42	502	68
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 Volume:	47	417	56	56	416	75	71	461	44	42	502	68

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.30	0.96	0.96	0.32	0.96	0.96	0.30	0.98	0.83	0.33	0.98	0.83
Lanes:	1.00	0.88	0.12	1.00	0.85	0.15	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	579	1612	217	613	1541	279	562	1862	1583	631	1862	1583

Capacity Analysis Module:

Vol/Sat:	0.08	0.26	0.26	0.09	0.27	0.27	0.13	0.25	0.03	0.07	0.27	0.04
Crit Moves:	****						****					
Green/Cycle:	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46
Volume/Cap:	0.18	0.57	0.57	0.20	0.59	0.59	0.28	0.54	0.06	0.15	0.59	0.09
Delay/Veh:	14.8	18.9	18.9	15.0	19.4	19.4	15.9	18.5	13.8	14.6	19.4	14.0
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:	14.8	18.9	18.9	15.0	19.4	19.4	15.9	18.5	13.8	14.6	19.4	14.0
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
HCM2kAvgQ:	1	10	10	1	11	11	1	10	1	1	11	1

Note: Queue reported is the number of cars per lane.

Existing AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #84 Lincoln Blvd and Broadway

Cycle (sec): 90 Critical Vol./Cap.(X): 0.747

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 16.0

Optimal Cycle: 54 Level Of Service: B

Street Name:	Lincoln Blvd						Broadway					
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	21	0	0	22	0	0	23	0	0	23	0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	112	1555	108	16	1104	41	27	150	122	120	200	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	1555	108	16	1104	41	27	150	122	120	200	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.92	0.92	0.92	0.73	0.73	0.73	0.77	0.77	0.77
PHF Volume:	128	1773	123	17	1201	45	37	205	166	155	258	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	1773	123	17	1201	45	37	205	166	155	258	94
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 Volume:	128	1773	123	17	1201	45	37	205	166	155	258	94

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.17	0.92	0.92	0.07	0.93	0.93	0.40	0.98	0.83	0.49	0.98	0.83
Lanes:	1.00	1.87	0.13	1.00	1.93	0.07	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	320	3275	227	127	3394	126	758	1862	1583	925	1862	1583

Capacity Analysis Module:

Vol/Sat:	0.40	0.54	0.54	0.14	0.35	0.35	0.05	0.11	0.11	0.17	0.14	0.06
Crit Moves:	****									****		
Green/Cycle:	0.66	0.66	0.66	0.66	0.66	0.66	0.26	0.26	0.26	0.26	0.26	0.26
Volume/Cap:	0.61	0.83	0.83	0.21	0.54	0.54	0.19	0.43	0.41	0.66	0.54	0.23
Delay/Veh:	14.0	14.2	14.2	7.5	8.5	8.5	26.7	28.6	28.6	36.5	30.2	26.8
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:	14.0	14.2	14.2	7.5	8.5	8.5	26.7	28.6	28.6	36.5	30.2	26.8
LOS by Move:	B	B	B	A	A	A	C	C	C	D	C	C
HCM2kAvgQ:	3	23	23	0	10	10	1	5	4	5	7	2

Note: Queue reported is the number of cars per lane.

Existing AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #85 4th St and Broadway

Cycle (sec): 120 Critical Vol./Cap.(X): 0.943

Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 26.8

Optimal Cycle: 71 Level Of Service: C

Street Name:	4th St						Broadway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	5	22	0	5	22	0	0	23	0	5	23	0
Lanes:	1	0	1	0	1	0	0	1	0	0	1	0

Volume Module:

Base Vol:	64	666	78	54	461	54	5	101	96	72	144	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	666	78	54	461	54	5	101	96	72	144	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.94	0.94	0.94	0.83	0.83	0.83	0.85	0.85	0.85
PHF Volume:	67	696	82	58	493	58	6	122	116	85	170	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	696	82	58	493	58	6	122	116	85	170	85
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 Volume:	67	696	82	58	493	58	6	122	116	85	170	85

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.83	0.93	0.92	0.92	0.98	0.98	0.83	0.93	0.98	0.83
Lanes:	1.00	1.00	1.00	1.00	1.79	0.21	0.05	0.95	1.00	1.00	1.00	1.00
Final Sat.:	1769	1862	1583	1769	3116	365	88	1771	1583	1769	1862	1583

Capacity Analysis Module:

Vol/Sat:	0.04	0.37	0.05	0.03	0.16	0.16	0.07	0.07	0.07	0.05	0.09	0.05
Crit Moves:	****			****			****			****		
Green/Cycle:	0.61	0.53	0.53	0.52	0.47	0.47	0.10	0.23	0.23	0.19	0.19	0.19
Volume/Cap:	0.13	0.70	0.10	0.23	0.34	0.34	0.70	0.30	0.32	0.45	0.48	0.28
Delay/Veh:	10.5	23.4	14.0	18.6	20.1	20.1	64.3	38.4	38.7	43.2	44.1	41.9
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:	10.5	23.4	14.0	18.6	20.1	20.1	64.3	38.4	38.7	43.2	44.1	41.9
LOS by Move:	B	C	B	B	C	C	E	D	D	D	D	D
HCM2kAvgQ:	1	20	1	1	7	7	6	4	4	3	6	3

Note: Queue reported is the number of cars per lane.

Existing AM Peak Hour
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Expo Light Rail

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

Intersection #86 Main St and Colorado Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 0.240

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 11.8

Optimal Cycle: 39 Level Of Service: B

Street Name:	Main St						Colorado Ave					
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	20	0	0	0	0	0	31	0	0	0	0
Lanes:	2	0	0	0	0	0	0	2	0	1	1	0

Volume Module:												
Base Vol:	160	0	35	0	0	0	0	407	155	98	429	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:	160	0	35	0	0	0	0	407	155	98	429	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:	0.86	0.86	0.86	1.00	1.00	1.00	0.86	0.86	0.86	0.90	0.90	0.90
PHF Volume:	187	0	41	0	0	0	0	472	180	109	476	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	187	0	41	0	0	0	0	472	180	109	476	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 Volume:	187	0	41	0	0	0	0	472	180	109	476	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.58	1.00	0.83	1.00	1.00	1.00	1.00	0.93	0.83	0.45	0.93	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	2211	0	1583	0	0	0	0	3538	1583	847	3538	0

Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.03	0.00	0.00	0.00	0.00	0.13	0.11	0.13	0.13	0.00
Crit Moves:	****									****		
Green/Cycle:	0.35	0.00	0.35	0.00	0.00	0.00	0.00	0.56	0.56	0.56	0.56	0.00
Volume/Cap:	0.24	0.00	0.07	0.00	0.00	0.00	0.00	0.24	0.20	0.23	0.24	0.00
Delay/Veh:	20.8	0.0	19.5	0.0	0.0	0.0	0.0	10.2	10.0	10.3	10.2	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:	20.8	0.0	19.5	0.0	0.0	0.0	0.0	10.2	10.0	10.3	10.2	0.0
LOS by Move:	C	A	B	A	A	A	A	B	A	B	B	A
HCM2kAvgQ:	2	0	1	0	0	0	0	3	2	2	4	0

Note: Queue reported is the number of cars per lane.

Existing AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #87 Sepulveda Blvd and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.014
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 31.5
Optimal Cycle: 180 Level Of Service: C

Street Name:	Sepulveda Blvd										Olympic Blvd									
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					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	0		29		0	0		29		0	0		25		0	5		24		0
Lanes:	1	0	2	0	1	1	0	1	1	0	1	0	2	1	0	1	0	3	1	0

Volume Module:

Base Vol:	156	919	163	73	417	101	65	1797	57	108	1898	99
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:	156	919	163	73	417	101	65	1797	57	108	1898	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:	0.86	0.86	0.86	0.86	0.86	0.86	0.95	0.95	0.95	0.92	0.92	0.92
PHF Volume:	182	1075	191	84	483	117	68	1888	60	117	2063	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	182	1075	191	84	483	117	68	1888	60	117	2063	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	182	1075	191	84	483	117	68	1888	60	117	2063	108

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.29	0.93	0.83	0.12	0.90	0.90	0.08	0.89	0.89	0.93	0.89	0.89
Lanes:	1.00	2.00	1.00	1.00	1.61	0.39	1.00	2.91	0.09	1.00	3.80	0.20
Final Sat.:	549	3538	1583	220	2765	670	155	4902	156	1769	6397	334

Capacity Analysis Module:

Vol/Sat:	0.33	0.30	0.12	0.38	0.17	0.17	0.44	0.39	0.39	0.07	0.32	0.32
Crit Moves:				****			****			****		
Green/Cycle:	0.34	0.34	0.34	0.34	0.34	0.34	0.48	0.48	0.48	0.06	0.54	0.54
Volume/Cap:	0.98	0.90	0.36	1.14	0.52	0.52	0.92	0.80	0.80	1.07	0.59	0.59
Delay/Veh:	94.0	40.9	25.4	180.2	27.0	27.0	101.3	23.9	23.9	153.0	15.7	15.7
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:	94.0	40.9	25.4	180.2	27.0	27.0	101.3	23.9	23.9	153.0	15.7	15.7
LOS by Move:	F	D	C	F	C	C	F	C	C	F	B	B
HCM2kAvgQ:	10	20	5	6	8	8	4	20	20	8	13	13

Note: Queue reported is the number of cars per lane.

Existing AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #88 Westwood Blvd and Pico Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.916

Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 34.7

Optimal Cycle: 82 Level Of Service: C

Street Name:	Westwood Blvd						Pico Blvd					
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			Prot+Permit			Prot+Permit		
Rights:	Ovl			Include			Ovl			Ovl		
Min. Green:	5	27	0	5	29	0	5	27	0	5	23	0
Lanes:	1	0	2	0	1	0	1	0	3	0	1	0

Volume Module:

Base Vol:	125	699	107	132	357	82	126	1369	57	72	1075	199
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	699	107	132	357	82	126	1369	57	72	1075	199
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:	0.89	0.89	0.89	0.90	0.90	0.90	0.96	0.96	0.96	0.91	0.91	0.91
PHF Volume:	141	787	120	146	395	91	131	1426	59	79	1176	218
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	787	120	146	395	91	131	1426	59	79	1176	218
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 Volume:	141	787	120	146	395	91	131	1426	59	79	1176	218

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.83	0.93	0.90	0.90	0.93	0.89	0.83	0.93	0.89	0.83
Lanes:	1.00	2.00	1.00	1.00	1.63	0.37	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1769	3538	1583	1769	2796	642	1769	5083	1583	1769	5083	1583

Capacity Analysis Module:

Vol/Sat:	0.08	0.22	0.08	0.08	0.14	0.14	0.07	0.28	0.04	0.04	0.23	0.14
Crit Moves:	****			****			****			****		
Green/Cycle:	0.12	0.27	0.34	0.10	0.24	0.24	0.54	0.43	0.56	0.45	0.38	0.48
Volume/Cap:	0.65	0.83	0.23	0.84	0.59	0.59	0.43	0.65	0.07	0.40	0.61	0.29
Delay/Veh:	56.8	48.0	28.9	82.8	41.3	41.3	18.2	27.5	12.3	22.0	30.6	19.2
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:	56.8	48.0	28.9	82.8	41.3	41.3	18.2	27.5	12.3	22.0	30.6	19.2
LOS by Move:	E	D	C	F	D	D	B	C	B	C	C	B
HCM2kAvgQ:	6	17	3	8	9	9	3	15	1	2	13	5

Note: Queue reported is the number of cars per lane.

Existing AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #89 Overland Ave and Pico Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.839

Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 65.1

Optimal Cycle: 87 Level Of Service: E

Street Name:	Overland Ave										Pico Blvd									
Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Permitted					Permitted					Protected				
Rights:	Ovl					Include					Include					Include				
Min. Green:	5		29		0	0		31		0	0		34		0	5		30		0
Lanes:	2	0	1	0	2	1	0	1	1	0	1	0	2	1	0	2	0	2	0	1

Volume Module:

Base Vol:	257	515	997	8	405	6	70	1335	160	531	1115	21
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:	257	515	997	8	405	6	70	1335	160	531	1115	21
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:	0.96	0.96	0.96	0.94	0.94	0.94	0.87	0.87	0.87	0.86	0.86	0.86
PHF Volume:	269	538	1042	8	429	6	81	1542	185	620	1303	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	269	538	1042	8	429	6	81	1542	185	620	1303	25
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 Volume:	269	538	1042	8	429	6	81	1542	185	620	1303	25

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.98	0.73	0.13	0.93	0.93	0.13	0.88	0.88	0.90	0.93	0.83
Lanes:	2.00	1.00	2.00	1.00	1.97	0.03	1.00	2.68	0.32	2.00	2.00	1.00
Final Sat.:	3432	1862	2786	248	3479	52	246	4467	535	3432	3538	1583

Capacity Analysis Module:

Vol/Sat:	0.08	0.29	0.37	0.03	0.12	0.12	0.33	0.35	0.35	0.18	0.37	0.02
Crit Moves:	****			****			****			****		
Green/Cycle:	0.06	0.40	0.53	0.34	0.34	0.34	0.34	0.34	0.34	0.13	0.47	0.47
Volume/Cap:	1.40	0.72	0.71	0.10	0.36	0.36	0.98	1.02	1.02	1.40	0.79	0.03
Delay/Veh:	250.8	26.2	17.5	20.5	22.2	22.2	119.9	58.0	58.0	232.0	22.9	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:	250.8	26.2	17.5	20.5	22.2	22.2	119.9	58.0	58.0	232.0	22.9	13.0
LOS by Move:	F	C	B	C	C	C	F	E	E	F	C	B
HCM2kAvgQ:	11	14	13	0	5	5	5	26	26	22	18	0

Note: Queue reported is the number of cars per lane.

Existing AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #90 Bagley Ave and National Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.878

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 27.6

Optimal Cycle: 86 Level Of Service: C

Street Name:	Bagley Ave						National Blvd					
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	23	0	0	25	0	0	20	0	0	20	0
Lanes:	0	0	1	0	0	0	1	0	1	0	1	0

Volume Module:												
Base Vol:	48	215	128	99	118	89	53	734	10	70	774	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:	48	215	128	99	118	89	53	734	10	70	774	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:	0.90	0.90	0.90	0.77	0.77	0.77	0.97	0.97	0.97	0.91	0.91	0.91
PHF Volume:	54	240	143	129	154	116	55	755	10	77	850	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	240	143	129	154	116	55	755	10	77	850	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 Volume:	54	240	143	129	154	116	55	755	10	77	850	30

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.86	0.86	0.61	0.61	0.61	0.09	0.98	0.83	0.15	0.98	0.83
Lanes:	0.12	0.55	0.33	0.32	0.39	0.29	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	200	895	533	377	449	339	166	1862	1583	290	1862	1583

Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.27	0.34	0.34	0.34	0.33	0.41	0.01	0.26	0.46	0.02
Crit Moves:	****						****					
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.52	0.52	0.52	0.52	0.52	0.52
Volume/Cap:	0.68	0.68	0.68	0.88	0.88	0.88	0.63	0.78	0.01	0.51	0.88	0.04
Delay/Veh:	25.9	25.9	25.9	42.7	42.7	42.7	29.8	21.6	10.4	17.0	28.3	10.6
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:	25.9	25.9	25.9	42.7	42.7	42.7	29.8	21.6	10.4	17.0	28.3	10.6
LOS by Move:	C	C	C	D	D	D	C	C	B	B	C	B
HCM2kAvgQ:	11	11	11	14	14	14	2	18	0	2	24	0

Note: Queue reported is the number of cars per lane.

Existing PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

Scenario Report

Scenario:	Existing PM
Command:	Existing PM
Volume:	Existing PM Vol
Geometry:	PM
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Existing PM

Existing PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #1 4th St and Colorado Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 0.848

Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 33.9

Optimal Cycle: 71 Level Of Service: C

Street Name:	4th St						Colorado Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Ovl			Include		
Min. Green:	5	19	0	5	19	0	5	23	0	5	23	0
Lanes:	1	0	1	1	0	1	1	0	2	0	1	0

Volume Module:

Base Vol:	176	610	123	112	734	106	145	420	126	183	385	65
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:	176	610	123	112	734	106	145	420	126	183	385	65
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:	0.96	0.96	0.96	0.96	0.96	0.96	0.90	0.90	0.90	0.93	0.93	0.93
PHF Volume:	184	639	129	117	768	111	161	467	140	198	416	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	184	639	129	117	768	111	161	467	140	198	416	70
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 Volume:	184	639	129	117	768	111	161	467	140	198	416	70

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.91	0.91	0.93	0.91	0.91	0.93	0.93	0.83	0.93	0.91	0.91
Lanes:	1.00	1.66	0.34	1.00	1.75	0.25	1.00	2.00	1.00	1.00	1.71	0.29
Final Sat.:	1769	2871	579	1769	3033	438	1769	3538	1583	1769	2960	500

Capacity Analysis Module:

Vol/Sat:	0.10	0.22	0.22	0.07	0.25	0.25	0.09	0.13	0.09	0.11	0.14	0.14
Crit Moves:	****			****			****			****		
Green/Cycle:	0.55	0.40	0.40	0.48	0.36	0.36	0.31	0.19	0.34	0.39	0.24	0.24
Volume/Cap:	0.50	0.56	0.56	0.31	0.70	0.70	0.49	0.69	0.26	0.53	0.59	0.59
Delay/Veh:	19.0	28.7	28.7	18.6	34.2	34.2	33.2	48.2	28.8	28.2	41.5	41.5
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:	19.0	28.7	28.7	18.6	34.2	34.2	33.2	48.2	28.8	28.2	41.5	41.5
LOS by Move:	B	C	C	B	C	C	C	D	C	C	D	D
HCM2kAvgQ:	5	12	12	3	15	15	5	10	4	6	9	9

Note: Queue reported is the number of cars per lane.

Existing PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #2 4th St / I-10 WB and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.761

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 22.4

Optimal Cycle: 57 Level Of Service: C

Street Name:	4th St / I-10 WB						Olympic Blvd					
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	21	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	0	0	0	0	0	0	0	0	1

Volume Module:												
Base Vol:	0	566	0	0	1447	0	0	0	0	916	0	403
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	566	0	0	1447	0	0	0	0	916	0	403
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:	0.87	0.87	0.87	0.96	0.96	0.96	1.00	1.00	1.00	0.97	0.97	0.97
PHF Volume:	0	652	0	0	1507	0	0	0	0	941	0	414
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	652	0	0	1507	0	0	0	0	941	0	414
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 Volume:	0	652	0	0	1507	0	0	0	0	941	0	414

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.93	1.00	1.00	0.93	1.00	1.00	1.00	1.00	0.90	1.00	0.83
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3538	0	0	3538	0	0	0	0	3432	0	1583

Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.00	0.00	0.43	0.00	0.00	0.00	0.00	0.27	0.00	0.26
Crit Moves:	*****											
Green/Cycle:	0.00	0.56	0.00	0.00	0.56	0.00	0.00	0.00	0.00	0.36	0.00	0.36
Volume/Cap:	0.00	0.33	0.00	0.00	0.76	0.00	0.00	0.00	0.00	0.76	0.00	0.73
Delay/Veh:	0.0	12.0	0.0	0.0	18.7	0.0	0.0	0.0	0.0	31.0	0.0	32.4
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:	0.0	12.0	0.0	0.0	18.7	0.0	0.0	0.0	0.0	31.0	0.0	32.4
LOS by Move:	A	B	A	A	B	A	A	A	A	C	A	C
HCM2kAvgQ:	0	6	0	0	20	0	0	0	0	15	0	12

Note: Queue reported is the number of cars per lane.

Existing PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #3 4th St / I-10 EB and Olympic Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.646

Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 29.0

Optimal Cycle: 71 Level Of Service: C

Street Name:	4th St / I-10 EB						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	5	27	0	5	27	0	0	27	0	0	0	0
Lanes:	1	0	1	0	1	0	0	1	1	1	0	0

Volume Module:

Base Vol:	10	388	426	702	1343	159	17	225	31	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	388	426	702	1343	159	17	225	31	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.95	0.95	0.95	0.89	0.89	0.89	1.00	1.00	1.00
PHF Volume:	11	439	482	737	1409	167	19	254	35	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	439	482	737	1409	167	19	254	35	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	11	439	482	737	1409	167	19	254	35	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.83	0.90	0.92	0.92	0.87	0.87	0.87	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	2.00	1.79	0.21	0.19	2.47	0.34	0.00	0.00	0.00
Final Sat.:	1769	1862	1583	3432	3113	369	308	4081	562	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.01	0.24	0.30	0.21	0.45	0.45	0.06	0.06	0.06	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.06	0.40	0.40	0.28	0.62	0.62	0.23	0.23	0.23	0.00	0.00	0.00
Volume/Cap:	0.11	0.60	0.77	0.77	0.73	0.73	0.28	0.28	0.28	0.00	0.00	0.00
Delay/Veh:	54.2	30.0	37.3	43.5	17.3	17.3	38.6	38.6	38.6	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:	54.2	30.0	37.3	43.5	17.3	17.3	38.6	38.6	38.6	0.0	0.0	0.0
LOS by Move:	D	C	D	D	B	B	D	D	D	A	A	A
HCM2kAvgQ:	0	13	17	14	22	22	3	3	3	0	0	0

Note: Queue reported is the number of cars per lane.

Existing PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #4 Lincoln Blvd and Colorado Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 1.112
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 40.5
Optimal Cycle: 123 Level Of Service: D

Street Name:	Lincoln Blvd						Colorado Ave						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit			
Rights:	Include			Include			Include			Include			
Min. Green:	5	24	0	5	24	0	5	24	0	5	24	0	
Lanes:	1	0	1	1	0	1	1	0	2	0	1	1	0

Volume Module:	Lincoln Blvd			Lincoln Blvd			Colorado Ave			Colorado Ave		
Base Vol:	172	1180	284	48	1369	54	46	476	264	178	428	53
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:	172	1180	284	48	1369	54	46	476	264	178	428	53
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:	0.95	0.95	0.95	0.96	0.96	0.96	0.94	0.94	0.94	0.98	0.98	0.98
PHF Volume:	181	1241	299	50	1422	56	49	506	281	183	439	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	181	1241	299	50	1422	56	49	506	281	183	439	54
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 Volume:	181	1241	299	50	1422	56	49	506	281	183	439	54

Saturation Flow Module:	Lincoln Blvd			Lincoln Blvd			Colorado Ave			Colorado Ave		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.90	0.90	0.93	0.93	0.93	0.93	0.93	0.83	0.93	0.92	0.92
Lanes:	1.00	1.61	0.39	1.00	1.92	0.08	1.00	2.00	1.00	1.00	1.78	0.22
Final Sat.:	1769	2769	666	1769	3383	133	1769	3538	1583	1769	3098	384

Capacity Analysis Module:	Lincoln Blvd			Lincoln Blvd			Colorado Ave			Colorado Ave		
Vol/Sat:	0.10	0.45	0.45	0.03	0.42	0.42	0.03	0.14	0.18	0.10	0.14	0.14
Crit Moves:	****			****			****			****		
Green/Cycle:	0.59	0.51	0.51	0.50	0.45	0.45	0.25	0.20	0.20	0.34	0.26	0.26
Volume/Cap:	0.71	0.88	0.88	0.34	0.94	0.94	0.21	0.72	0.89	0.66	0.55	0.55
Delay/Veh:	40.5	31.7	31.7	23.5	42.8	42.8	34.9	48.3	71.4	36.2	39.4	39.4
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:	40.5	31.7	31.7	23.5	42.8	42.8	34.9	48.3	71.4	36.2	39.4	39.4
LOS by Move:	D	C	C	C	D	D	C	D	E	D	D	D
HCM2kAvgQ:	6	29	29	2	32	32	2	10	13	7	9	9

Note: Queue reported is the number of cars per lane.

Existing PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #5 Lincoln Blvd (N) / I-10 WB and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.830

Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 30.3

Optimal Cycle: 85 Level Of Service: C

Street Name:	Lincoln Blvd (N) /I-10 WB						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	5	18	0	0	17	0	0	0	0	0	24	0
Lanes:	1	0	2	0	0	2	1	0	0	0	1	1

Volume Module:

Base Vol:	266	832	0	0	1528	24	0	0	0	595	264	578
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:	266	832	0	0	1528	24	0	0	0	595	264	578
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:	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	0.92	0.92	0.92
PHF Volume:	280	876	0	0	1610	25	0	0	0	646	287	628
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	876	0	0	1610	25	0	0	0	646	287	628
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 Volume:	280	876	0	0	1610	25	0	0	0	646	287	628

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	1.00	1.00	0.89	0.89	1.00	1.00	1.00	0.82	0.82	0.82
Lanes:	1.00	2.00	0.00	0.00	2.95	0.05	0.00	0.00	0.00	1.66	0.73	1.61
Final Sat.:	1769	3538	0	0	4995	78	0	0	0	2583	1146	2509

Capacity Analysis Module:

Vol/Sat:	0.16	0.25	0.00	0.00	0.32	0.32	0.00	0.00	0.00	0.25	0.25	0.25
Crit Moves:	****				****					****		
Green/Cycle:	0.19	0.58	0.00	0.00	0.39	0.39	0.00	0.00	0.00	0.30	0.30	0.30
Volume/Cap:	0.83	0.43	0.00	0.00	0.83	0.83	0.00	0.00	0.00	0.83	0.83	0.83
Delay/Veh:	54.7	11.9	0.0	0.0	30.8	30.8	0.0	0.0	0.0	35.8	35.8	35.8
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:	54.7	11.9	0.0	0.0	30.8	30.8	0.0	0.0	0.0	35.8	35.8	35.8
LOS by Move:	D	B	A	A	C	C	A	A	A	D	D	D
HCM2kAvgQ:	11	8	0	0	19	19	0	0	0	14	14	14

Note: Queue reported is the number of cars per lane.

Existing PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #6 Lincoln Blvd / I-10 EB and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.625

Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 29.9

Optimal Cycle: 71 Level Of Service: C

Street Name:	Lincoln Blvd / I-10 EB								Olympic Blvd											
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				Split Phase				Split Phase							
Rights:	Include				Include				Include				Include							
Min. Green:	0	22	0		5	18	0		0	32	0		0	0	0		0	0	0	
Lanes:	0	0	2	1	1	2	0	2	0	0	0	1	1	0	1	0	0	0	0	0

Volume Module:

Base Vol:	0	928	415	803	1235	0	86	170	209	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	928	415	803	1235	0	86	170	209	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.94	0.94	0.94	0.88	0.88	0.88	1.00	1.00	1.00
PHF Volume:	0	962	430	859	1321	0	98	193	237	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	962	430	859	1321	0	98	193	237	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	962	430	859	1321	0	98	193	237	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.85	0.85	0.90	0.93	1.00	0.90	0.90	0.83	1.00	1.00	1.00
Lanes:	0.00	2.76	1.24	2.00	2.00	0.00	0.67	1.33	1.00	0.00	0.00	0.00
Final Sat.:	0	4468	1998	3432	3538	0	1155	2284	1583	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.22	0.22	0.25	0.37	0.00	0.08	0.08	0.15	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.00	0.26	0.26	0.30	0.56	0.00	0.32	0.32	0.32	0.00	0.00	0.00
Volume/Cap:	0.00	0.83	0.83	0.83	0.67	0.00	0.26	0.26	0.47	0.00	0.00	0.00
Delay/Veh:	0.0	38.7	38.7	38.4	16.3	0.0	25.4	25.4	27.9	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	38.7	38.7	38.4	16.3	0.0	25.4	25.4	27.9	0.0	0.0	0.0
LOS by Move:	A	D	D	D	B	A	C	C	C	A	A	A
HCM2kAvgQ:	0	14	14	15	15	0	4	4	6	0	0	0

Note: Queue reported is the number of cars per lane.

Existing PM Peak Hour
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 11th St and Colorado Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 0.828

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 22.3

Optimal Cycle: 70 Level Of Service: C

Street Name:	11th St						Colorado Ave					
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	21	0	0	21	0	0	21	0	0	21	0
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1

Volume Module:

Base Vol:	61	483	80	59	776	35	45	568	145	111	575	64
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:	61	483	80	59	776	35	45	568	145	111	575	64
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:	0.94	0.94	0.94	0.93	0.93	0.93	0.98	0.98	0.98	0.95	0.95	0.95
PHF Volume:	65	514	85	64	838	38	46	578	148	117	607	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	514	85	64	838	38	46	578	148	117	607	68
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 Volume:	65	514	85	64	838	38	46	578	148	117	607	68

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.12	0.98	0.83	0.36	0.97	0.97	0.25	0.90	0.90	0.22	0.92	0.92
Lanes:	1.00	1.00	1.00	1.00	0.96	0.04	1.00	1.59	0.41	1.00	1.80	0.20
Final Sat.:	229	1862	1583	681	1771	80	471	2734	698	417	3136	349

Capacity Analysis Module:

Vol/Sat:	0.28	0.28	0.05	0.09	0.47	0.47	0.10	0.21	0.21	0.28	0.19	0.19
Crit Moves:					****					****		
Green/Cycle:	0.57	0.57	0.57	0.57	0.57	0.57	0.34	0.34	0.34	0.34	0.34	0.34
Volume/Cap:	0.50	0.48	0.09	0.16	0.83	0.83	0.29	0.62	0.62	0.83	0.57	0.57
Delay/Veh:	14.5	11.8	8.8	9.3	21.2	21.2	22.7	26.0	26.0	58.8	25.0	25.0
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:	14.5	11.8	8.8	9.3	21.2	21.2	22.7	26.0	26.0	58.8	25.0	25.0
LOS by Move:	B	B	A	A	C	C	C	C	C	E	C	C
HCM2kAvgQ:	2	9	1	1	22	22	1	10	10	5	9	9

Note: Queue reported is the number of cars per lane.

Existing PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #8 11th St (N) and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.523

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 16.1

Optimal Cycle: 66 Level Of Service: B

Street Name:	11th St (N)										Olympic Blvd									
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		35		0	0		35		0	0		23		0	0		23		0
Lanes:	1	0	1	0	1	1	0	1	0	1	1	0	1	1	0	1	0	1	1	0

Volume Module:

Base Vol:	44	545	131	131	559	81	13	34	10	153	341	134
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:	44	545	131	131	559	81	13	34	10	153	341	134
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:	0.88	0.88	0.88	0.94	0.94	0.94	0.55	0.55	0.55	0.95	0.95	0.95
PHF Volume:	50	621	149	139	595	86	24	62	18	162	360	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	621	149	139	595	86	24	62	18	162	360	142
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 Volume:	50	621	149	139	595	86	24	62	18	162	360	142

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.33	0.98	0.83	0.32	0.98	0.83	0.32	0.90	0.90	0.69	0.89	0.89
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.55	0.45	1.00	1.44	0.56
Final Sat.:	635	1862	1583	603	1862	1583	609	2641	777	1305	2433	956

Capacity Analysis Module:

Vol/Sat:	0.08	0.33	0.09	0.23	0.32	0.05	0.04	0.02	0.02	0.12	0.15	0.15
Crit Moves:	****									****		
Green/Cycle:	0.64	0.64	0.64	0.64	0.64	0.64	0.28	0.28	0.28	0.28	0.28	0.28
Volume/Cap:	0.12	0.52	0.15	0.36	0.50	0.09	0.14	0.08	0.08	0.44	0.52	0.52
Delay/Veh:	7.3	10.3	7.3	9.2	10.0	7.0	27.1	26.4	26.4	30.2	30.7	30.7
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:	7.3	10.3	7.3	9.2	10.0	7.0	27.1	26.4	26.4	30.2	30.7	30.7
LOS by Move:	A	B	A	A	B	A	C	C	C	C	C	C
HCM2kAvgQ:	1	10	2	2	10	1	1	1	1	4	7	7

Note: Queue reported is the number of cars per lane.

Existing PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #9 11th St (S) and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.647

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 16.4

Optimal Cycle: 43 Level Of Service: B

Street Name:	11th St						Olympic Blvd					
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	16	0	0	0	0	0	0	0
Lanes:	0	0	1	0	0	0	1	0	0	1	0	0

Volume Module:												
Base Vol:	0	476	0	0	741	0	250	0	104	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	476	0	0	741	0	250	0	104	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.93	0.93	0.93	1.00	1.00	1.00
PHF Volume:	0	488	0	0	760	0	268	0	112	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	488	0	0	760	0	268	0	112	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	488	0	0	760	0	268	0	112	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.98	1.00	1.00	0.98	1.00	0.75	1.00	0.83	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Final Sat.:	0	1862	0	0	1862	0	1432	0	1583	0	1900	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.00	0.00	0.41	0.00	0.19	0.00	0.07	0.00	0.00	0.00
Crit Moves:	*****											
Green/Cycle:	0.00	0.63	0.00	0.00	0.63	0.00	0.29	0.00	0.29	0.00	0.00	0.00
Volume/Cap:	0.00	0.42	0.00	0.00	0.65	0.00	0.65	0.00	0.24	0.00	0.00	0.00
Delay/Veh:	0.0	9.5	0.0	0.0	12.8	0.0	34.6	0.0	27.4	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	9.5	0.0	0.0	12.8	0.0	34.6	0.0	27.4	0.0	0.0	0.0
LOS by Move:	A	A	A	A	B	A	C	A	C	A	A	A
HCM2kAvgQ:	0	7	0	0	15	0	8	0	3	0	0	0

Note: Queue reported is the number of cars per lane.

Existing PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #10 14th St and Colorado Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 0.603
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 19.2
Optimal Cycle: 53 Level Of Service: B

14th St						Colorado Ave							
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	24	0	0	22	0	0	21	0	0	21	0	
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1	0

Volume Module:												
Base Vol:	62	289	86	46	556	53	47	513	107	102	598	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	289	86	46	556	53	47	513	107	102	598	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:	0.91	0.91	0.91	0.89	0.89	0.89	0.94	0.94	0.94	0.95	0.95	0.95
PHF Volume:	68	318	95	52	628	60	50	545	114	107	629	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	318	95	52	628	60	50	545	114	107	629	104
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 Volume:	68	318	95	52	628	60	50	545	114	107	629	104

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.27	0.98	0.83	0.50	0.98	0.83	0.22	0.91	0.91	0.27	0.91	0.91
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.65	0.35	1.00	1.72	0.28
Final Sat.:	518	1862	1583	953	1862	1583	425	2851	595	505	2972	492

Capacity Analysis Module:												
Vol/Sat:	0.13	0.17	0.06	0.05	0.34	0.04	0.12	0.19	0.19	0.21	0.21	0.21
Crit Moves:	*****						*****					
Green/Cycle:	0.56	0.56	0.56	0.56	0.56	0.56	0.35	0.35	0.35	0.35	0.35	0.35
Volume/Cap:	0.24	0.30	0.11	0.10	0.60	0.07	0.33	0.54	0.54	0.61	0.60	0.60
Delay/Veh:	10.5	10.7	9.3	9.3	14.2	9.1	22.8	23.9	23.9	29.9	24.9	24.9
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:	10.5	10.7	9.3	9.3	14.2	9.1	22.8	23.9	23.9	29.9	24.9	24.9
LOS by Move:	B	B	A	A	B	A	C	C	C	C	C	C
HCM2kAvgQ:	1	5	1	1	12	1	1	8	8	4	9	9

Note: Queue reported is the number of cars per lane.

Existing PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #11 14th St and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.478

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 18.1

Optimal Cycle: 66 Level Of Service: B

Street Name:	14th St						Olympic Blvd					
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	34	0	0	34	0	0	24	0	0	24	0
Lanes:	1	0	0	1	0	1	1	0	1	1	0	0

Volume Module:

Base Vol:	21	256	38	99	448	59	50	219	13	92	516	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	256	38	99	448	59	50	219	13	92	516	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.90	0.90	0.90	0.90	0.90	0.90	0.99	0.99	0.99
PHF Volume:	25	302	45	110	500	66	55	242	14	93	521	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	302	45	110	500	66	55	242	14	93	521	74
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 Volume:	25	302	45	110	500	66	55	242	14	93	521	74

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.36	0.96	0.96	0.48	0.98	0.83	0.30	0.92	0.92	0.55	0.91	0.91
Lanes:	1.00	0.87	0.13	1.00	1.00	1.00	1.00	1.89	0.11	1.00	1.75	0.25
Final Sat.:	683	1591	236	905	1862	1583	579	3313	197	1054	3040	430

Capacity Analysis Module:

Vol/Sat:	0.04	0.19	0.19	0.12	0.27	0.04	0.10	0.07	0.07	0.09	0.17	0.17
Crit Moves:	*****						*****					
Green/Cycle:	0.56	0.56	0.56	0.56	0.56	0.56	0.36	0.36	0.36	0.36	0.36	0.36
Volume/Cap:	0.06	0.34	0.34	0.22	0.48	0.07	0.27	0.20	0.20	0.25	0.48	0.48
Delay/Veh:	10.0	12.1	12.1	11.2	13.5	10.1	23.4	22.3	22.3	22.9	25.1	25.1
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:	10.0	12.1	12.1	11.2	13.5	10.1	23.4	22.3	22.3	22.9	25.1	25.1
LOS by Move:	B	B	B	B	B	B	C	C	C	C	C	C
HCM2kAvgQ:	0	6	6	2	9	1	1	3	3	2	8	8

Note: Queue reported is the number of cars per lane.

Existing PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #12 17th St and Colorado Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 0.527
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 17.7
Optimal Cycle: 54 Level Of Service: B

Street Name:	17th St						Colorado Ave						
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	24	0	0	24	0	0	19	0	0	22	0	
Lanes:	1	0	0	1	0	0	1	0	1	1	0	1	0

Volume Module:	17th St NB			17th St SB			Colorado Ave EB			Colorado Ave WB		
Base Vol:	39	282	64	59	391	53	63	554	83	40	695	74
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:	39	282	64	59	391	53	63	554	83	40	695	74
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:	0.88	0.88	0.88	0.84	0.84	0.84	0.85	0.85	0.85	0.96	0.96	0.96
PHF Volume:	44	319	72	70	467	63	74	652	98	42	725	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	319	72	70	467	63	74	652	98	42	725	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	44	319	72	70	467	63	74	652	98	42	725	77

Saturation Flow Module:	17th St NB			17th St SB			Colorado Ave EB			Colorado Ave WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.34	0.95	0.95	0.41	0.98	0.83	0.24	0.91	0.91	0.26	0.92	0.92
Lanes:	1.00	0.82	0.18	1.00	1.00	1.00	1.00	1.74	0.26	1.00	1.81	0.19
Final Sat.:	646	1475	335	775	1862	1583	451	3018	452	497	3153	336

Capacity Analysis Module:	17th St NB			17th St SB			Colorado Ave EB			Colorado Ave WB		
Vol/Sat:	0.07	0.22	0.22	0.09	0.25	0.04	0.16	0.22	0.22	0.08	0.23	0.23
Crit Moves:				****						****		
Green/Cycle:	0.48	0.48	0.48	0.48	0.48	0.48	0.44	0.44	0.44	0.44	0.44	0.44
Volume/Cap:	0.14	0.46	0.46	0.19	0.53	0.08	0.38	0.50	0.50	0.19	0.53	0.53
Delay/Veh:	13.5	16.2	16.2	13.9	17.1	13.0	18.4	18.5	18.5	16.1	18.9	18.9
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:	13.5	16.2	16.2	13.9	17.1	13.0	18.4	18.5	18.5	16.1	18.9	18.9
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
HCM2kAvgQ:	1	7	7	1	9	1	2	8	8	1	9	9

Note: Queue reported is the number of cars per lane.

Existing PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #13 17th St and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.486

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 18.4

Optimal Cycle: 67 Level Of Service: B

Street Name:	17th St						Olympic Blvd					
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	34	0	0	34	0	0	25	0	0	22	0
Lanes:	1	0	1	0	1	0	1	0	1	1	0	0

Volume Module:												
Base Vol:	7	184	97	192	324	71	42	375	19	157	599	116
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:	7	184	97	192	324	71	42	375	19	157	599	116
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:	0.87	0.87	0.87	0.94	0.94	0.94	0.92	0.92	0.92	0.97	0.97	0.97
PHF Volume:	8	212	112	205	347	76	45	406	21	162	618	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	212	112	205	347	76	45	406	21	162	618	120
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 Volume:	8	212	112	205	347	76	45	406	21	162	618	120

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.38	0.98	0.83	0.57	0.95	0.95	0.26	0.92	0.92	0.45	0.91	0.91
Lanes:	1.00	1.00	1.00	1.00	0.82	0.18	1.00	1.90	0.10	1.00	1.68	0.32
Final Sat.:	721	1862	1583	1080	1486	326	503	3344	169	849	2893	560

Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.07	0.19	0.23	0.23	0.09	0.12	0.12	0.19	0.21	0.21
Crit Moves:	****						****					
Green/Cycle:	0.48	0.48	0.48	0.48	0.48	0.48	0.44	0.44	0.44	0.44	0.44	0.44
Volume/Cap:	0.02	0.24	0.15	0.40	0.49	0.49	0.21	0.28	0.28	0.43	0.49	0.49
Delay/Veh:	13.7	15.4	14.6	17.2	18.1	18.1	17.7	17.9	17.9	20.2	20.2	20.2
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:	13.7	15.4	14.6	17.2	18.1	18.1	17.7	17.9	17.9	20.2	20.2	20.2
LOS by Move:	B	B	B	B	B	B	B	B	B	C	C	C
HCM2kAvgQ:	0	4	2	4	9	9	1	4	4	4	9	9

Note: Queue reported is the number of cars per lane.

Existing PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #14 20th St and Colorado Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 0.588

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 17.5

Optimal Cycle: 61 Level Of Service: B

Street Name:	20th St						Colorado Ave					
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	26	0	0	24	0	0	27	0	0	22	0
Lanes:	1	0	2	0	1	0	1	0	2	0	1	0

Volume Module:

Base Vol:	44	476	74	111	896	56	27	538	107	129	700	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:	44	476	74	111	896	56	27	538	107	129	700	84
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:	0.89	0.89	0.89	0.98	0.98	0.98	0.92	0.92	0.92	0.87	0.87	0.87
PHF Volume:	49	535	83	113	913	57	29	583	116	148	804	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	535	83	113	913	57	29	583	116	148	804	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	49	535	83	113	913	57	29	583	116	148	804	96

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.19	0.93	0.83	0.39	0.92	0.92	0.20	0.93	0.83	0.35	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	1.88	0.12	1.00	2.00	1.00	1.00	1.79	0.21
Final Sat.:	359	3538	1583	741	3300	206	380	3538	1583	668	3108	373

Capacity Analysis Module:

Vol/Sat:	0.14	0.15	0.05	0.15	0.28	0.28	0.08	0.16	0.07	0.22	0.26	0.26
Crit Moves:	****						****					
Green/Cycle:	0.47	0.47	0.47	0.47	0.47	0.47	0.44	0.44	0.44	0.44	0.44	0.44
Volume/Cap:	0.29	0.32	0.11	0.32	0.59	0.59	0.18	0.37	0.17	0.50	0.59	0.59
Delay/Veh:	15.6	14.9	13.4	15.4	18.0	18.0	15.8	17.0	15.3	19.5	19.6	19.6
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:	15.6	14.9	13.4	15.4	18.0	18.0	15.8	17.0	15.3	19.5	19.6	19.6
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
HCM2kAvgQ:	1	5	1	2	11	11	1	6	2	4	10	10

Note: Queue reported is the number of cars per lane.

Existing PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #15 20th St and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.110
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 28.4
Optimal Cycle: 98 Level Of Service: C

Street Name:	20th St						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	35	0	5	35	0	0	25	0	0	25	0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:	20th St NB			20th St SB			Olympic Blvd EB			Olympic Blvd WB		
Base Vol:	30	450	235	230	834	44	37	538	54	218	793	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	450	235	230	834	44	37	538	54	218	793	134
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:	0.90	0.90	0.90	0.93	0.93	0.93	0.92	0.92	0.92	0.98	0.98	0.98
PHF Volume:	33	498	260	247	897	47	40	585	59	223	812	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	498	260	247	897	47	40	585	59	223	812	137
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 Volume:	33	498	260	247	897	47	40	585	59	223	812	137

Saturation Flow Module:	20th St NB			20th St SB			Olympic Blvd EB			Olympic Blvd WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.88	0.88	0.86	0.92	0.92	0.15	0.92	0.92	0.29	0.91	0.91
Lanes:	1.00	1.31	0.69	1.00	1.90	0.10	1.00	1.82	0.18	1.00	1.71	0.29
Final Sat.:	1769	2206	1152	1638	3337	176	287	3170	318	557	2960	500

Capacity Analysis Module:	20th St NB			20th St SB			Olympic Blvd EB			Olympic Blvd WB		
Vol/Sat:	0.02	0.23	0.23	0.15	0.27	0.27	0.14	0.18	0.18	0.40	0.27	0.27
Crit Moves:	****			****			****			****		
Green/Cycle:	0.37	0.35	0.35	0.53	0.46	0.46	0.39	0.39	0.39	0.39	0.39	0.39
Volume/Cap:	0.16	0.65	0.65	0.65	0.58	0.58	0.36	0.47	0.47	1.02	0.70	0.70
Delay/Veh:	20.4	28.5	28.5	19.8	20.3	20.3	23.4	22.9	22.9	96.5	27.0	27.0
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:	20.4	28.5	28.5	19.8	20.3	20.3	23.4	22.9	22.9	96.5	27.0	27.0
LOS by Move:	C	C	C	B	C	C	C	C	C	F	C	C
HCM2kAvgQ:	1	11	11	7	11	11	1	8	8	12	14	14

Note: Queue reported is the number of cars per lane.

Existing PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #16 Cloverfield Blvd and Colorado Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 0.556
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 36.8
Optimal Cycle: 88 Level Of Service: D

Street Name:	Cloverfield Blvd						Colorado Ave					
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	28	0	5	30	0	5	32	0	5	25	0
Lanes:	2	0	2	0	1	0	1	0	2	0	1	0

Volume Module:	Cloverfield Blvd NB			Cloverfield Blvd SB			Colorado Ave EB			Colorado Ave WB		
Base Vol:	162	692	203	79	552	28	55	469	247	244	617	49
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:	162	692	203	79	552	28	55	469	247	244	617	49
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:	0.88	0.88	0.88	0.84	0.84	0.84	0.85	0.85	0.85	0.94	0.94	0.94
PHF Volume:	185	788	231	94	656	33	65	552	291	261	659	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	185	788	231	94	656	33	65	552	291	261	659	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 Volume:	185	788	231	94	656	33	65	552	291	261	659	52

Saturation Flow Module:	Cloverfield Blvd NB			Cloverfield Blvd SB			Colorado Ave EB			Colorado Ave WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.83	0.93	0.92	0.92	0.93	0.93	0.83	0.90	0.92	0.92
Lanes:	2.00	2.00	1.00	1.00	1.90	0.10	1.00	2.00	1.00	2.00	1.85	0.15
Final Sat.:	3432	3538	1583	1769	3343	170	1769	3538	1583	3432	3241	257

Capacity Analysis Module:	Cloverfield Blvd NB			Cloverfield Blvd SB			Colorado Ave EB			Colorado Ave WB		
Vol/Sat:	0.05	0.22	0.15	0.05	0.20	0.20	0.04	0.16	0.18	0.08	0.20	0.20
Crit Moves:	****			****			****			****		
Green/Cycle:	0.10	0.37	0.37	0.08	0.35	0.35	0.07	0.28	0.28	0.14	0.35	0.35
Volume/Cap:	0.56	0.61	0.40	0.64	0.56	0.56	0.53	0.56	0.65	0.56	0.58	0.58
Delay/Veh:	53.8	31.9	28.7	62.2	31.8	31.8	58.1	37.5	41.6	49.9	32.8	32.8
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:	53.8	31.9	28.7	62.2	31.8	31.8	58.1	37.5	41.6	49.9	32.8	32.8
LOS by Move:	D	C	C	E	C	C	E	D	D	D	C	C
HCM2kAvgQ:	4	13	6	4	11	11	3	9	10	5	12	12

Note: Queue reported is the number of cars per lane.

Existing PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #17 Cloverfield Blvd and Olympic Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.783

Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 39.5

Optimal Cycle: 99 Level Of Service: D

Street Name:	Cloverfield Blvd						Olympic Blvd								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	5	37	0	5	37	0	5	36	0	5	36	0			
Lanes:	2	0	2	1	0	2	0	2	1	0	1	0	1	1	0

Volume Module:

Base Vol:	183	721	40	88	999	39	68	406	310	320	760	99
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:	183	721	40	88	999	39	68	406	310	320	760	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:	0.96	0.96	0.96	0.86	0.86	0.86	0.78	0.78	0.78	0.90	0.90	0.90
PHF Volume:	191	752	42	103	1164	45	88	524	400	357	848	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	191	752	42	103	1164	45	88	524	400	357	848	110
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 Volume:	191	752	42	103	1164	45	88	524	400	357	848	110

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.88	0.88	0.90	0.89	0.89	0.93	0.87	0.87	0.90	0.93	0.83
Lanes:	2.00	2.84	0.16	2.00	2.89	0.11	1.00	1.13	0.87	2.00	2.00	1.00
Final Sat.:	3432	4778	265	3432	4863	190	1769	1876	1432	3432	3538	1583

Capacity Analysis Module:

Vol/Sat:	0.06	0.16	0.16	0.03	0.24	0.24	0.05	0.28	0.28	0.10	0.24	0.07
Crit Moves:	****			****			****			****		
Green/Cycle:	0.07	0.33	0.33	0.05	0.31	0.31	0.07	0.36	0.36	0.13	0.42	0.42
Volume/Cap:	0.79	0.47	0.47	0.66	0.78	0.78	0.72	0.79	0.79	0.79	0.57	0.17
Delay/Veh:	70.4	31.8	31.8	66.6	40.3	40.3	73.1	38.2	38.2	59.2	27.2	21.9
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:	70.4	31.8	31.8	66.6	40.3	40.3	73.1	38.2	38.2	59.2	27.2	21.9
LOS by Move:	E	C	C	E	D	D	E	D	D	E	C	C
HCM2kAvgQ:	5	9	9	3	16	16	5	18	18	9	13	3

Note: Queue reported is the number of cars per lane.

Existing PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #18 26th St and Colorado Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 0.771
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 20.8
Optimal Cycle: 58 Level Of Service: C

26th St						Colorado Ave						
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	23	0	0	23	0	0	23	0	0	22	0
Lanes:	1	0	1	0	1	0	1	0	1	0	1	0

Volume Module:												
Base Vol:	44	487	106	164	520	138	93	587	129	48	689	139
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:	44	487	106	164	520	138	93	587	129	48	689	139
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:	0.94	0.94	0.94	0.92	0.92	0.92	0.88	0.88	0.88	0.97	0.97	0.97
PHF Volume:	47	517	113	179	567	150	106	670	147	49	708	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	517	113	179	567	150	106	670	147	49	708	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 Volume:	47	517	113	179	567	150	106	670	147	49	708	143

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.23	0.98	0.83	0.27	0.98	0.83	0.25	0.98	0.83	0.14	0.91	0.91
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.66	0.34
Final Sat.:	439	1862	1583	521	1862	1583	471	1862	1583	261	2870	579

Capacity Analysis Module:												
Vol/Sat:	0.11	0.28	0.07	0.34	0.30	0.10	0.23	0.36	0.09	0.19	0.25	0.25
Crit Moves:				****				****				
Green/Cycle:	0.44	0.44	0.44	0.44	0.44	0.44	0.47	0.47	0.47	0.47	0.47	0.47
Volume/Cap:	0.24	0.62	0.16	0.77	0.68	0.21	0.48	0.77	0.20	0.41	0.53	0.53
Delay/Veh:	16.2	20.7	15.0	35.8	22.4	15.5	18.2	24.3	14.3	18.0	17.3	17.3
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:	16.2	20.7	15.0	35.8	22.4	15.5	18.2	24.3	14.3	18.0	17.3	17.3
LOS by Move:	B	C	B	D	C	B	B	C	B	B	B	B
HCM2kAvgQ:	1	12	2	6	13	3	3	17	2	1	9	9

Note: Queue reported is the number of cars per lane.

Existing PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #19 26th St and Olympic Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.713

Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 39.6

Optimal Cycle: 83 Level Of Service: D

Street Name:	26th St						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	34	0	0	0	0	5	25	0	0	28	0
Lanes:	1	0	1	1	0	2	1	0	2	0	0	1

Volume Module:

Base Vol:	16	282	54	397	0	286	53	786	0	0	1175	190
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	282	54	397	0	286	53	786	0	0	1175	190
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:	0.89	0.89	0.89	0.95	0.95	0.95	0.86	0.86	0.86	0.94	0.94	0.94
PHF Volume:	18	317	61	416	0	300	62	914	0	0	1246	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	317	61	416	0	300	62	914	0	0	1246	201
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 Volume:	18	317	61	416	0	300	62	914	0	0	1246	201

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.91	0.91	0.90	1.00	0.73	0.93	0.93	1.00	1.00	0.93	0.83
Lanes:	1.00	1.68	0.32	2.00	0.00	2.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	1769	2898	555	3432	0	2786	1769	3538	0	0	3538	1583

Capacity Analysis Module:

Vol/Sat:	0.01	0.11	0.11	0.12	0.00	0.11	0.03	0.26	0.00	0.00	0.35	0.13
Crit Moves:	****			****			****			****		
Green/Cycle:	0.28	0.28	0.28	0.14	0.00	0.18	0.04	0.44	0.00	0.00	0.40	0.40
Volume/Cap:	0.04	0.39	0.39	0.87	0.00	0.60	0.84	0.58	0.00	0.00	0.87	0.32
Delay/Veh:	31.2	34.9	34.9	67.0	0.0	47.1	110.2	25.5	0.0	0.0	39.3	24.8
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:	31.2	34.9	34.9	67.0	0.0	47.1	110.2	25.5	0.0	0.0	39.3	24.8
LOS by Move:	C	C	C	E	A	D	F	C	A	A	D	C
HCM2kAvgQ:	0	6	6	11	0	7	4	13	0	0	25	5

Note: Queue reported is the number of cars per lane.

Existing PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #20 Stewart St and Colorado Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 0.577
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 15.3
Optimal Cycle: 36 Level Of Service: B

Street Name:	Stewart St						Colorado Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	28	0	0	0	0
Lanes:	1	0	0	0	0	0	0	0	1	0	1	1

Volume Module:	Stewart St NB			Stewart St SB			Colorado Ave EB			Colorado Ave WB		
Base Vol:	322	0	171	0	0	0	0	593	234	153	419	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:	322	0	171	0	0	0	0	593	234	153	419	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:	0.93	0.93	0.93	1.00	1.00	1.00	0.96	0.96	0.96	0.92	0.92	0.92
PHF Volume:	345	0	183	0	0	0	0	616	243	166	454	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	345	0	183	0	0	0	0	616	243	166	454	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 Volume:	345	0	183	0	0	0	0	616	243	166	454	0

Saturation Flow Module:	Stewart St NB			Stewart St SB			Colorado Ave EB			Colorado Ave WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.83	1.00	1.00	1.00	1.00	0.98	0.83	0.29	0.98	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1769	0	1583	0	0	0	0	1862	1583	549	1862	0

Capacity Analysis Module:	Stewart St NB			Stewart St SB			Colorado Ave EB			Colorado Ave WB		
Vol/Sat:	0.19	0.00	0.12	0.00	0.00	0.00	0.00	0.33	0.15	0.30	0.24	0.00
Crit Moves:	****						****					
Green/Cycle:	0.34	0.00	0.34	0.00	0.00	0.00	0.00	0.57	0.57	0.57	0.57	0.00
Volume/Cap:	0.58	0.00	0.34	0.00	0.00	0.00	0.00	0.58	0.27	0.53	0.43	0.00
Delay/Veh:	25.9	0.0	22.7	0.0	0.0	0.0	0.0	13.0	9.8	13.4	11.1	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:	25.9	0.0	22.7	0.0	0.0	0.0	0.0	13.0	9.8	13.4	11.1	0.0
LOS by Move:	C	A	C	A	A	A	A	B	A	B	B	A
HCM2kAvgQ:	8	0	4	0	0	0	0	11	3	4	7	0

Note: Queue reported is the number of cars per lane.

Existing PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #21 Stewart St and Olympic Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.048

Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 38.0

Optimal Cycle: 108 Level Of Service: D

Street Name:	Stewart St						Olympic Blvd					
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			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	5	31	0	5	31	0	0	29	0	5	29	0
Lanes:	1	0	1	1	0	0	1	0	1	1	0	0

Volume Module:

Base Vol:	44	223	66	145	370	105	67	1000	131	136	925	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	223	66	145	370	105	67	1000	131	136	925	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.96	0.96	0.96	0.93	0.93	0.93	0.92	0.92	0.92
PHF Volume:	47	239	71	152	387	110	72	1075	141	149	1011	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	239	71	152	387	110	72	1075	141	149	1011	101
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 Volume:	47	239	71	152	387	110	72	1075	141	149	1011	101

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.90	0.90	0.90	0.95	0.95	0.93	0.92	0.92	0.93	0.92	0.92
Lanes:	1.00	1.54	0.46	2.00	0.78	0.22	1.00	1.77	0.23	1.00	1.82	0.18
Final Sat.:	1769	2637	780	3432	1403	398	1769	3075	403	1769	3176	316

Capacity Analysis Module:

Vol/Sat:	0.03	0.09	0.09	0.04	0.28	0.28	0.04	0.35	0.35	0.08	0.32	0.32
Crit Moves:	****			****			****			****		
Green/Cycle:	0.04	0.31	0.31	0.05	0.32	0.32	0.46	0.41	0.41	0.54	0.45	0.45
Volume/Cap:	0.64	0.29	0.29	0.84	0.86	0.86	0.35	0.86	0.86	0.63	0.71	0.71
Delay/Veh:	73.8	31.6	31.6	83.4	50.6	50.6	21.6	38.0	38.0	29.7	28.5	28.5
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:	73.8	31.6	31.6	83.4	50.6	50.6	21.6	38.0	38.0	29.7	28.5	28.5
LOS by Move:	E	C	C	F	D	D	C	D	D	C	C	C
HCM2kAvgQ:	3	5	5	5	20	20	2	24	24	5	18	18

Note: Queue reported is the number of cars per lane.

Existing PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #22 Centinela Ave (N) and Olympic Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.650
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 16.3
Optimal Cycle: 44 Level Of Service: B

Centinela Ave (N)						Olympic Blvd					
North Bound			South Bound			East Bound			West Bound		
L	T	R	L	T	R	L	T	R	L	T	R
Split Phase			Split Phase			Permitted			Permitted		
Include			Include			Include			Ovl		
0	0	0	0	35	0	0	0	0	0	32	0
0	0	0	2	0	0	1	1	0	1	0	2

Volume Module:												
Base Vol:	0	0	0	619	0	70	42	1062	0	0	1318	522
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	619	0	70	42	1062	0	0	1318	522
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	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	0	0	682	0	77	46	1162	0	0	1444	572
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	682	0	77	46	1162	0	0	1444	572
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 Volume:	0	0	0	682	0	77	46	1162	0	0	1444	572

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.90	1.00	0.83	0.11	0.93	0.95	1.00	0.93	0.83
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	3432	0	1583	212	3538	0	1900	3538	1583

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.00	0.05	0.22	0.33	0.00	0.00	0.41	0.36
Crit Moves:				****							****	
Green/Cycle:	0.00	0.00	0.00	0.31	0.00	0.31	0.63	0.63	0.00	0.00	0.63	0.93
Volume/Cap:	0.00	0.00	0.00	0.65	0.00	0.16	0.34	0.52	0.00	0.00	0.65	0.39
Delay/Veh:	0.0	0.0	0.0	37.5	0.0	30.5	12.2	12.6	0.0	0.0	14.8	0.6
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:	0.0	0.0	0.0	37.5	0.0	30.5	12.2	12.6	0.0	0.0	14.8	0.6
LOS by Move:	A	A	A	D	A	C	B	B	A	A	B	A
HCM2kAvgQ:	0	0	0	12	0	2	1	12	0	0	18	3

Note: Queue reported is the number of cars per lane.

Existing PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #23 Centinela Ave (S) and Olympic Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.498
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 14.7
Optimal Cycle: 39 Level Of Service: B

Centinela Ave (S)						Olympic Blvd							
North Bound			South Bound			East Bound			West Bound				
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Split Phase			Split Phase			Permitted			Permitted			
Rights:	Include			Include			Ovl			Include			
Min. Green:	5	30	0	0	0	0	0	26	0	0	26	0	
Lanes:	1	0	1	0	0	0	0	0	3	0	1	1	0

Volume Module:												
Base Vol:	374	0	131	0	0	0	0	1172	647	114	1512	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:	374	0	131	0	0	0	0	1172	647	114	1512	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:	0.96	0.96	0.96	1.00	1.00	1.00	0.88	0.88	0.88	0.90	0.90	0.90
PHF Volume:	391	0	137	0	0	0	0	1332	735	127	1686	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	391	0	137	0	0	0	0	1332	735	127	1686	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 Volume:	391	0	137	0	0	0	0	1332	735	127	1686	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	1.00	0.91	1.00	1.00	1.00	1.00	0.89	0.83	0.19	0.89	0.91
Lanes:	1.59	0.00	0.41	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	2739	0	711	0	0	0	0	5083	1583	361	5083	0

Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.19	0.00	0.00	0.00	0.00	0.26	0.46	0.35	0.33	0.00
Crit Moves:	****						****					
Green/Cycle:	0.35	0.00	0.35	0.00	0.00	0.00	0.00	0.58	0.93	0.58	0.58	0.00
Volume/Cap:	0.41	0.00	0.55	0.00	0.00	0.00	0.00	0.45	0.50	0.60	0.57	0.00
Delay/Veh:	29.8	0.0	32.1	0.0	0.0	0.0	0.0	14.2	0.8	20.9	15.8	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:	29.8	0.0	32.1	0.0	0.0	0.0	0.0	14.2	0.8	20.9	15.8	0.0
LOS by Move:	C	A	C	A	A	A	A	B	A	C	B	A
HCM2kAvgQ:	7	0	10	0	0	0	0	10	4	4	14	0

Note: Queue reported is the number of cars per lane.

Existing PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #24 Centinela Ave and Exposition Blvd

Average Delay (sec/veh): 4.2 Worst Case Level Of Service: F[52.9]

Street Name:	Centinela Ave						Exposition Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	1	0	0	0	1	0	0	0	0

Volume Module:												
Base Vol:	0	519	26	66	778	0	0	0	0	42	0	62
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	519	26	66	778	0	0	0	0	42	0	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.84	0.84	0.84	0.86	0.86	0.86	0.84	0.84	0.84
PHF Volume:	0	563	28	79	932	0	0	0	0	50	0	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	563	28	79	932	0	0	0	0	50	0	74

Critical Gap Module:												
Critical Gp:xxxxx	xxxxx	xxxxx	xxxxx	4.1	xxxxx	xxxxx	7.1	6.5	6.2	6.4	6.5	6.2
FollowUpTim:xxxxx	xxxxx	xxxxx	xxxxx	2.2	xxxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:												
Cnflct Vol:	xxxxx	xxxxx	xxxxx	591	xxxxx	xxxxx	1704	1681	932	1667	1667	577
Potent Cap.:	xxxxx	xxxxx	xxxxx	985	xxxxx	xxxxx	72	95	323	106	96	516
Move Cap.:	xxxxx	xxxxx	xxxxx	985	xxxxx	xxxxx	58	87	323	99	88	516
Volume/Cap:	xxxxx	xxxxx	xxxxx	0.08	xxxxx	xxxxx	0.00	0.00	0.00	0.50	0.00	0.14

Level Of Service Module:												
2Way95thQ:	xxxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Control Del:xxxxx	xxxxx	xxxxx	xxxxx	9.0	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0	xxxxx	xxxxx	192	xxxxx
SharedQueue:xxxxx	xxxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	3.8	xxxxx
Shrd ConDel:xxxxx	xxxxx	xxxxx	xxxxx	9.0	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	52.9	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	52.9	xxxxxxx
ApproachLOS:	*	*	*	*	*	*	*	*	*	*	F	*

Note: Queue reported is the number of cars per lane.

Existing PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #25 Centinela Ave and Pico Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.663

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 24.0

Optimal Cycle: 63 Level Of Service: C

Street Name:	Centinela Ave						Pico Blvd					
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	29	0	0	29	0	0	25	0	0	26	0
Lanes:	1	0	1	0	1	0	1	0	2	0	1	0

Volume Module:												
Base Vol:	41	364	105	109	812	152	75	624	445	67	583	362
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:	41	364	105	109	812	152	75	624	445	67	583	362
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:	0.89	0.89	0.89	0.93	0.93	0.93	0.89	0.89	0.89	0.96	0.96	0.96
PHF Volume:	46	408	118	117	875	164	85	705	503	70	610	379
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	408	118	117	875	164	85	705	503	70	610	379
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 Volume:	46	408	118	117	875	164	85	705	503	70	610	379

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.17	0.98	0.83	0.35	0.91	0.91	0.18	0.93	0.83	0.29	0.88	0.88
Lanes:	1.00	1.00	1.00	1.00	1.68	0.32	1.00	2.00	1.00	1.00	1.23	0.77
Final Sat.:	317	1862	1583	663	2908	544	339	3538	1583	553	2058	1278

Capacity Analysis Module:												
Vol/Sat:	0.15	0.22	0.07	0.18	0.30	0.30	0.25	0.20	0.32	0.13	0.30	0.30
Crit Moves:	****						****					
Green/Cycle:	0.45	0.45	0.45	0.45	0.45	0.45	0.48	0.48	0.48	0.48	0.48	0.48
Volume/Cap:	0.32	0.48	0.16	0.39	0.66	0.66	0.52	0.42	0.66	0.26	0.62	0.62
Delay/Veh:	22.2	23.3	19.4	22.6	26.7	26.7	24.7	20.5	26.0	19.2	23.9	23.9
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:	22.2	23.3	19.4	22.6	26.7	26.7	24.7	20.5	26.0	19.2	23.9	23.9
LOS by Move:	C	C	B	C	C	C	C	C	C	B	C	C
HCM2kAvgQ:	1	10	3	3	16	16	3	9	15	2	14	14

Note: Queue reported is the number of cars per lane.

Existing PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #26 Bundy Dr and Olympic Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.040
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 66.7
Optimal Cycle: 180 Level Of Service: E

Street Name:	Bundy Dr					Olympic Blvd														
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:	Ovl					Include					Ovl					Ovl				
Min. Green:	5		40		0	5		40		0	5		35		0	5		35		0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	3	0	1	2	0	3	0	1

Volume Module:

Base Vol:	141	1224	286	276	1171	106	165	700	299	248	1137	311
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:	141	1224	286	276	1171	106	165	700	299	248	1137	311
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:	0.89	0.89	0.89	0.91	0.91	0.91	0.95	0.95	0.95	0.91	0.91	0.91
PHF Volume:	158	1371	320	302	1281	116	174	738	315	271	1244	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	1371	320	302	1281	116	174	738	315	271	1244	340
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 Volume:	158	1371	320	302	1281	116	174	738	315	271	1244	340

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.83	0.93	0.93	0.83	0.93	0.89	0.83	0.90	0.89	0.83
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1769	3538	1583	1769	3538	1583	1769	5083	1583	3432	5083	1583

Capacity Analysis Module:

Vol/Sat:	0.09	0.39	0.20	0.17	0.36	0.07	0.10	0.15	0.20	0.08	0.24	0.21
Crit Moves:	****			****			****			****		
Green/Cycle:	0.10	0.34	0.42	0.15	0.39	0.39	0.09	0.30	0.39	0.08	0.29	0.44
Volume/Cap:	0.92	1.14	0.48	1.14	0.92	0.19	1.14	0.49	0.51	0.98	0.84	0.49
Delay/Veh:	100.8	114	25.9	150.1	45.3	24.1	170.9	34.9	28.2	103.8	44.3	24.4
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:	100.8	114	25.9	150.1	45.3	24.1	170.9	34.9	28.2	103.8	44.3	24.4
LOS by Move:	F	F	C	F	D	C	F	C	C	F	D	C
HCM2kAvgQ:	9	41	9	19	28	3	12	8	9	9	18	9

Note: Queue reported is the number of cars per lane.

Existing PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #27 Bundy Dr and Exposition Blvd

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Bundy Dr						Exposition Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	1	1	0	0	0	1	0	0	0	0

Volume Module:												
Base Vol:	22	1482	9	70	1846	75	51	6	126	16	6	65
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:	22	1482	9	70	1846	75	51	6	126	16	6	65
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:	0.96	0.96	0.96	0.86	0.86	0.86	0.80	0.80	0.80	0.84	0.84	0.84
PHF Volume:	23	1547	9	82	2154	88	64	7	157	19	7	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	23	1547	9	82	2154	88	64	7	157	19	7	78

Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:												
Cnflct Vol:	2242	xxxx	xxxxx	1556	xxxx	xxxxx	3184	3963	1121	2842	4002	778
Potent Cap.:	227	xxxx	xxxxx	421	xxxx	xxxxx	4	3	200	8	3	339
Move Cap.:	227	xxxx	xxxxx	421	xxxx	xxxxx	0	2	200	0	2	339
Volume/Cap:	0.10	xxxx	xxxxx	0.19	xxxx	xxxxx	xxxxx	3.44	0.78	xxxxx	3.51	0.23

Level Of Service Module:												
2Way95thQ:	0.3	xxxx	xxxxx	0.7	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Control Del:	22.6	xxxx	xxxxx	15.6	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
LOS by Move:	C	*	*	C	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	0	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx				xxxxxxx				xxxxxxx			
ApproachLOS:	*				*				F			

Note: Queue reported is the number of cars per lane.

Existing PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #28 Bundy Dr and Pico Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.187

Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 38.7

Optimal Cycle: 113 Level Of Service: D

Street Name:	Bundy Dr						Pico Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	5	29	0	5	29	0	5	29	0	5	29	0
Lanes:	1	0	2	1	0	2	1	0	1	1	0	1

Volume Module:

Base Vol:	193	858	108	125	800	90	133	733	35	84	759	164
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:	193	858	108	125	800	90	133	733	35	84	759	164
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:	0.90	0.90	0.90	0.92	0.92	0.92	0.92	0.92	0.92	0.90	0.90	0.90
PHF Volume:	215	957	120	136	871	98	145	798	38	94	847	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	215	957	120	136	871	98	145	798	38	94	847	183
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 Volume:	215	957	120	136	871	98	145	798	38	94	847	183

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.88	0.88	0.93	0.93	0.83	0.93	0.92	0.92	0.93	0.91	0.91
Lanes:	1.00	2.66	0.34	1.00	2.00	1.00	1.00	1.91	0.09	1.00	1.64	0.36
Final Sat.:	1769	4438	559	1769	3538	1583	1769	3353	160	1769	2831	612

Capacity Analysis Module:

Vol/Sat:	0.12	0.22	0.22	0.08	0.25	0.06	0.08	0.24	0.24	0.05	0.30	0.30
Crit Moves:	****			****			****			****		
Green/Cycle:	0.46	0.32	0.32	0.39	0.28	0.28	0.47	0.36	0.36	0.43	0.35	0.35
Volume/Cap:	0.69	0.67	0.67	0.51	0.86	0.22	0.63	0.66	0.66	0.36	0.86	0.86
Delay/Veh:	33.8	36.2	36.2	26.9	48.6	33.0	29.8	33.3	33.3	23.5	43.3	43.3
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:	33.8	36.2	36.2	26.9	48.6	33.0	29.8	33.3	33.3	23.5	43.3	43.3
LOS by Move:	C	D	D	C	D	C	C	C	C	C	D	D
HCM2kAvgQ:	8	13	13	4	19	3	5	14	14	3	21	21

Note: Queue reported is the number of cars per lane.

Existing PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #29 Barrington Ave and Olympic Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.420

Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 48.3

Optimal Cycle: 180 Level Of Service: D

Street Name:	Barrington Ave						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	35	0	5	35	0	0	28	0	0	28	0
Lanes:	1	0	1	1	0	1	1	0	2	1	0	1

Volume Module:

Base Vol:	150	534	82	167	1077	51	47	978	315	150	1433	147
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:	150	534	82	167	1077	51	47	978	315	150	1433	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.91	0.91	0.91	0.97	0.97	0.97	0.87	0.87	0.87
PHF Volume:	166	591	91	183	1181	56	49	1010	325	172	1647	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	591	91	183	1181	56	49	1010	325	172	1647	169
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 Volume:	166	591	91	183	1181	56	49	1010	325	172	1647	169

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.40	0.91	0.91	0.43	0.93	0.83	0.10	0.86	0.86	0.14	0.89	0.83
Lanes:	1.00	1.73	0.27	1.00	2.00	1.00	1.00	2.27	0.73	1.00	4.00	1.00
Final Sat.:	753	3006	462	825	3538	1583	197	3703	1193	264	6778	1583

Capacity Analysis Module:

Vol/Sat:	0.22	0.20	0.20	0.22	0.33	0.04	0.25	0.27	0.27	0.65	0.24	0.11
Crit Moves:	****			****						****		
Green/Cycle:	0.37	0.29	0.29	0.40	0.29	0.29	0.53	0.53	0.53	0.53	0.53	0.53
Volume/Cap:	0.84	0.67	0.67	0.76	1.14	0.12	0.46	0.51	0.51	1.23	0.46	0.20
Delay/Veh:	52.7	39.3	39.3	39.3	119	31.3	20.7	18.3	18.3	177.3	17.5	14.8
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:	52.7	39.3	39.3	39.3	119	31.3	20.7	18.3	18.3	177.3	17.5	14.8
LOS by Move:	D	D	D	D	F	C	C	B	B	F	B	B
HCM2kAvgQ:	8	12	12	8	36	2	2	12	12	13	10	3

Note: Queue reported is the number of cars per lane.

Existing PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #30 Barrington Ave and Exposition Blvd (N)

Average Delay (sec/veh): 24.7 Worst Case Level Of Service: F[920.8]

Street Name:	Barrington Ave						Exposition Blvd (N)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	1	1	0	1	0	0	1	0	0	1

Volume Module:	Barrington Ave			Barrington Ave			Exposition Blvd (N)			Exposition Blvd (N)		
Base Vol:	29	721	31	5	1596	6	1	2	95	15	4	22
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:	29	721	31	5	1596	6	1	2	95	15	4	22
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:	0.83	0.83	0.83	0.81	0.81	0.81	0.70	0.70	0.70	0.64	0.64	0.64
PHF Volume:	35	866	37	6	1963	7	1	3	136	23	6	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	35	866	37	6	1963	7	1	3	136	23	6	34

Critical Gap Module:	Barrington Ave			Barrington Ave			Exposition Blvd (N)			Exposition Blvd (N)		
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:	Barrington Ave			Barrington Ave			Exposition Blvd (N)			Exposition Blvd (N)		
Cnflct Vol:	1970	xxxx	xxxxx	903	xxxx	xxxxx	2485	2951	985	1949	2937	451
Potent Cap.:	291	xxxx	xxxxx	749	xxxx	xxxxx	15	14	247	39	15	555
Move Cap.:	291	xxxx	xxxxx	749	xxxx	xxxxx	8	13	247	13	13	555
Volume/Cap:	0.12	xxxx	xxxxx	0.01	xxxx	xxxxx	0.18	0.23	0.55	1.80	0.49	0.06

Level Of Service Module:	Barrington Ave			Barrington Ave			Exposition Blvd (N)			Exposition Blvd (N)		
2Way95thQ:	0.4	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	19.1	xxxx	xxxxx	9.8	xxxx	xxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	C	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	146	xxxxx	xxxx	27	xxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	6.9	xxxxxx	xxxxxx	7.7	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	123	xxxxxx	xxxxxx	921	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	F	*
ApproachDel:	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	123.5	xxxxxxx	xxxxxxx	920.8	xxxxxxx	
ApproachLOS:	*	*	*	*	*	*	F	xxxxxxx	xxxxxxx	F	xxxxxxx	

Note: Queue reported is the number of cars per lane.

Existing PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #31 Barrington Ave and Exposition Blvd (S)

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Barrington Ave						Exposition Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	1	1	0	1	0	0	1	0	0	1

Volume Module:	Barrington Ave NB			Barrington Ave SB			Exposition Blvd EB			Exposition Blvd WB		
Base Vol:	23	775	18	30	1867	29	8	7	152	12	5	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:	23	775	18	30	1867	29	8	7	152	12	5	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:	0.91	0.91	0.91	0.79	0.79	0.79	0.70	0.70	0.70	0.71	0.71	0.71
PHF Volume:	25	854	20	38	2357	37	11	10	218	17	7	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	25	854	20	38	2357	37	11	10	218	17	7	136

Critical Gap Module:	Barrington Ave NB			Barrington Ave SB			Exposition Blvd EB			Exposition Blvd WB		
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:	Barrington Ave NB			Barrington Ave SB			Exposition Blvd EB			Exposition Blvd WB		
Cnflct Vol:	2394	xxxx	xxxxx	874	xxxx	xxxxx	2933	3376	1197	2175	3385	437
Potent Cap.:	198	xxxx	xxxxx	768	xxxx	xxxxx	7	7	178	26	7	567
Move Cap.:	198	xxxx	xxxxx	768	xxxx	xxxxx	0	6	178	0	6	567
Volume/Cap:	0.13	xxxx	xxxxx	0.05	xxxx	xxxxx	xxxx	1.62	1.23	xxxx	1.14	0.24

Level Of Service Module:	Barrington Ave NB			Barrington Ave SB			Exposition Blvd EB			Exposition Blvd WB		
2Way95thQ:	0.4	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	25.9	xxxx	xxxxx	9.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	D	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	0	xxxxx
Shared Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
ApproachLOS:	*	*	*	*	*	*	F	F	F	F	F	F

Note: Queue reported is the number of cars per lane.

Existing PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #32 Barrington Ave and Pico Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.177

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 37.8

Optimal Cycle: 180 Level Of Service: D

Street Name:	Barrington Ave						Pico Blvd					
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	26	0	0	26	0	0	26	0	0	26	0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	64	556	34	143	1301	113	125	683	100	88	637	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:	64	556	34	143	1301	113	125	683	100	88	637	42
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:	0.85	0.85	0.85	0.85	0.85	0.85	0.82	0.82	0.82	0.83	0.83	0.83
PHF Volume:	75	653	40	168	1527	133	153	834	122	106	764	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	653	40	168	1527	133	153	834	122	106	764	50
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 Volume:	75	653	40	168	1527	133	153	834	122	106	764	50

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.06	0.92	0.92	0.32	0.92	0.92	0.19	0.91	0.91	0.13	0.92	0.92
Lanes:	1.00	1.88	0.12	1.00	1.84	0.16	1.00	1.74	0.26	1.00	1.88	0.12
Final Sat.:	112	3304	202	611	3216	279	359	3027	443	248	3289	217

Capacity Analysis Module:

Vol/Sat:	0.67	0.20	0.20	0.27	0.47	0.47	0.42	0.28	0.28	0.43	0.23	0.23
Crit Moves:	****									****		
Green/Cycle:	0.57	0.57	0.57	0.57	0.57	0.57	0.36	0.36	0.36	0.36	0.36	0.36
Volume/Cap:	1.18	0.35	0.35	0.48	0.83	0.83	1.17	0.76	0.76	1.18	0.64	0.64
Delay/Veh:	194.1	13.8	13.8	16.3	24.1	24.1	171.2	36.5	36.5	188.6	32.9	32.9
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:	194.1	13.8	13.8	16.3	24.1	24.1	171.2	36.5	36.5	188.6	32.9	32.9
LOS by Move:	F	B	B	B	C	C	F	D	D	F	C	C
HCM2kAvgQ:	6	7	7	4	28	28	11	18	18	8	14	14

Note: Queue reported is the number of cars per lane.

Existing PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #33 Gateway Blvd/Pico Blvd and Exposition Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.245
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 93.2
Optimal Cycle: 180 Level Of Service: F

Street Name:	Gateway Blvd/Pico Blvd						Exposiyion Blvd					
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			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	38	0	0	0	0
Lanes:	0	0	0	0	0	0	0	1	1	0	2	0

Volume Module:	Gateway Blvd/Pico Blvd			Gateway Blvd/Pico Blvd			Exposition Blvd			Exposition Blvd		
Base Vol:	0	0	929	0	0	0	0	1622	3	977	1316	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	929	0	0	0	0	1622	3	977	1316	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:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	0	966	0	0	0	0	1686	3	1016	1368	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	966	0	0	0	0	1686	3	1016	1368	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 Volume:	0	0	966	0	0	0	0	1686	3	1016	1368	0

Saturation Flow Module:	Gateway Blvd/Pico Blvd			Gateway Blvd/Pico Blvd			Exposition Blvd			Exposition Blvd		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.73	1.00	1.00	1.00	1.00	0.93	0.93	0.90	0.93	1.00
Lanes:	0.00	0.00	2.00	0.00	0.00	0.00	0.00	1.99	0.01	2.00	2.00	0.00
Final Sat.:	0	0	2786	0	0	0	0	3531	7	3432	3538	0

Capacity Analysis Module:	Gateway Blvd/Pico Blvd			Gateway Blvd/Pico Blvd			Exposition Blvd			Exposition Blvd		
Vol/Sat:	0.00	0.00	0.35	0.00	0.00	0.00	0.00	0.48	0.48	0.30	0.39	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.00	0.00	0.52	0.00	0.00	0.00	0.00	0.38	0.38	0.24	0.62	0.00
Volume/Cap:	0.00	0.00	0.67	0.00	0.00	0.00	0.00	1.24	1.24	1.24	0.62	0.00
Delay/Veh:	0.0	0.0	22.7	0.0	0.0	0.0	0.0	153	153.5	166.0	14.6	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:	0.0	0.0	22.7	0.0	0.0	0.0	0.0	153	153.5	166.0	14.6	0.0
LOS by Move:	A	A	C	A	A	A	A	F	F	F	B	A
HCM2kAvgQ:	0	0	15	0	0	0	0	56	56	34	16	0

Note: Queue reported is the number of cars per lane.

Existing PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #34 Sawtelle Blvd and Pico Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.440

Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 77.6

Optimal Cycle: 180 Level Of Service: E

Street Name:	Sawtelle Blvd						Pico Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permit+Prot			Permitted			Permit+Prot		
Rights:	Include			Include			Include			Include		
Min. Green:	0	30	0	5	30	0	0	26	0	5	26	0
Lanes:	1	0	1	1	0	1	1	0	2	0	1	0

Volume Module:

Base Vol:	305	1394	201	84	503	288	68	989	244	234	1456	139
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:	305	1394	201	84	503	288	68	989	244	234	1456	139
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:	0.94	0.94	0.94	0.92	0.92	0.92	0.97	0.97	0.97	0.90	0.90	0.90
PHF Volume:	326	1491	215	91	547	313	70	1025	253	261	1623	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	326	1491	215	91	547	313	70	1025	253	261	1623	155
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 Volume:	326	1491	215	91	547	313	70	1025	253	261	1623	155

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.91	0.91	0.25	0.93	0.83	0.93	0.93	0.83	0.50	0.88	0.88
Lanes:	1.00	1.75	0.25	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.74	0.26
Final Sat.:	1769	3033	437	474	3538	1583	1769	3538	1583	953	4580	437

Capacity Analysis Module:

Vol/Sat:	0.18	0.49	0.49	0.19	0.15	0.20	0.04	0.29	0.16	0.27	0.35	0.35
Crit Moves:	****			****			****			****		
Green/Cycle:	0.20	0.43	0.43	0.28	0.28	0.28	0.04	0.26	0.26	0.35	0.35	0.35
Volume/Cap:	0.90	1.13	1.13	0.43	0.56	0.72	1.02	1.13	0.62	0.71	1.02	1.02
Delay/Veh:	71.9	102	101.9	1.4	37.9	44.8	171.7	118	42.5	6.5	65.9	65.9
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:	71.9	102	101.9	1.4	37.9	44.8	171.7	118	42.5	6.5	65.9	65.9
LOS by Move:	E	F	F	A	D	D	F	F	D	A	E	E
HCM2kAvgQ:	15	49	49	3	9	12	5	31	9	10	32	32

Note: Queue reported is the number of cars per lane.

Existing PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #35 Sawtelle Blvd and Exposition Blvd

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Sawtelle Blvd						Exposition Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	1	1	0	0	0	0	1	0	0	1

Volume Module:												
Base Vol:	6	747	104	254	1328	26	12	39	141	37	13	118
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:	6	747	104	254	1328	26	12	39	141	37	13	118
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:	0.86	0.86	0.86	0.88	0.88	0.88	0.92	0.92	0.92	0.78	0.78	0.78
PHF Volume:	7	872	121	289	1513	30	13	42	153	48	17	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	7	872	121	289	1513	30	13	42	153	48	17	152

Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:												
Cnflct Vol:	1542	xxxx	xxxxx	993	xxxx	xxxxx	2564	3113	771	2302	3067	496
Potent Cap.:	427	xxxx	xxxxx	692	xxxx	xxxxx	13	11	343	21	12	519
Move Cap.:	427	xxxx	xxxxx	692	xxxx	xxxxx	0	6	343	0	7	519
Volume/Cap:	0.02	xxxx	xxxxx	0.42	xxxx	xxxxx	xxxx	6.57	0.45	xxxx	2.42	0.29

Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	2.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1.2
Control Del:	13.6	xxxx	xxxxx	13.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	14.8
LOS by Move:	B	*	*	B	*	*	*	*	*	*	*	B
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	0	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx				xxxxxx				xxxxxx			
ApproachLOS:	*				*				F			

Note: Queue reported is the number of cars per lane.

Existing PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #36 Sawtelle Blvd and National Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 1.082
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 25.6
Optimal Cycle: 83 Level Of Service: C

Sawtelle Blvd						National Blvd						
North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	22	0	5	24	0	0	23	0	0	23	0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:												
Base Vol:	48	506	75	193	1105	91	98	723	151	90	499	227
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:	48	506	75	193	1105	91	98	723	151	90	499	227
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:	0.88	0.88	0.88	0.94	0.94	0.94	0.91	0.91	0.91	0.94	0.94	0.94
PHF Volume:	54	573	85	206	1177	97	108	795	166	96	533	243
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	573	85	206	1177	97	108	795	166	96	533	243
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 Volume:	54	573	85	206	1177	97	108	795	166	96	533	243

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.91	0.91	0.93	0.92	0.92	0.23	0.91	0.91	0.15	0.89	0.89
Lanes:	1.00	1.74	0.26	1.00	1.85	0.15	1.00	1.65	0.35	1.00	1.37	0.63
Final Sat.:	1769	3023	448	1769	3233	266	439	2850	595	292	2317	1054

Capacity Analysis Module:												
Vol/Sat:	0.03	0.19	0.19	0.12	0.36	0.36	0.25	0.28	0.28	0.33	0.23	0.23
Crit Moves:	****			****						****		
Green/Cycle:	0.36	0.32	0.32	0.52	0.44	0.44	0.39	0.39	0.39	0.39	0.39	0.39
Volume/Cap:	0.37	0.59	0.59	0.49	0.84	0.84	0.62	0.71	0.71	0.84	0.58	0.58
Delay/Veh:	22.5	26.5	26.5	14.6	26.7	26.7	28.7	24.7	24.7	63.0	22.1	22.1
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:	22.5	26.5	26.5	14.6	26.7	26.7	28.7	24.7	24.7	63.0	22.1	22.1
LOS by Move:	C	C	C	B	C	C	C	C	C	E	C	C
HCM2kAvgQ:	2	9	9	4	19	19	4	13	13	5	9	9

Note: Queue reported is the number of cars per lane.

Existing PM Peak Hour
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Expo Light Rail

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

Intersection #37 Sawtelle Blvd and Palms Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 1.022
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 27.3
Optimal Cycle: 180 Level Of Service: C

Street Name:	Sawtelle Blvd						Palms Blvd					
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	24	0	0	25	0	0	25	0	0	25	0
Lanes:	1	0	1	1	0	0	1	0	1	1	0	0

Volume Module:												
Base Vol:	66	442	240	254	996	74	33	462	211	172	781	162
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	442	240	254	996	74	33	462	211	172	781	162
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:	0.85	0.85	0.85	0.92	0.92	0.92	0.93	0.93	0.93	0.91	0.91	0.91
PHF Volume:	77	518	281	276	1084	81	36	497	227	189	860	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	518	281	276	1084	81	36	497	227	189	860	178
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 Volume:	77	518	281	276	1084	81	36	497	227	189	860	178

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.15	0.88	0.88	0.27	0.92	0.92	0.12	0.89	0.89	0.25	0.91	0.91
Lanes:	1.00	1.30	0.70	1.00	1.86	0.14	1.00	1.37	0.63	1.00	1.66	0.34
Final Sat.:	277	2171	1179	518	3260	242	220	2314	1057	477	2854	592

Capacity Analysis Module:												
Vol/Sat:	0.28	0.24	0.24	0.53	0.33	0.33	0.16	0.21	0.21	0.40	0.30	0.30
Crit Moves:	****						****					
Green/Cycle:	0.52	0.52	0.52	0.52	0.52	0.52	0.39	0.39	0.39	0.39	0.39	0.39
Volume/Cap:	0.53	0.46	0.46	1.02	0.64	0.64	0.42	0.55	0.55	1.02	0.78	0.78
Delay/Veh:	18.0	13.7	13.7	82.1	16.1	16.1	23.3	21.9	21.9	99.5	27.0	27.0
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:	18.0	13.7	13.7	82.1	16.1	16.1	23.3	21.9	21.9	99.5	27.0	27.0
LOS by Move:	B	B	B	F	B	B	C	C	C	F	C	C
HCM2kAvgQ:	2	7	7	13	13	13	1	9	9	10	15	15

Note: Queue reported is the number of cars per lane.

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Expo Light Rail

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

Intersection #38 Sawtelle Blvd and Venice Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.996
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 50.8
Optimal Cycle: 167 Level Of Service: D

Street Name:	Sawtelle Blvd						Venice Blvd					
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	37	0	0	37	0	5	24	0	5	24	0
Lanes:	0	1	0	1	0	1	1	0	2	1	0	2

Volume Module:

Base Vol:	129	392	95	190	1005	87	92	1711	105	210	1425	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	392	95	190	1005	87	92	1711	105	210	1425	63
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.98	0.98	0.98	0.93	0.93	0.93
PHF Volume:	137	415	101	200	1057	91	94	1748	107	227	1537	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	415	101	200	1057	91	94	1748	107	227	1537	68
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 Volume:	137	415	101	200	1057	91	94	1748	107	227	1537	68

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.47	0.47	0.47	0.30	0.92	0.92	0.93	0.88	0.88	0.93	0.89	0.89
Lanes:	0.42	1.27	0.31	1.00	1.84	0.16	1.00	2.83	0.17	1.00	2.87	0.13
Final Sat.:	372	1131	274	570	3217	278	1769	4746	291	1769	4839	214

Capacity Analysis Module:

Vol/Sat:	0.37	0.37	0.37	0.35	0.33	0.33	0.05	0.37	0.37	0.13	0.32	0.32
Crit Moves:	****						****			****		
Green/Cycle:	0.41	0.41	0.41	0.41	0.41	0.41	0.07	0.34	0.34	0.12	0.39	0.39
Volume/Cap:	0.89	0.89	0.89	0.85	0.80	0.80	0.78	1.09	1.09	1.09	0.82	0.82
Delay/Veh:	37.9	37.9	37.9	48.8	26.5	26.5	69.1	80.3	80.3	128.0	27.6	27.6
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:	37.9	37.9	37.9	48.8	26.5	26.5	69.1	80.3	80.3	128.0	27.6	27.6
LOS by Move:	D	D	D	D	C	C	E	F	F	F	C	C
HCM2kAvgQ:	12	12	12	8	17	17	4	30	30	12	17	17

Note: Queue reported is the number of cars per lane.

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

Intersection #39 Sawtelle Blvd and I-405 SB Ramps

Cycle (sec): 90 Critical Vol./Cap.(X): 0.726

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 31.1

Optimal Cycle: 70 Level Of Service: C

Street Name:	Sawtelle Blvd						I-405 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	21	0	0	19	0	0	22	0	0	22	0
Lanes:	0	1	1	0	1	0	0	0	1	0	0	1

Volume Module:

Base Vol:	16	280	89	458	467	27	8	63	16	224	37	153
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	280	89	458	467	27	8	63	16	224	37	153
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:	0.82	0.82	0.82	0.91	0.91	0.91	0.78	0.78	0.78	0.86	0.86	0.86
PHF Volume:	20	343	109	506	516	30	10	81	21	260	43	177
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	343	109	506	516	30	10	81	21	260	43	177
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 Volume:	20	343	109	506	516	30	10	81	21	260	43	177

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.83	0.91	0.91	0.91	0.92	0.92	0.92	0.63	0.63	0.83
Lanes:	0.11	1.89	1.00	0.96	0.98	0.06	0.09	0.73	0.18	0.86	0.14	1.00
Final Sat.:	191	3337	1583	1656	1689	98	161	1271	323	1026	169	1583

Capacity Analysis Module:

Vol/Sat:	0.10	0.10	0.07	0.31	0.31	0.31	0.06	0.06	0.06	0.25	0.25	0.11
Crit Moves:	****			****						****		
Green/Cycle:	0.23	0.23	0.23	0.37	0.37	0.37	0.31	0.31	0.31	0.31	0.31	0.31
Volume/Cap:	0.44	0.44	0.30	0.82	0.82	0.82	0.21	0.21	0.21	0.82	0.82	0.36
Delay/Veh:	29.9	29.9	28.9	30.1	30.1	30.1	23.3	23.3	23.3	43.0	43.0	24.8
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:	29.9	29.9	28.9	30.1	30.1	30.1	23.3	23.3	23.3	43.0	43.0	24.8
LOS by Move:	C	C	C	C	C	C	C	C	C	D	D	C
HCM2kAvgQ:	5	5	3	16	16	16	2	2	2	10	10	4

Note: Queue reported is the number of cars per lane.

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

Intersection #40 Sepulveda Blvd and Pico Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.802
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 91.5
Optimal Cycle: 180 Level Of Service: F

Street Name:	Sepulveda Blvd						Pico Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Prot+Permit		
Rights:	Include			Include			Ovl			Include		
Min. Green:	5	28	0	0	28	0	0	29	0	5	29	0
Lanes:	1	0	1	1	0	1	1	0	3	1	0	2

Volume Module:	Sepulveda Blvd North Bound			Sepulveda Blvd South Bound			Pico Blvd East Bound			Pico Blvd West Bound		
Base Vol:	171	1301	178	113	1430	121	113	1390	235	208	1281	103
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:	171	1301	178	113	1430	121	113	1390	235	208	1281	103
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:	0.98	0.98	0.98	0.94	0.94	0.94	0.96	0.96	0.96	0.97	0.97	0.97
PHF Volume:	174	1328	182	120	1523	129	118	1449	245	215	1323	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	1328	182	120	1523	129	118	1449	245	215	1323	106
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 Volume:	174	1328	182	120	1523	129	118	1449	245	215	1323	106

Saturation Flow Module:	Sepulveda Blvd North Bound			Sepulveda Blvd South Bound			Pico Blvd East Bound			Pico Blvd West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.91	0.91	0.07	0.92	0.92	0.93	0.89	0.83	0.37	0.88	0.88
Lanes:	1.00	1.76	0.24	1.00	1.84	0.16	1.00	3.00	1.00	1.00	2.78	0.22
Final Sat.:	1769	3056	418	128	3223	273	1769	5083	1583	698	4653	374

Capacity Analysis Module:	Sepulveda Blvd North Bound			Sepulveda Blvd South Bound			Pico Blvd East Bound			Pico Blvd West Bound		
Vol/Sat:	0.10	0.43	0.43	0.94	0.47	0.47	0.07	0.29	0.15	0.31	0.28	0.28
Crit Moves:	****			****			****			****		
Green/Cycle:	0.06	0.55	0.55	0.49	0.49	0.49	0.06	0.24	0.30	0.26	0.26	0.26
Volume/Cap:	1.58	0.79	0.79	1.93	0.97	0.97	1.10	1.18	0.51	1.09	1.10	1.10
Delay/Veh:	357.4	24.0	24.0	501.3	45.8	45.8	173.8	135	35.3	125.0	102	102.4
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:	357.4	24.0	24.0	501.3	45.8	45.8	173.8	135	35.3	125.0	102	102.4
LOS by Move:	F	C	C	F	D	D	F	F	D	F	F	F
HCM2kAvgQ:	16	25	25	13	37	37	9	32	8	14	29	29

Note: Queue reported is the number of cars per lane.

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

Intersection #41 Sepulveda Blvd and Exposition Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.876

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 27.4

Optimal Cycle: 94 Level Of Service: C

Street Name:	Sepulveda Blvd						Exposition Blvd					
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	22	0	0	22	0	0	27	0	0	27	0
Lanes:	1	0	1	1	0	0	0	0	1	0	0	0

Volume Module:

Base Vol:	67	1001	20	89	905	54	59	182	159	28	64	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	1001	20	89	905	54	59	182	159	28	64	47
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:	0.85	0.85	0.85	0.73	0.73	0.73	0.71	0.71	0.71	0.81	0.81	0.81
PHF Volume:	79	1182	24	122	1240	74	83	257	224	35	79	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	1182	24	122	1240	74	83	257	224	35	79	58
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 Volume:	79	1182	24	122	1240	74	83	257	224	35	79	58

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.11	0.93	0.93	0.14	0.92	0.92	0.86	0.86	0.86	0.77	0.77	0.77
Lanes:	1.00	1.96	0.04	1.00	1.89	0.11	0.15	0.45	0.40	0.20	0.46	0.34
Final Sat.:	205	3458	69	259	3312	198	240	741	647	296	677	497

Capacity Analysis Module:

Vol/Sat:	0.39	0.34	0.34	0.47	0.37	0.37	0.35	0.35	0.35	0.12	0.12	0.12
Crit Moves:				****			****					
Green/Cycle:	0.54	0.54	0.54	0.54	0.54	0.54	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	0.72	0.64	0.64	0.88	0.70	0.70	0.88	0.88	0.88	0.30	0.30	0.30
Delay/Veh:	41.0	20.2	20.2	66.2	21.6	21.6	46.5	46.5	46.5	25.1	25.1	25.1
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:	41.0	20.2	20.2	66.2	21.6	21.6	46.5	46.5	46.5	25.1	25.1	25.1
LOS by Move:	D	C	C	E	C	C	D	D	D	C	C	C
HCM2kAvgQ:	4	17	17	7	19	19	22	22	22	4	4	4

Note: Queue reported is the number of cars per lane.

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

Intersection #42 Sepulveda Blvd and National Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 1.705
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 94.7
Optimal Cycle: 180 Level Of Service: F

Street Name:	Sepulveda Blvd						National Blvd						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit			
Rights:	Include			Include			Include			Include			
Min. Green:	5	25	0	0	25	0	5	27	0	0	27	0	
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1	0

Volume Module:	Sepulveda Blvd			Sepulveda Blvd			National Blvd			National Blvd		
Base Vol:	203	1022	117	124	1202	308	180	998	101	63	785	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:	203	1022	117	124	1202	308	180	998	101	63	785	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:	0.90	0.90	0.90	0.91	0.91	0.91	0.93	0.93	0.93	0.91	0.91	0.91
PHF Volume:	226	1139	130	136	1321	338	194	1077	109	69	861	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	226	1139	130	136	1321	338	194	1077	109	69	861	34
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 Volume:	226	1139	130	136	1321	338	194	1077	109	69	861	34

Saturation Flow Module:	Sepulveda Blvd			Sepulveda Blvd			National Blvd			National Blvd		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.30	0.92	0.92	0.93	0.90	0.90	0.34	0.92	0.92	0.93	0.93	0.93
Lanes:	1.00	1.79	0.21	1.00	1.59	0.41	1.00	1.82	0.18	1.00	1.92	0.08
Final Sat.:	579	3127	358	1769	2729	699	641	3168	321	1769	3383	134

Capacity Analysis Module:	Sepulveda Blvd			Sepulveda Blvd			National Blvd			National Blvd		
Vol/Sat:	0.39	0.36	0.36	0.08	0.48	0.48	0.30	0.34	0.34	0.04	0.25	0.25
Crit Moves:	****			****			****			****		
Green/Cycle:	0.49	0.37	0.37	0.43	0.35	0.35	0.42	0.34	0.34	0.34	0.30	0.30
Volume/Cap:	0.92	1.00	1.00	0.62	1.38	1.38	0.87	1.00	1.00	0.45	0.85	0.85
Delay/Veh:	49.6	52.9	52.9	26.1	206	206.4	49.0	55.4	55.4	25.9	36.2	36.2
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:	49.6	52.9	52.9	26.1	206	206.4	49.0	55.4	55.4	25.9	36.2	36.2
LOS by Move:	D	D	D	C	F	F	D	E	E	C	D	D
HCM2kAvgQ:	9	26	26	4	55	55	8	24	24	2	15	15

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #43 Sepulveda Blvd and Palms Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 1.359
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 63.6
Optimal Cycle: 180 Level Of Service: E

Sepulveda Blvd						Palms Blvd						
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	26	0	0	26	0	0	29	0	0	29	0
Lanes:	1	0	1	1	0	1	1	0	1	0	1	0

Volume Module:												
Base Vol:	90	1118	169	117	1176	156	82	798	79	116	865	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:	90	1118	169	117	1176	156	82	798	79	116	865	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:	0.92	0.92	0.92	0.93	0.93	0.93	0.94	0.94	0.94	0.95	0.95	0.95
PHF Volume:	98	1221	184	126	1263	168	87	849	84	122	910	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	1221	184	126	1263	168	87	849	84	122	910	120
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 Volume:	98	1221	184	126	1263	168	87	849	84	122	910	120

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.08	0.91	0.91	0.09	0.91	0.91	0.11	0.92	0.92	0.17	0.98	0.83
Lanes:	1.00	1.74	0.26	1.00	1.77	0.23	1.00	1.82	0.18	1.00	1.00	1.00
Final Sat.:	156	3012	455	168	3067	407	218	3177	315	322	1862	1583

Capacity Analysis Module:												
Vol/Sat:	0.63	0.41	0.41	0.75	0.41	0.41	0.40	0.27	0.27	0.38	0.49	0.08
Crit Moves:				****							****	
Green/Cycle:	0.55	0.55	0.55	0.55	0.55	0.55	0.36	0.36	0.36	0.36	0.36	0.36
Volume/Cap:	1.14	0.73	0.73	1.36	0.75	0.75	1.09	0.74	0.74	1.05	1.36	0.21
Delay/Veh:	159.3	16.7	16.7	236.8	17.0	17.0	156.2	27.6	27.6	127.6	200	20.2
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:	159.3	16.7	16.7	236.8	17.0	17.0	156.2	27.6	27.6	127.6	200	20.2
LOS by Move:	F	B	B	F	B	B	F	C	C	F	F	C
HCM2kAvgQ:	7	17	17	10	17	17	6	13	13	7	56	2

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #44 Sepulveda Blvd and Charnock Rd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.725

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 8.9

Optimal Cycle: 51 Level Of Service: A

Street Name:	Sepulveda Blvd						Charnock Rd					
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	16	0	0	0	0	0	27	0	0	27	0
Lanes:	1	0	1	1	0	0	0	0	1	0	0	0

Volume Module:

Base Vol:	3	1279	83	134	1155	0	0	0	0	78	0	87
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:	3	1279	83	134	1155	0	0	0	0	78	0	87
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:	0.96	0.96	0.96	0.92	0.92	0.92	1.00	1.00	1.00	0.84	0.84	0.84
PHF Volume:	3	1334	87	146	1258	0	0	0	0	93	0	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	1334	87	146	1258	0	0	0	0	93	0	103
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 Volume:	3	1334	87	146	1258	0	0	0	0	93	0	103

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.18	0.92	0.92	0.15	0.93	0.95	1.00	1.00	1.00	0.77	1.00	0.77
Lanes:	1.00	1.88	0.12	1.00	2.00	0.00	0.00	1.00	0.00	0.47	0.00	0.53
Final Sat.:	346	3292	214	277	3538	0	0	1900	0	688	0	767

Capacity Analysis Module:

Vol/Sat:	0.01	0.41	0.41	0.53	0.36	0.00	0.00	0.00	0.00	0.13	0.00	0.13
Crit Moves:	****						****					
Green/Cycle:	0.73	0.73	0.73	0.73	0.73	0.00	0.00	0.00	0.00	0.19	0.00	0.19
Volume/Cap:	0.01	0.56	0.56	0.73	0.49	0.00	0.00	0.00	0.00	0.73	0.00	0.73
Delay/Veh:	3.4	6.0	6.0	19.5	5.4	0.0	0.0	0.0	0.0	43.9	0.0	43.9
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:	3.4	6.0	6.0	19.5	5.4	0.0	0.0	0.0	0.0	43.9	0.0	43.9
LOS by Move:	A	A	A	B	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	10	10	4	8	0	0	0	0	7	0	7

Note: Queue reported is the number of cars per lane.

Existing PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #45 Sepulveda Blvd and Venice Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 1.380

Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 90.1

Optimal Cycle: 180 Level Of Service: F

Street Name:	Sepulveda Blvd										Venice Blvd									
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		37		0	0		37		0	5		29		0	5		29		0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	1	0	1	0	2	1	0

Volume Module:

Base Vol:	138	1027	202	174	943	28	243	1738	172	255	1403	159
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	138	1027	202	174	943	28	243	1738	172	255	1403	159
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:	0.98	0.98	0.98	0.95	0.95	0.95	0.96	0.96	0.96	0.98	0.98	0.98
PHF Volume:	141	1046	206	182	988	29	252	1805	179	260	1433	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	1046	206	182	988	29	252	1805	179	260	1433	162
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 Volume:	141	1046	206	182	988	29	252	1805	179	260	1433	162

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.17	0.93	0.83	0.15	0.93	0.83	0.93	0.88	0.88	0.93	0.88	0.88
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.73	0.27	1.00	2.69	0.31
Final Sat.:	320	3538	1583	279	3538	1583	1769	4565	452	1769	4497	510

Capacity Analysis Module:

Vol/Sat:	0.44	0.30	0.13	0.65	0.28	0.02	0.14	0.40	0.40	0.15	0.32	0.32
Crit Moves:				****			****			****		
Green/Cycle:	0.44	0.44	0.44	0.44	0.44	0.44	0.10	0.32	0.32	0.10	0.32	0.32
Volume/Cap:	0.99	0.67	0.29	1.47	0.63	0.04	1.42	1.23	1.23	1.47	0.99	0.99
Delay/Veh:	96.3	20.8	16.2	274.9	20.1	14.2	260.8	138	138.3	280.0	50.1	50.1
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:	96.3	20.8	16.2	274.9	20.1	14.2	260.8	138	138.3	280.0	50.1	50.1
LOS by Move:	F	C	B	F	C	B	F	F	F	F	D	D
HCM2kAvgQ:	8	13	4	14	12	0	18	39	39	19	23	23

Note: Queue reported is the number of cars per lane.

Existing PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #46 Sepulveda Blvd and 405 NB Ramps

Cycle (sec): 90 Critical Vol./Cap.(X): 0.786

Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 23.2

Optimal Cycle: 80 Level Of Service: C

Street Name:	Sepulveda Blvd						405 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	21	0	0	25	0	0	2	0
Lanes:	1	0	1	1	0	1	1	0	1	0	1	0

Volume Module:

Base Vol:	228	960	0	0	1159	152	356	0	91	3	0	2
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:	228	960	0	0	1159	152	356	0	91	3	0	2
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:	0.96	0.96	0.96	0.98	0.98	0.98	0.93	0.93	0.93	0.31	0.31	0.31
PHF Volume:	237	999	0	0	1189	156	382	0	98	10	0	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	237	999	0	0	1189	156	382	0	98	10	0	6
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 Volume:	237	999	0	0	1189	156	382	0	98	10	0	6

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.95	0.95	0.93	0.83	0.91	1.00	0.91	0.90	1.00	0.90
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.66	0.00	0.34	0.60	0.00	0.40
Final Sat.:	1769	3538	0	0	3538	1583	2884	0	587	1026	0	684

Capacity Analysis Module:

Vol/Sat:	0.13	0.28	0.00	0.00	0.34	0.10	0.13	0.00	0.17	0.01	0.00	0.01
Crit Moves:	****			****					****	****		
Green/Cycle:	0.17	0.60	0.00	0.00	0.43	0.43	0.21	0.00	0.38	0.01	0.00	0.01
Volume/Cap:	0.79	0.47	0.00	0.00	0.79	0.23	0.63	0.00	0.44	0.78	0.00	0.78
Delay/Veh:	48.5	10.3	0.0	0.0	25.0	16.5	33.9	0.0	20.9	147.3	0.0	147.3
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:	48.5	10.3	0.0	0.0	25.0	16.5	33.9	0.0	20.9	147.3	0.0	147.3
LOS by Move:	D	B	A	A	C	B	C	A	C	F	A	F
HCM2kAvgQ:	8	8	0	0	17	3	7	0	6	2	0	2

Note: Queue reported is the number of cars per lane.

Existing PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #47 Sepulveda Blvd and Washington Pl

Cycle (sec): 90 Critical Vol./Cap.(X): 0.517
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 15.5
Optimal Cycle: 63 Level Of Service: B

Street Name:	Sepulveda Blvd						Washington Pl					
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	28	0	0	28	0	0	27	0	0	27	0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:	Sepulveda Blvd North Bound			Sepulveda Blvd South Bound			Washington Pl East Bound			Washington Pl West Bound		
Base Vol:	81	1035	22	101	1014	118	140	343	63	26	342	69
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	1035	22	101	1014	118	140	343	63	26	342	69
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:	0.98	0.98	0.98	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	82	1052	22	106	1063	124	152	372	68	28	373	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	1052	22	106	1063	124	152	372	68	28	373	75
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 Volume:	82	1052	22	106	1063	124	152	372	68	28	373	75

Saturation Flow Module:	Sepulveda Blvd North Bound			Sepulveda Blvd South Bound			Washington Pl East Bound			Washington Pl West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.17	0.93	0.93	0.20	0.92	0.92	0.38	0.91	0.91	0.39	0.91	0.91
Lanes:	1.00	1.96	0.04	1.00	1.79	0.21	1.00	1.69	0.31	1.00	1.66	0.34
Final Sat.:	326	3454	73	387	3118	363	726	2920	536	739	2870	579

Capacity Analysis Module:	Sepulveda Blvd North Bound			Sepulveda Blvd South Bound			Washington Pl East Bound			Washington Pl West Bound		
Vol/Sat:	0.25	0.30	0.30	0.27	0.34	0.34	0.21	0.13	0.13	0.04	0.13	0.13
Crit Moves:				****						****		
Green/Cycle:	0.61	0.61	0.61	0.61	0.61	0.61	0.30	0.30	0.30	0.30	0.30	0.30
Volume/Cap:	0.41	0.50	0.50	0.45	0.56	0.56	0.70	0.42	0.42	0.13	0.43	0.43
Delay/Veh:	10.5	10.0	10.0	10.7	10.7	10.7	37.4	25.6	25.6	23.2	25.6	25.6
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:	10.5	10.0	10.0	10.7	10.7	10.7	37.4	25.6	25.6	23.2	25.6	25.6
LOS by Move:	B	A	A	B	B	B	D	C	C	C	C	C
HCM2kAvgQ:	2	9	9	2	10	10	5	5	5	1	5	5

Note: Queue reported is the number of cars per lane.

HCM Signalized Intersection Capacity Analysis

48: Washington Pl. & N. Washington Boulevard

Existing PM

												
Movement	EBL2	EBL	EBR2	NBL	NBT	SBL	SBT	SBR	SEL	SET	SER	SER2
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
Lane Util. Factor	1.00	0.97	1.00	1.00	0.95	1.00	0.91	0.91		0.95		0.95
Frt	1.00	1.00	0.85	1.00	1.00	1.00	0.98	0.85		0.89		0.85
Flt Protected	0.95	0.95	1.00	0.95	1.00	0.95	1.00	1.00		0.99		1.00
Satd. Flow (prot)	1770	3433	1583	1770	3539	1770	3322	1441		1557		1504
Flt Permitted	0.95	0.95	1.00	0.95	1.00	0.95	1.00	1.00		0.99		1.00
Satd. Flow (perm)	1770	3433	1583	1770	3539	1770	3322	1441		1557		1504
Volume (vph)	51	629	24	33	914	9	770	496	5	0	3	29
Peak-hour factor, PHF	0.97	0.97	0.97	0.91	0.91	0.94	0.94	0.94	0.75	0.75	0.75	0.75
Adj. Flow (vph)	53	648	25	36	1004	10	819	528	7	0	4	39
RTOR Reduction (vph)	0	0	19	0	0	0	0	0	0	13	0	24
Lane Group Flow (vph)	53	648	6	36	1004	10	945	402	0	12	0	1
Turn Type	Split		Perm	Prot		Prot		Perm	Split			Perm
Protected Phases	4	4		5	2	1	6		3	3		
Permitted Phases			4					6				3
Actuated Green, G (s)	21.6	21.6	21.6	4.0	50.6	1.2	47.8	47.8		3.7		3.7
Effective Green, g (s)	21.6	21.6	21.6	4.0	50.6	1.2	47.8	47.8		3.7		3.7
Actuated g/C Ratio	0.22	0.22	0.22	0.04	0.52	0.01	0.49	0.49		0.04		0.04
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0		4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0		3.0
Lane Grp Cap (vph)	390	756	349	72	1825	22	1619	702		59		57
v/s Ratio Prot	0.03	c0.19		c0.02	c0.28	0.01	c0.28			c0.01		
v/s Ratio Perm			0.00					0.28				0.00
v/c Ratio	0.14	0.86	0.02	0.50	0.55	0.45	0.58	0.57		0.20		0.02
Uniform Delay, d1	30.7	36.8	29.9	46.1	16.1	48.1	18.0	17.9		45.8		45.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00		1.00
Incremental Delay, d2	0.2	9.5	0.0	5.4	1.2	14.2	1.5	3.4		1.6		0.1
Delay (s)	30.9	46.2	30.0	51.4	17.3	62.3	19.6	21.3		47.4		45.6
Level of Service	C	D	C	D	B	E	B	C		D		D
Approach Delay (s)		44.6			18.4		20.4			46.5		
Approach LOS		D			B		C			D		
Intersection Summary												
HCM Average Control Delay			25.7			HCM Level of Service				C		
HCM Volume to Capacity ratio			0.66									
Actuated Cycle Length (s)			98.1			Sum of lost time (s)				24.0		
Intersection Capacity Utilization			61.0%			ICU Level of Service				B		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
48: Washington Pl. & N. Washington Boulevard

Existing PM

		
Movement	NWL2	NWR
Lane Configurations		
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	4.0	4.0
Lane Util. Factor	1.00	1.00
Frt	1.00	0.85
Flt Protected	0.95	1.00
Satd. Flow (prot)	1770	1583
Flt Permitted	1.00	1.00
Satd. Flow (perm)	1863	1583
Volume (vph)	1	3
Peak-hour factor, PHF	0.75	0.75
Adj. Flow (vph)	1	4
RTOR Reduction (vph)	0	4
Lane Group Flow (vph)	1	0
Turn Type	custom	custom
Protected Phases		
Permitted Phases	8	8
Actuated Green, G (s)	1.0	1.0
Effective Green, g (s)	1.0	1.0
Actuated g/C Ratio	0.01	0.01
Clearance Time (s)	4.0	4.0
Vehicle Extension (s)	3.0	3.0
Lane Grp Cap (vph)	19	16
v/s Ratio Prot		
v/s Ratio Perm	c0.00	0.00
v/c Ratio	0.05	0.00
Uniform Delay, d1	48.1	48.1
Progression Factor	1.00	1.00
Incremental Delay, d2	1.2	0.1
Delay (s)	49.2	48.1
Level of Service	D	D
Approach Delay (s)		
Approach LOS		
Intersection Summary		

Existing PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #49 Military Ave and Exposition Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.650

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 15.1

Optimal Cycle: 0 Level Of Service: C

Street Name:	Military Ave						Exposition Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
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

Volume Module:

Base Vol:	17	74	5	32	290	44	37	250	69	8	73	1
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:	17	74	5	32	290	44	37	250	69	8	73	1
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:	0.92	0.92	0.92	0.87	0.87	0.87	0.93	0.93	0.93	0.82	0.82	0.82
PHF Volume:	18	80	5	37	333	51	40	270	74	10	89	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	80	5	37	333	51	40	270	74	10	89	1
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 Volume:	18	80	5	37	333	51	40	270	74	10	89	1

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.18	0.77	0.05	0.09	0.79	0.12	0.10	0.71	0.19	0.10	0.89	0.01
Final Sat.:	97	421	28	57	512	78	66	446	123	52	479	7

Capacity Analysis Module:

Vol/Sat:	0.19	0.19	0.19	0.65	0.65	0.65	0.60	0.60	0.60	0.19	0.19	0.19
Crit Moves:	****			****			****			****		
Delay/Veh:	10.2	10.2	10.2	17.0	17.0	17.0	15.6	15.6	15.6	10.2	10.2	10.2
Delay Adj:	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:	10.2	10.2	10.2	17.0	17.0	17.0	15.6	15.6	15.6	10.2	10.2	10.2
LOS by Move:	B	B	B	C	C	C	C	C	C	B	B	B
ApproachDel:	10.2			17.0			15.6			10.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.2			17.0			15.6			10.2		
LOS by Appr:	B			C			C			B		
AllWayAvgQ:	0.2	0.2	0.2	1.5	1.5	1.5	1.3	1.3	1.3	0.2	0.2	0.2

Note: Queue reported is the number of cars per lane.

Existing PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #50 Midvale Ave / Girard Ave and Venice Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.633

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 23.8

Optimal Cycle: 67 Level Of Service: C

Street Name:	Midvale Ave / Girard Ave						Venice Blvd					
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	40	0	0	40	0	0	19	0	0	19	0
Lanes:	0	0	1	0	0	0	1	0	2	1	0	0

Volume Module:

Base Vol:	82	85	44	49	76	47	44	1950	17	25	1810	33
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:	82	85	44	49	76	47	44	1950	17	25	1810	33
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:	0.89	0.89	0.89	0.84	0.84	0.84	0.93	0.93	0.93	0.98	0.98	0.98
PHF Volume:	92	95	49	58	90	56	47	2095	18	26	1849	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	95	49	58	90	56	47	2095	18	26	1849	34
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 Volume:	92	95	49	58	90	56	47	2095	18	26	1849	34

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	0.77	0.77	0.81	0.81	0.81	0.09	0.89	0.89	0.09	0.89	0.89
Lanes:	0.39	0.40	0.21	0.28	0.45	0.27	1.00	2.97	0.03	1.00	2.95	0.05
Final Sat.:	572	593	307	440	683	422	177	5034	44	177	4977	91

Capacity Analysis Module:

Vol/Sat:	0.16	0.16	0.16	0.13	0.13	0.13	0.27	0.42	0.42	0.14	0.37	0.37
Crit Moves:	****						****					
Green/Cycle:	0.44	0.44	0.44	0.44	0.44	0.44	0.47	0.47	0.47	0.47	0.47	0.47
Volume/Cap:	0.36	0.36	0.36	0.30	0.30	0.30	0.57	0.89	0.89	0.31	0.80	0.80
Delay/Veh:	16.9	16.9	16.9	16.2	16.2	16.2	26.8	26.6	26.6	17.1	22.3	22.3
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:	16.9	16.9	16.9	16.2	16.2	16.2	26.8	26.6	26.6	17.1	22.3	22.3
LOS by Move:	B	B	B	B	B	B	C	C	C	B	C	C
HCM2kAvgQ:	4	4	4	4	4	4	2	23	23	1	18	18

Note: Queue reported is the number of cars per lane.

Existing PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #51 Westwood Blvd and Exposition Blvd (N)

Average Delay (sec/veh): 119.7 Worst Case Level Of Service: F[1034.1]

Street Name:	Westwood Blvd						Exposition Blvd (N)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	1	0	1	0	0	1	0	0	1

Volume Module:	Westwood Blvd			Westwood Blvd			Exposition Blvd (N)			Exposition Blvd (N)		
Base Vol:	32	626	1	0	1320	33	68	0	174	1	0	1
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:	32	626	1	0	1320	33	68	0	174	1	0	1
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:	0.98	0.98	0.98	0.91	0.91	0.91	0.85	0.85	0.85	0.25	0.25	0.25
PHF Volume:	33	642	1	0	1455	36	80	0	204	4	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	33	642	1	0	1455	36	80	0	204	4	0	4

Critical Gap Module:	Westwood Blvd			Westwood Blvd			Exposition Blvd (N)			Exposition Blvd (N)		
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:	Westwood Blvd			Westwood Blvd			Exposition Blvd (N)			Exposition Blvd (N)		
Cnflct Vol:	1492	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2184	2182	746	1436	2200	643
Potent Cap.:	450	xxxx	xxxxx	xxxxx	xxxx	xxxxx	33	46	414	111	45	474
Move Cap.:	450	xxxx	xxxxx	xxxxx	xxxx	xxxxx	31	43	414	53	42	474
Volume/Cap:	0.07	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.58	0.00	0.49	0.08	0.00	0.01

Level Of Service Module:	Westwood Blvd			Westwood Blvd			Exposition Blvd (N)			Exposition Blvd (N)		
2Way95thQ:	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Control Del:	13.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	92	xxxxx	xxxx	96	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	27.8	xxxxx	xxxxx	0.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1034	xxxxx	xxxxx	46.1	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	E	*
ApproachDel:	xxxxxx			xxxxxx			1034.1			46.1		
ApproachLOS:	*			*			F			E		

Note: Queue reported is the number of cars per lane.

Existing PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #52 Westwood Blvd and Exposition Blvd (S)

Average Delay (sec/veh): 129.9 Worst Case Level Of Service: F[1217.5]

Street Name:	Westwood Blvd						Exposition Blvd (S)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	1	0	1	0	0	1	0	0	1

Volume Module:	Westwood Blvd			Westwood Blvd			Exposition Blvd (S)			Exposition Blvd (S)		
Base Vol:	44	647	1	9	1482	48	66	0	200	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	647	1	9	1482	48	66	0	200	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.87	0.87	0.87	0.89	0.89	0.89	1.00	1.00	1.00
PHF Volume:	48	703	1	10	1700	55	74	0	225	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	48	703	1	10	1700	55	74	0	225	0	0	0

Critical Gap Module:	Westwood Blvd			Westwood Blvd			Exposition Blvd (S)			Exposition Blvd (S)		
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	6.4	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:	Westwood Blvd			Westwood Blvd			Exposition Blvd (S)			Exposition Blvd (S)		
Cnflct Vol:	1755	xxxx	xxxxx	704	xxxx	xxxxx	2547	2548	877	1670	2575	704
Potent Cap.:	357	xxxx	xxxxx	893	xxxx	xxxxx	30	27	347	76	26	437
Move Cap.:	357	xxxx	xxxxx	893	xxxx	xxxxx	26	23	347	24	22	437
Volume/Cap:	0.13	xxxx	xxxxx	0.01	xxxx	xxxxx	2.83	0.00	0.65	0.00	0.00	0.00

Level Of Service Module:	Westwood Blvd			Westwood Blvd			Exposition Blvd (S)			Exposition Blvd (S)		
2Way95thQ:	0.5	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	16.7	xxxx	xxxxx	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	C	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	86	xxxxx	xxxx	0	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	30.4	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1217	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	1217.5	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx
ApproachLOS:	*	*	*	*	*	*	F	*	*	*	*	*

Note: Queue reported is the number of cars per lane.

Existing PM Peak Hour
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #53 Overland Ave and Ashby Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 0.903

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 23.4

Optimal Cycle: 97 Level Of Service: C

Street Name:	Overland Ave						Ashby Ave					
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	18	0	0	18	0	0	27	0	0	27	0
Lanes:	1	0	1	1	0	0	0	0	1	0	0	0

Volume Module:

Base Vol:	22	1501	54	34	1656	14	13	76	14	284	39	40
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:	22	1501	54	34	1656	14	13	76	14	284	39	40
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:	0.95	0.95	0.95	0.91	0.91	0.91	0.89	0.89	0.89	0.94	0.94	0.94
PHF Volume:	23	1577	57	37	1812	15	15	86	16	303	42	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	1577	57	37	1812	15	15	86	16	303	42	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	23	1577	57	37	1812	15	15	86	16	303	42	43

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.08	0.93	0.93	0.08	0.93	0.93	0.91	0.91	0.91	0.67	0.67	0.67
Lanes:	1.00	1.93	0.07	1.00	1.98	0.02	0.13	0.74	0.13	0.78	0.11	0.11
Final Sat.:	145	3398	122	145	3505	30	217	1270	234	993	136	140

Capacity Analysis Module:

Vol/Sat:	0.16	0.46	0.46	0.26	0.52	0.52	0.07	0.07	0.07	0.31	0.31	0.31
Crit Moves:	*****						*****					
Green/Cycle:	0.57	0.57	0.57	0.57	0.57	0.57	0.34	0.34	0.34	0.34	0.34	0.34
Volume/Cap:	0.28	0.81	0.81	0.45	0.90	0.90	0.20	0.20	0.20	0.90	0.90	0.90
Delay/Veh:	11.6	17.9	17.9	14.8	23.1	23.1	21.3	21.3	21.3	50.3	50.3	50.3
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:	11.6	17.9	17.9	14.8	23.1	23.1	21.3	21.3	21.3	50.3	50.3	50.3
LOS by Move:	B	B	B	B	C	C	C	C	C	D	D	D
HCM2kAvgQ:	1	21	21	1	28	28	2	2	2	14	14	14

Note: Queue reported is the number of cars per lane.

Existing PM Peak Hour
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #54 Overland Ave and Northvale Rd

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: F[166.8]

Street Name:	Overland Ave						Northvale Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	1	0	0	1	0	0	0	0	1

Volume Module:												
Base Vol:	0	1550	68	21	1989	0	0	0	0	8	0	19
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	1550	68	21	1989	0	0	0	0	8	0	19
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:	0.94	0.94	0.94	0.92	0.92	0.92	1.00	1.00	1.00	0.75	0.75	0.75
PHF Volume:	0	1644	72	23	2162	0	0	0	0	11	0	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1644	72	23	2162	0	0	0	0	11	0	25

Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3

Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	1716	xxxx	xxxxx	xxxx	xxxx	xxxxx	2806	xxxx	858
Potent Cap.:	xxxx	xxxx	xxxxx	365	xxxx	xxxxx	xxxx	xxxx	xxxxx	14	xxxx	300
Move Cap.:	xxxx	xxxx	xxxxx	365	xxxx	xxxxx	xxxx	xxxx	xxxxx	14	xxxx	300
Volume/Cap:	xxxx	xxxx	xxxx	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	0.77	xxxx	0.08

Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.8	xxxx	0.3
Control Del:	xxxxx	xxxx	xxxxx	15.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	520.0	xxxx	18.1
LOS by Move:	*	*	*	C	*	*	*	*	*	F	*	C
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx						xxxxxx	166.8			
ApproachLOS:	*	*						*	F			

Note: Queue reported is the number of cars per lane.

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

Intersection #55 Overland Ave and National Blvd/I-10 WB Ramps

Cycle (sec): 90 Critical Vol./Cap.(X): 1.108

Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 190.3

Optimal Cycle: 180 Level Of Service: F

Street Name:	Overland Ave						National Blvd/I-10 WB Ramps					
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			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	0	32	0	5	26	0	0	30	0	0	30	0
Lanes:	1	0	1	1	1	0	1	1	0	0	1	1

Volume Module:

Base Vol:	78	979	651	664	1504	118	210	135	385	299	413	492
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:	78	979	651	664	1504	118	210	135	385	299	413	492
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:	0.94	0.94	0.94	0.92	0.92	0.92	0.92	0.92	0.92	0.96	0.96	0.96
PHF Volume:	83	1038	690	723	1637	128	228	146	418	313	432	515
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	1038	690	723	1637	128	228	146	418	313	432	515
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 Volume:	83	1038	690	723	1637	128	228	146	418	313	432	515

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.16	0.88	0.88	0.90	0.92	0.92	0.95	0.95	0.83	0.91	0.91	0.83
Lanes:	1.00	1.80	1.20	2.00	1.85	0.15	1.22	0.78	1.00	0.84	1.16	1.00
Final Sat.:	298	2996	1992	3432	3244	255	2199	1414	1583	1454	2009	1583

Capacity Analysis Module:

Vol/Sat:	0.28	0.35	0.35	0.21	0.50	0.50	0.10	0.10	0.26	0.22	0.22	0.33
Crit Moves:	****			****			****			****		
Green/Cycle:	0.23	0.23	0.50	0.11	0.34	0.34	0.28	0.28	0.28	0.28	0.28	0.39
Volume/Cap:	1.21	1.52	0.69	1.90	1.49	1.49	0.38	0.38	0.96	0.78	0.78	0.84
Delay/Veh:	219.6	278	21.3	464.1	259	259.4	32.2	32.2	71.4	40.7	40.7	40.8
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:	219.6	278	21.3	464.1	259	259.4	32.2	32.2	71.4	40.7	40.7	40.8
LOS by Move:	F	F	C	F	F	F	C	C	E	D	D	D
HCM2kAvgQ:	7	47	16	35	69	69	5	5	19	14	14	18

Note: Queue reported is the number of cars per lane.

Existing PM Peak Hour
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #56 Overland Ave and I-10 EB On-Ramp

Cycle (sec): 90 Critical Vol./Cap.(X): 0.849

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 16.4

Optimal Cycle: 76 Level Of Service: B

Street Name:	Overland Ave						I-10 EB On-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	26	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	1	0	2	0	2	0	0	0	0

Volume Module:

Base Vol:	0	1847	367	887	1266	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1847	367	887	1266	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.92	0.92	0.92	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2030	403	969	1384	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2030	403	969	1384	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2030	403	969	1384	0	0	0	0	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.87	0.87	0.90	0.93	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.50	0.50	2.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	4135	822	3432	3538	0	0	0	0	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.49	0.49	0.28	0.39	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****			****								
Green/Cycle:	0.00	0.58	0.58	0.33	0.91	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.85	0.85	0.85	0.43	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	18.3	18.3	34.1	0.7	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	18.3	18.3	34.1	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	B	B	C	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	23	23	16	3	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

Existing PM Peak Hour
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #57 Overland Ave an National Blvd/National Pl

Cycle (sec): 90 Critical Vol./Cap.(X): 1.130

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 31.4

Optimal Cycle: 180 Level Of Service: C

Street Name:	Overland Ave										National Blvd/National Pl									
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		29		0	0		29		0	0		33		0	0		33		0
Lanes:	1	0	2	1	0	1	0	1	1	0	1	0	1	1	0	1	0	1	0	2

Volume Module:

Base Vol:	132	1280	31	128	1188	33	168	302	332	164	305	589
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:	132	1280	31	128	1188	33	168	302	332	164	305	589
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:	0.86	0.86	0.86	0.92	0.92	0.92	0.93	0.93	0.93	0.96	0.96	0.96
PHF Volume:	153	1483	36	139	1293	36	181	325	358	172	319	617
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	153	1483	36	139	1293	36	181	325	358	172	319	617
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 Volume:	153	1483	36	139	1293	36	181	325	358	172	319	617

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.10	0.89	0.89	0.12	0.93	0.93	0.39	0.86	0.86	0.28	0.98	0.73
Lanes:	1.00	2.93	0.07	1.00	1.95	0.05	1.00	1.00	1.00	1.00	1.00	2.00
Final Sat.:	184	4943	120	231	3428	95	749	1629	1629	533	1862	2786

Capacity Analysis Module:

Vol/Sat:	0.83	0.30	0.30	0.60	0.38	0.38	0.24	0.20	0.22	0.32	0.17	0.22
Crit Moves:	****						****					
Green/Cycle:	0.54	0.54	0.54	0.54	0.54	0.54	0.37	0.37	0.37	0.37	0.37	0.37
Volume/Cap:	1.52	0.55	0.55	1.11	0.69	0.69	0.66	0.54	0.60	0.88	0.47	0.60
Delay/Veh:	300.3	13.6	13.6	132.7	16.1	16.1	29.6	23.1	24.0	60.2	22.3	24.2
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:	300.3	13.6	13.6	132.7	16.1	16.1	29.6	23.1	24.0	60.2	22.3	24.2
LOS by Move:	F	B	B	F	B	B	C	C	C	E	C	C
HCM2kAvgQ:	13	10	10	9	15	15	5	8	9	7	7	9

Note: Queue reported is the number of cars per lane.

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

Intersection #58 I-10 EB Off-Ramp and National Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.697
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 21.2
Optimal Cycle: 47 Level Of Service: C

Street Name:	I-10 EB Off-Ramp						National Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	21	0
Lanes:	0	0	0	0	0	0	1	0	0	0	0	0

Volume Module:

Base Vol:	0	0	0	595	0	536	0	598	0	0	556	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	595	0	536	0	598	0	0	556	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	0.91	0.91	0.91	0.64	0.64	0.64	0.88	0.88	0.88
PHF Volume:	0	0	0	655	0	590	0	929	0	0	632	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	655	0	590	0	929	0	0	632	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 Volume:	0	0	0	655	0	590	0	929	0	0	632	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	0.93	1.00	0.83	1.00	0.93	1.00	1.00	0.93	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	1769	0	1583	0	3538	0	0	3538	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.37	0.00	0.37	0.00	0.26	0.00	0.00	0.18	0.00
Crit Moves:						****		****				
Green/Cycle:	0.00	0.00	0.00	0.53	0.00	0.53	0.00	0.38	0.00	0.00	0.38	0.00
Volume/Cap:	0.00	0.00	0.00	0.69	0.00	0.70	0.00	0.70	0.00	0.00	0.47	0.00
Delay/Veh:	0.0	0.0	0.0	17.7	0.0	18.1	0.0	25.4	0.0	0.0	21.6	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:	0.0	0.0	0.0	17.7	0.0	18.1	0.0	25.4	0.0	0.0	21.6	0.0
LOS by Move:	A	A	A	B	A	B	A	C	A	A	C	A
HCM2kAvgQ:	0	0	0	14	0	13	0	12	0	0	7	0

Note: Queue reported is the number of cars per lane.

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

Intersection #59 Overland Ave and Venice Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 1.385
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 98.5
Optimal Cycle: 180 Level Of Service: F

Street Name:	Overland Ave						Venice Blvd					
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:	Ovl			Ovl			Include			Include		
Min. Green:	0	37	0	0	37	0	5	28	0	5	28	0
Lanes:	1	0	2	0	1	1	2	0	2	1	0	2

Volume Module:

Base Vol:	111	903	110	107	1355	142	385	1487	190	401	1313	163
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	903	110	107	1355	142	385	1487	190	401	1313	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.95	0.95	0.95	0.86	0.86	0.86	0.95	0.95	0.95
PHF Volume:	121	980	119	112	1423	149	447	1725	220	421	1379	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	980	119	112	1423	149	447	1725	220	421	1379	171
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 Volume:	121	980	119	112	1423	149	447	1725	220	421	1379	171

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.09	0.93	0.83	0.19	0.93	0.83	0.90	0.88	0.88	0.90	0.88	0.88
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.66	0.34	2.00	2.67	0.33
Final Sat.:	175	3538	1583	352	3538	1583	3432	4431	566	3432	4450	552

Capacity Analysis Module:

Vol/Sat:	0.69	0.28	0.08	0.32	0.40	0.09	0.13	0.39	0.39	0.12	0.31	0.31
Crit Moves:	****							****		****		
Green/Cycle:	0.47	0.47	0.56	0.47	0.47	0.56	0.08	0.31	0.31	0.08	0.31	0.31
Volume/Cap:	1.46	0.59	0.14	0.68	0.85	0.17	1.55	1.25	1.25	1.46	1.00	1.00
Delay/Veh:	285.7	17.9	9.7	29.2	25.5	9.9	304.6	150	149.6	266.6	52.8	52.8
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:	285.7	17.9	9.7	29.2	25.5	9.9	304.6	150	149.6	266.6	52.8	52.8
LOS by Move:	F	B	A	C	C	A	F	F	F	F	D	D
HCM2kAvgQ:	10	11	2	4	21	2	18	40	40	16	22	22

Note: Queue reported is the number of cars per lane.

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

Intersection #60 Overland Ave and Washington Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.324

Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 57.7

Optimal Cycle: 180 Level Of Service: E

Street Name:	Overland Ave						Washington Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permit+Prot			Permit+Prot		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	5	29	0	5	30	0	5	33	0	5	30	0
Lanes:	1	0	2	0	1	1	0	2	0	1	0	1

Volume Module:

Base Vol:	302	917	110	182	849	140	182	1190	275	101	853	321
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:	302	917	110	182	849	140	182	1190	275	101	853	321
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:	0.95	0.95	0.95	0.96	0.96	0.96	0.95	0.95	0.95	0.93	0.93	0.93
PHF Volume:	318	966	116	190	884	146	191	1249	289	109	918	346
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	318	966	116	190	884	146	191	1249	289	109	918	346
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 Volume:	318	966	116	190	884	146	191	1249	289	109	918	346

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.64	0.93	0.83	0.93	0.93	0.83	0.22	0.93	0.83	0.14	0.89	0.89
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.45	0.55
Final Sat.:	1215	3538	1583	1769	3538	1583	424	3538	1583	269	2465	928

Capacity Analysis Module:

Vol/Sat:	0.26	0.27	0.07	0.11	0.25	0.09	0.45	0.35	0.18	0.40	0.37	0.37
Crit Moves:	****			****			****			****		
Green/Cycle:	0.45	0.30	0.37	0.37	0.25	0.35	0.48	0.38	0.38	0.44	0.35	0.35
Volume/Cap:	0.88	0.91	0.20	0.70	1.00	0.26	0.66	0.92	0.48	0.48	1.07	1.07
Delay/Veh:	55.2	51.8	26.1	37.6	75.2	28.1	5.8	46.2	28.6	50.7	86.5	86.5
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:	55.2	51.8	26.1	37.6	75.2	28.1	5.8	46.2	28.6	50.7	86.5	86.5
LOS by Move:	E	D	C	D	E	C	A	D	C	D	F	F
HCM2kAvgQ:	14	22	3	7	23	4	7	27	8	3	34	34

Note: Queue reported is the number of cars per lane.

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

Intersection #61 Motor Ave and National Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 1.001
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 24.3
Optimal Cycle: 64 Level Of Service: C

Street Name:	Motor Ave						National Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permit+Prot			Permit+Prot			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	23	0	5	22	0	0	24	0	0	24	0
Lanes:	1	0	0	1	0	1	0	1	0	0	1	0

Volume Module:

Base Vol:	105	325	12	74	627	85	103	667	175	44	235	49
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:	105	325	12	74	627	85	103	667	175	44	235	49
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:	0.88	0.88	0.88	0.96	0.96	0.96	0.93	0.93	0.93	0.91	0.91	0.91
PHF Volume:	119	368	14	77	654	89	111	717	188	48	258	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	368	14	77	654	89	111	717	188	48	258	54
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 Volume:	119	368	14	77	654	89	111	717	188	48	258	54

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.23	0.98	0.98	0.23	0.91	0.91	0.77	0.77	0.77	0.68	0.68	0.68
Lanes:	1.00	0.96	0.04	1.00	1.76	0.24	0.22	1.41	0.37	0.27	1.43	0.30
Final Sat.:	428	1787	66	437	3059	415	317	2053	539	349	1864	389

Capacity Analysis Module:

Vol/Sat:	0.28	0.21	0.21	0.18	0.21	0.21	0.35	0.35	0.35	0.14	0.14	0.14
Crit Moves:	****						****					
Green/Cycle:	0.41	0.30	0.30	0.39	0.28	0.28	0.51	0.51	0.51	0.51	0.51	0.51
Volume/Cap:	0.38	0.69	0.69	0.25	0.75	0.75	0.69	0.69	0.69	0.27	0.27	0.27
Delay/Veh:	30.1	31.7	31.7	29.1	32.8	32.8	18.3	18.3	18.3	12.9	12.9	12.9
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:	30.1	31.7	31.7	29.1	32.8	32.8	18.3	18.3	18.3	12.9	12.9	12.9
LOS by Move:	C	C	C	C	C	C	B	B	B	B	B	B
HCM2kAvgQ:	3	10	10	2	12	12	12	12	12	3	3	3

Note: Queue reported is the number of cars per lane.

Existing PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #62 Motor Ave and Venice Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.935

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 22.1

Optimal Cycle: 116 Level Of Service: C

Street Name:	Motor Ave						Venice Blvd					
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	37	0	0	37	0	0	27	0	0	27	0
Lanes:	1	0	1	1	0	1	1	0	2	1	0	0

Volume Module:												
Base Vol:	32	207	37	170	463	192	90	1517	35	64	1524	106
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:	32	207	37	170	463	192	90	1517	35	64	1524	106
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:	0.79	0.79	0.79	0.87	0.87	0.87	0.96	0.96	0.96	0.92	0.92	0.92
PHF Volume:	40	261	47	195	530	220	94	1585	37	69	1655	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	261	47	195	530	220	94	1585	37	69	1655	115
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 Volume:	40	261	47	195	530	220	94	1585	37	69	1655	115

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.21	0.91	0.91	0.54	0.98	0.83	0.09	0.89	0.89	0.09	0.88	0.88
Lanes:	1.00	1.70	0.30	1.00	1.00	1.00	1.00	2.93	0.07	1.00	2.80	0.20
Final Sat.:	391	2932	524	1030	1862	1583	166	4954	114	166	4705	327

Capacity Analysis Module:												
Vol/Sat:	0.10	0.09	0.09	0.19	0.28	0.14	0.57	0.32	0.32	0.42	0.35	0.35
Crit Moves:	****						****					
Green/Cycle:	0.41	0.41	0.41	0.41	0.41	0.41	0.50	0.50	0.50	0.50	0.50	0.50
Volume/Cap:	0.25	0.22	0.22	0.46	0.69	0.34	1.13	0.64	0.64	0.84	0.70	0.70
Delay/Veh:	18.2	17.2	17.2	20.0	24.5	18.4	162.5	17.1	17.1	69.1	18.3	18.3
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:	18.2	17.2	17.2	20.0	24.5	18.4	162.5	17.1	17.1	69.1	18.3	18.3
LOS by Move:	B	B	B	C	C	B	F	B	B	E	B	B
HCM2kAvgQ:	1	3	3	4	13	4	7	13	13	4	15	15

Note: Queue reported is the number of cars per lane.

Existing PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #63 Motor Ave and Washington Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.661

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 15.4

Optimal Cycle: 44 Level Of Service: B

Street Name:	Motor Ave						Washington Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Permitted		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	27	0	0	0	0	0	24	0
Lanes:	0	0	0	0	0	0	1	0	2	0	0	0

Volume Module:												
Base Vol:	0	0	0	114	0	411	312	1075	0	0	891	178
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	114	0	411	312	1075	0	0	891	178
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	0.92	0.92	0.92	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	124	0	448	329	1135	0	0	934	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	124	0	448	329	1135	0	0	934	187
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	124	0	448	329	1135	0	0	934	187

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.83	0.93	0.93	1.00	1.00	0.91	0.91
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.67	0.33
Final Sat.:	0	0	0	1769	0	1583	1769	3538	0	0	2875	574

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.28	0.19	0.32	0.00	0.00	0.32	0.32
Crit Moves:				****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.15	0.00	0.43	0.77	0.77	0.00	0.00	0.49	0.49
Volume/Cap:	0.00	0.00	0.00	0.48	0.00	0.66	0.54	0.41	0.00	0.00	0.66	0.66
Delay/Veh:	0.0	0.0	0.0	40.6	0.0	25.2	16.0	3.9	0.0	0.0	20.1	20.1
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	40.6	0.0	25.2	16.0	3.9	0.0	0.0	20.1	20.1
LOS by Move:	A	A	A	D	A	C	B	A	A	A	C	C
HCM2kAvgQ:	0	0	0	4	0	12	5	6	0	0	14	14

Note: Queue reported is the number of cars per lane.

Existing PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #64 Clarrington Ave and Venice Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 1.432
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 40.1
Optimal Cycle: 180 Level Of Service: D

Clarrington Ave						Venice Blvd					
North Bound			South Bound			East Bound			West Bound		
L	T	R	L	T	R	L	T	R	L	T	R
Control: Permitted			Control: Permitted			Control: Permitted			Control: Permitted		
Rights: Include			Rights: Include			Rights: Include			Rights: Include		
Min. Green: 0	37	0	0	37	0	0	22	0	0	22	0
Lanes: 0	0	1! 0 0	0	0	1! 0 0	1	0	2 1 0	1	0	2 1 0

Volume Module:												
Base Vol:	100	180	42	50	157	45	135	1390	95	69	1585	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:	100	180	42	50	157	45	135	1390	95	69	1585	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:	0.84	0.84	0.84	0.88	0.88	0.88	0.79	0.79	0.79	0.96	0.96	0.96
PHF Volume:	119	215	50	57	179	51	172	1771	121	72	1656	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	215	50	57	179	51	172	1771	121	72	1656	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 Volume:	119	215	50	57	179	51	172	1771	121	72	1656	37

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.76	0.76	0.76	0.84	0.84	0.84	0.09	0.88	0.88	0.09	0.89	0.89
Lanes:	0.31	0.56	0.13	0.20	0.62	0.18	1.00	2.81	0.19	1.00	2.94	0.06
Final Sat.:	446	803	187	315	990	284	166	4710	322	166	4959	109

Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.27	0.18	0.18	0.18	1.04	0.38	0.38	0.44	0.33	0.33
Crit Moves:	****						****					
Green/Cycle:	0.41	0.41	0.41	0.41	0.41	0.41	0.50	0.50	0.50	0.50	0.50	0.50
Volume/Cap:	0.65	0.65	0.65	0.44	0.44	0.44	2.08	0.75	0.75	0.87	0.67	0.67
Delay/Veh:	23.8	23.8	23.8	19.5	19.5	19.5	545.3	19.3	19.3	77.8	17.6	17.6
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:	23.8	23.8	23.8	19.5	19.5	19.5	545.3	19.3	19.3	77.8	17.6	17.6
LOS by Move:	C	C	C	B	B	B	F	B	B	E	B	B
HCM2kAvgQ:	9	9	9	6	6	6	17	17	17	4	14	14

Note: Queue reported is the number of cars per lane.

Existing PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #65 Clarington Ave / Madison Ave and Washington Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.640
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 26.1
Optimal Cycle: 79 Level Of Service: C

Clarington Ave / Madison Ave						Washington Blvd						
North Bound			South Bound			East Bound			West Bound			
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	30	0	0	26	0	5	32	0	5	23	0
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1

Volume Module:												
Base Vol:	8	44	17	94	86	225	152	1014	27	19	920	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	44	17	94	86	225	152	1014	27	19	920	68
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:	0.75	0.75	0.75	0.79	0.79	0.79	0.94	0.94	0.94	0.97	0.97	0.97
PHF Volume:	11	59	23	120	110	287	162	1078	29	20	947	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	59	23	120	110	287	162	1078	29	20	947	70
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 Volume:	11	59	23	120	110	287	162	1078	29	20	947	70

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.31	0.98	0.83	0.71	0.87	0.87	0.93	0.93	0.93	0.93	0.93	0.83
Lanes:	1.00	1.00	1.00	1.00	0.28	0.72	1.00	1.95	0.05	1.00	2.00	1.00
Final Sat.:	596	1862	1583	1341	459	1202	1769	3432	91	1769	3538	1583

Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.01	0.09	0.24	0.24	0.09	0.31	0.31	0.01	0.27	0.04
Crit Moves:				****			****			****		
Green/Cycle:	0.36	0.36	0.36	0.36	0.36	0.36	0.13	0.47	0.47	0.05	0.39	0.39
Volume/Cap:	0.05	0.09	0.04	0.25	0.67	0.67	0.69	0.67	0.67	0.22	0.69	0.11
Delay/Veh:	21.1	21.3	20.9	22.9	29.9	29.9	49.7	21.4	21.4	46.9	27.0	19.6
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:	21.1	21.3	20.9	22.9	29.9	29.9	49.7	21.4	21.4	46.9	27.0	19.6
LOS by Move:	C	C	C	C	C	C	D	C	C	D	C	B
HCM2kAvgQ:	0	1	0	3	11	11	6	14	14	1	14	1

Note: Queue reported is the number of cars per lane.

Existing PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #66 Palms Blvd/National Blvd and Exposition Blvd/ National Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 1.490
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 56.8
Optimal Cycle: 180 Level Of Service: E

Street Name:	Palms Blvd / National Blvd					Exposition Blvd / National Blvd				
Approach:	North Bound					South Bound				
Movement:	L	-	T	-	R	L	-	T	-	R
Control:	Permitted					Permitted				
Rights:	Include					Include				
Min. Green:	0		26		0	0		24		0
Lanes:	1	0	1	1	0	1	0	1	1	0

Control:	Permitted					Permitted						
Rights:	Include					Include						
Min. Green:	0		26		0	0		29		0		
Lanes:	1	0	1	1	0	1	0	1	0	1		
Volume Module:												
Base Vol:	21	976	261	209	1466	195	381	382	31	62	123	135
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:	21	976	261	209	1466	195	381	382	31	62	123	135
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:	0.88	0.88	0.88	0.88	0.88	0.88	0.79	0.79	0.79	0.88	0.88	0.88
PHF Volume:	24	1114	298	238	1668	222	484	485	39	71	140	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	1114	298	238	1668	222	484	485	39	71	140	154
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 Volume:	24	1114	298	238	1668	222	484	485	39	71	140	154

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.06	0.90	0.90	0.13	0.91	0.91	0.60	0.98	0.83	0.18	0.98	0.83
Lanes:	1.00	1.58	0.42	1.00	1.77	0.23	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	123	2702	723	256	3066	408	1131	1862	1583	347	1862	1583

Capacity Analysis Module:												
Vol/Sat:	0.19	0.41	0.41	0.93	0.54	0.54	0.43	0.26	0.02	0.20	0.08	0.10
Crit Moves:	*****											
Green/Cycle:	0.62	0.62	0.62	0.62	0.62	0.62	0.29	0.29	0.29	0.29	0.29	0.29
Volume/Cap:	0.30	0.66	0.66	1.49	0.87	0.87	1.49	0.91	0.09	0.71	0.26	0.34
Delay/Veh:	9.9	11.6	11.6	267.6	18.1	18.1	268.4	50.2	23.5	49.5	25.0	25.8
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:	9.9	11.6	11.6	267.6	18.1	18.1	268.4	50.2	23.5	49.5	25.0	25.8
LOS by Move:	A	B	B	F	B	B	F	D	C	D	C	C
HCM2kAvgQ:	1	14	14	18	26	26	35	17	1	3	3	4

Note: Queue reported is the number of cars per lane.

Existing PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #67 Hughes Ave and Venice Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 1.501

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 45.0

Optimal Cycle: 180 Level Of Service: D

Street Name:	Hughes Ave						Venice Blvd					
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	37	0	0	37	0	0	20	0	0	20	0
Lanes:	0	0	1	0	0	0	1	0	2	1	0	0

Volume Module:

Base Vol:	55	216	99	45	266	54	85	1587	102	162	1538	49
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:	55	216	99	45	266	54	85	1587	102	162	1538	49
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:	0.90	0.90	0.90	0.94	0.94	0.94	0.92	0.92	0.92	0.88	0.88	0.88
PHF Volume:	61	241	110	48	283	57	92	1718	110	184	1748	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	241	110	48	283	57	92	1718	110	184	1748	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	61	241	110	48	283	57	92	1718	110	184	1748	56

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.85	0.85	0.85	0.88	0.88	0.88	0.09	0.88	0.88	0.09	0.89	0.89
Lanes:	0.15	0.58	0.27	0.12	0.73	0.15	1.00	2.82	0.18	1.00	2.91	0.09
Final Sat.:	239	938	430	207	1221	248	166	4733	304	166	4902	156

Capacity Analysis Module:

Vol/Sat:	0.26	0.26	0.26	0.23	0.23	0.23	0.56	0.36	0.36	1.11	0.36	0.36
Crit Moves:	****									****		
Green/Cycle:	0.41	0.41	0.41	0.41	0.41	0.41	0.50	0.50	0.50	0.50	0.50	0.50
Volume/Cap:	0.62	0.62	0.62	0.56	0.56	0.56	1.11	0.73	0.73	2.22	0.71	0.71
Delay/Veh:	22.9	22.9	22.9	21.4	21.4	21.4	154.4	18.7	18.7	609.3	18.5	18.5
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:	22.9	22.9	22.9	21.4	21.4	21.4	154.4	18.7	18.7	609.3	18.5	18.5
LOS by Move:	C	C	C	C	C	C	F	B	B	F	B	B
HCM2kAvgQ:	10	10	10	9	9	9	6	16	16	19	15	15

Note: Queue reported is the number of cars per lane.

Existing PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #68 Hughes Ave / Duquesne Ave and Washington Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.550
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 17.3
Optimal Cycle: 64 Level Of Service: B

Street Name:	Hughes Ave / Duquesne Ave						Washington Blvd					
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	27	0	0	28	0	0	28	0	0	25	0
Lanes:	1	0	0	1	0	0	1	0	1	1	0	1

Volume Module:	Hughes Ave / Duquesne Ave			Washington Blvd		
Base Vol:	48	169	27	130	237	94
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	169	27	130	237	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	54	188	30	144	263	104
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	54	188	30	144	263	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	54	188	30	144	263	104

Saturation Flow Module:	Hughes Ave / Duquesne Ave			Washington Blvd		
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.36	0.96	0.96	0.53	0.94	0.94
Lanes:	1.00	0.86	0.14	1.00	0.72	0.28
Final Sat.:	683	1572	251	1002	1276	506

Capacity Analysis Module:	Hughes Ave / Duquesne Ave			Washington Blvd		
Vol/Sat:	0.08	0.12	0.12	0.14	0.21	0.21
Crit Moves:				****		
Green/Cycle:	0.38	0.38	0.38	0.38	0.38	0.38
Volume/Cap:	0.21	0.32	0.32	0.38	0.55	0.55
Delay/Veh:	21.6	22.4	22.4	23.4	25.6	25.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.6	22.4	22.4	23.4	25.6	25.6
LOS by Move:	C	C	C	C	C	C
HCM2kAvgQ:	1	5	5	4	9	9

Note: Queue reported is the number of cars per lane.

Existing PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #69 National Blvd and Manning Ave / I-10 WB Ramp

Cycle (sec): 90 Critical Vol./Cap.(X): 1.030
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 37.5
Optimal Cycle: 180 Level Of Service: D

Street Name:	National Blvd						Manning Ave / I-10 WB Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	21	0	0	31	0	0	0	0	0	28	0
Lanes:	1	0	2	0	0	1	1	0	1	0	0	1

Volume Module:	National Blvd			National Blvd			Manning Ave / I-10 WB Ramp			Manning Ave / I-10 WB Ramp		
Base Vol:	119	1001	0	0	880	185	126	0	106	476	172	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	119	1001	0	0	880	185	126	0	106	476	172	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.96	0.96	0.96	0.82	0.82	0.82	0.92	0.92	0.92
PHF Volume:	133	1116	0	0	916	193	154	0	130	516	187	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	1116	0	0	916	193	154	0	130	516	187	117
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 Volume:	133	1116	0	0	916	193	154	0	130	516	187	117

Saturation Flow Module:	National Blvd			National Blvd			Manning Ave / I-10 WB Ramp			Manning Ave / I-10 WB Ramp		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.14	0.93	1.00	1.00	0.91	0.91	0.93	1.00	0.83	0.93	0.92	0.92
Lanes:	1.00	2.00	0.00	0.00	1.65	0.35	1.00	0.00	1.00	1.00	0.61	0.39
Final Sat.:	268	3538	0	0	2847	599	1769	0	1583	1769	1077	677

Capacity Analysis Module:	National Blvd			National Blvd			Manning Ave / I-10 WB Ramp			Manning Ave / I-10 WB Ramp		
Vol/Sat:	0.49	0.32	0.00	0.00	0.32	0.32	0.09	0.00	0.08	0.29	0.17	0.17
Crit Moves:	****						****				****	
Green/Cycle:	0.47	0.47	0.00	0.00	0.47	0.47	0.08	0.00	0.08	0.31	0.31	0.31
Volume/Cap:	1.05	0.67	0.00	0.00	0.68	0.68	1.05	0.00	0.98	0.94	0.56	0.56
Delay/Veh:	117.0	19.4	0.0	0.0	19.7	19.7	128.6	0.0	114.8	54.2	27.1	27.1
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:	117.0	19.4	0.0	0.0	19.7	19.7	128.6	0.0	114.8	54.2	27.1	27.1
LOS by Move:	F	B	A	A	B	B	F	A	F	D	C	C
HCM2kAvgQ:	8	13	0	0	13	13	9	0	7	19	8	8

Note: Queue reported is the number of cars per lane.

Existing PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #70 Culver Blvd and Washington Blvd/Irving Pl

Cycle (sec): 120 Critical Vol./Cap.(X): 0.665

Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 40.6

Optimal Cycle: 139 Level Of Service: D

Street Name:	Culver Blvd						Washington Blvd/Irving Pl					
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	21	0	5	26	0	0	28	0	0	0	0
Lanes:	0	1	1	1	0	1	1	0	1	0	0	1

Volume Module:												
Base Vol:	2	970	14	71	805	632	26	698	5	51	0	102
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:	2	970	14	71	805	632	26	698	5	51	0	102
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:	0.94	0.94	0.94	0.97	0.97	0.97	0.98	0.98	0.98	0.87	0.87	0.87
PHF Volume:	2	1028	15	73	831	652	27	712	5	59	0	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	1028	15	73	831	652	27	712	5	59	0	117
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 Volume:	2	1028	15	73	831	652	27	712	5	59	0	117

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.83	0.83	0.93	0.87	0.87	0.93	0.93	0.93	0.93	1.00	0.83
Lanes:	0.01	2.95	0.04	1.00	1.68	1.32	1.00	1.99	0.01	1.00	0.00	1.00
Final Sat.:	10	4681	68	1769	2777	2180	1769	3509	25	1769	0	1583

Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.04	0.30	0.30	0.01	0.20	0.20	0.03	0.00	0.07
Crit Moves:	*****											
Green/Cycle:	0.24	0.24	0.24	0.32	0.55	0.55	0.23	0.23	0.23	0.08	0.00	0.08
Volume/Cap:	0.92	0.92	0.92	0.13	0.54	0.54	0.06	0.87	0.87	0.42	0.00	0.94
Delay/Veh:	56.3	56.3	56.3	29.5	17.2	17.2	35.9	54.1	54.1	54.6	0.0	115.7
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:	56.3	56.3	56.3	29.5	17.2	17.2	35.9	54.1	54.1	54.6	0.0	115.7
LOS by Move:	E	E	E	C	B	B	D	D	D	D	A	F
HCM2kAvgQ:	18	18	18	2	12	12	1	16	16	3	0	7

Note: Queue reported is the number of cars per lane.

Existing PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #71 Bagley Ave and Exposition Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.029

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 48.7

Optimal Cycle: 0 Level Of Service: E

Street Name:	Bagley Ave						Exposition Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
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	1	0	0	0

Volume Module:												
Base Vol:	17	158	30	70	286	89	174	131	76	13	78	132
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:	17	158	30	70	286	89	174	131	76	13	78	132
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:	0.87	0.87	0.87	0.85	0.85	0.85	0.83	0.83	0.83	0.86	0.86	0.86
PHF Volume:	20	182	35	82	337	105	210	158	92	15	91	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	182	35	82	337	105	210	158	92	15	91	154
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 Volume:	20	182	35	82	337	105	210	158	92	15	91	154

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.08	0.77	0.15	0.16	0.64	0.20	0.46	0.34	0.20	0.06	0.35	0.59
Final Sat.:	36	336	64	80	327	102	225	170	98	27	159	270

Capacity Analysis Module:												
Vol/Sat:	0.54	0.54	0.54	1.03	1.03	1.03	0.93	0.93	0.93	0.57	0.57	0.57
Crit Moves:	****			****			****			****		
Delay/Veh:	19.1	19.1	19.1	74.1	74.1	74.1	51.4	51.4	51.4	19.4	19.4	19.4
Delay Adj:	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:	19.1	19.1	19.1	74.1	74.1	74.1	51.4	51.4	51.4	19.4	19.4	19.4
LOS by Move:	C	C	C	F	F	F	F	F	F	C	C	C
ApproachDel:	19.1			74.1			51.4			19.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	19.1			74.1			51.4			19.4		
LOS by Appr:	C			F			F			C		
AllWayAvgQ:	1.0	1.0	1.0	9.1	9.1	9.1	5.6	5.6	5.6	1.1	1.1	1.1

Note: Queue reported is the number of cars per lane.

Existing PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #72 Bagley Ave / Main St and Venice Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.813
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 56.2
Optimal Cycle: 77 Level Of Service: E

Bagley Ave / Main St						Venice Blvd						
North Bound			South Bound			East Bound			West Bound			
L	T	R	L	T	R	L	T	R	L	T	R	
Control: Permitted			Control: Permitted			Control: Protected			Control: Protected			
Rights: Include			Rights: Include			Rights: Include			Rights: Include			
Min. Green:	0	38	0	0	38	0	5	22	0	5	18	0
Lanes:	1	0	0	1	0	0	1	0	2	1	0	1

Volume Module:												
Base Vol:	55	108	15	44	233	69	108	1557	66	60	1873	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:	55	108	15	44	233	69	108	1557	66	60	1873	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:	0.74	0.74	0.74	0.92	0.92	0.92	0.88	0.88	0.88	0.90	0.90	0.90
PHF Volume:	74	146	20	48	253	75	123	1777	75	66	2072	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	146	20	48	253	75	123	1777	75	66	2072	34
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 Volume:	74	146	20	48	253	75	123	1777	75	66	2072	34

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.66	0.96	0.96	0.90	0.90	0.90	0.93	0.89	0.89	0.93	0.89	0.89
Lanes:	1.00	0.88	0.12	0.13	0.67	0.20	1.00	2.88	0.12	1.00	2.95	0.05
Final Sat.:	1253	1605	223	217	1152	341	1769	4847	205	1769	4990	83

Capacity Analysis Module:												
Vol/Sat:	0.06	0.09	0.09	0.22	0.22	0.22	0.07	0.37	0.37	0.04	0.42	0.42
Crit Moves:				****			****			****		
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.06	0.39	0.39	0.06	0.38	0.38
Volume/Cap:	0.14	0.21	0.21	0.52	0.52	0.52	1.09	0.95	0.95	0.64	1.09	1.09
Delay/Veh:	16.1	16.7	16.7	19.9	19.9	19.9	153.4	37.7	37.7	54.3	77.9	77.9
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:	16.1	16.7	16.7	19.9	19.9	19.9	153.4	37.7	37.7	54.3	77.9	77.9
LOS by Move:	B	B	B	B	B	B	F	D	D	D	E	E
HCM2kAvgQ:	1	3	3	8	8	8	8	24	24	3	34	34

Note: Queue reported is the number of cars per lane.

Existing PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #73 Main St / Washington Blvd and Culver Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.042
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 191.4
Optimal Cycle: 180 Level Of Service: F

Main St / Washington Blvd						Culver Blvd							
North Bound			South Bound			East Bound			West Bound				
L	T	R	L	T	R	L	T	R	L	T	R		
Control: Split Phase			Split Phase			Protected			Protected				
Rights: Include			Include			Include			Include				
Min. Green:	0	33	0	0	33	0	5	30	0	5	26	0	
Lanes:	2	0	0	1	0	0	1	0	2	0	1	1	0

Volume Module:												
Base Vol:	877	64	0	0	182	190	230	0	1302	5	535	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:	877	64	0	0	182	190	230	0	1302	5	535	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:	0.95	0.95	0.95	0.80	0.80	0.80	0.96	0.96	0.96	0.87	0.87	0.87
PHF Volume:	921	67	0	0	227	237	239	0	1353	6	615	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	921	67	0	0	227	237	239	0	1353	6	615	36
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 Volume:	921	67	0	0	227	237	239	0	1353	6	615	36

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.98	1.00	0.95	0.86	0.86	0.93	0.95	0.73	0.93	0.92	0.92
Lanes:	2.00	1.00	0.00	0.00	1.00	1.00	1.00	2.00	2.00	1.00	1.89	0.11
Final Sat.:	3432	1862	0	0	1633	1633	1769	3610	2786	1769	3317	192

Capacity Analysis Module:												
Vol/Sat:	0.27	0.04	0.00	0.00	0.14	0.15	0.14	0.00	0.49	0.00	0.19	0.19
Crit Moves:	****			****			****			****		
Green/Cycle:	0.28	0.28	0.00	0.00	0.28	0.28	0.10	0.00	0.28	0.04	0.22	0.22
Volume/Cap:	0.98	0.13	0.00	0.00	0.51	0.53	1.35	0.00	1.77	0.08	0.86	0.86
Delay/Veh:	66.6	32.8	0.0	0.0	37.1	37.5	244.7	0.0	393.9	55.7	54.6	54.6
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:	66.6	32.8	0.0	0.0	37.1	37.5	244.7	0.0	393.9	55.7	54.6	54.6
LOS by Move:	E	C	A	A	D	D	F	A	F	E	D	D
HCM2kAvgQ:	23	2	0	0	8	8	19	0	70	0	15	15

Note: Queue reported is the number of cars per lane.

Existing PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #74 Culver Blvd and Venice Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.898
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 199.8
Optimal Cycle: 113 Level Of Service: F

Street Name:	Culver Blvd						Venice Blvd									
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
----- ----- ----- ----- ----- -----																
Control:	Split Phase			Split Phase			Permitted			Protected						
Rights:	Ovl			Include			Include			Include						
Min. Green:	0		0		0	0	36		0	0	40		0	5	21	0
Lanes:	1	0	1	0	2	1	0	1	0	0	1	0	2	1	0	0
----- ----- ----- ----- ----- -----																

Volume Module:

Base Vol:	64	78	536	309	43	39	26	1421	12	304	1687	116
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:	64	78	536	309	43	39	26	1421	12	304	1687	116
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:	0.96	0.96	0.96	0.94	0.94	0.94	0.90	0.90	0.90	0.96	0.96	0.96
PHF Volume:	66	81	557	329	46	41	29	1586	13	316	1755	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	81	557	329	46	41	29	1586	13	316	1755	121
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 Volume:	66	81	557	329	46	41	29	1586	13	316	1755	121

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.73	0.93	0.93	0.93	0.10	0.89	0.89	0.90	0.88	0.88
Lanes:	1.00	1.00	2.00	1.66	0.18	0.16	1.00	2.97	0.03	2.00	2.81	0.19
Final Sat.:	1769	1862	2786	2917	321	291	186	5036	43	3432	4709	324

Capacity Analysis Module:

Vol/Sat:	0.04	0.04	0.20	0.11	0.14	0.14	0.16	0.31	0.31	0.09	0.37	0.37
Crit Moves:	****			****			****			****		
Green/Cycle:	0.00	0.00	0.05	0.37	0.37	0.37	0.41	0.41	0.41	0.05	0.46	0.46
Volume/Cap:	xxxx	xxxx	3.88	0.30	0.38	0.38	0.38	0.76	0.76	1.79	0.80	0.80
Delay/Veh:	0.0	0.0	1359	21.7	22.6	22.6	22.9	26.2	26.2	423.2	24.3	24.3
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:	0.0	0.0	1359	21.7	22.6	22.6	22.9	26.2	26.2	423.2	24.3	24.3
LOS by Move:	A	A	F	C	C	C	C	C	C	F	C	C
HCM2kAvgQ:	11	13	39	4	6	6	1	16	16	15	19	19

Note: Queue reported is the number of cars per lane.

Existing PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #75 Sawtelle Blvd and Washington Pl

Cycle (sec): 90 Critical Vol./Cap.(X): 0.587

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 17.8

Optimal Cycle: 62 Level Of Service: B

Street Name:	Sawtelle Blvd						Washington Pl					
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	26	0	0	28	0	0	26	0	0	22	0
Lanes:	0	1	0	1	0	0	1	0	1	1	0	1

Volume Module:												
Base Vol:	41	544	134	88	374	43	127	806	53	103	781	107
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:	41	544	134	88	374	43	127	806	53	103	781	107
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:	0.96	0.96	0.96	0.93	0.93	0.93	0.94	0.94	0.94	0.92	0.92	0.92
PHF Volume:	43	569	140	95	403	46	135	854	56	112	848	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	569	140	95	403	46	135	854	56	112	848	116
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 Volume:	43	569	140	95	403	46	135	854	56	112	848	116

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.81	0.81	0.61	0.61	0.61	0.24	0.92	0.92	0.22	0.93	0.83
Lanes:	0.11	1.52	0.37	0.35	1.48	0.17	1.00	1.88	0.12	1.00	2.00	1.00
Final Sat.:	176	2329	574	402	1707	196	464	3290	216	419	3538	1583

Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.24	0.24	0.24	0.24	0.29	0.26	0.26	0.27	0.24	0.07
Crit Moves:	****						****					
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.49	0.49	0.49	0.49	0.49	0.49
Volume/Cap:	0.59	0.59	0.59	0.57	0.57	0.57	0.59	0.52	0.52	0.54	0.48	0.15
Delay/Veh:	21.0	21.0	21.0	20.9	20.9	20.9	20.1	15.8	15.8	18.5	15.3	12.5
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:	21.0	21.0	21.0	20.9	20.9	20.9	20.1	15.8	15.8	18.5	15.3	12.5
LOS by Move:	C	C	C	C	C	C	C	B	B	B	B	B
HCM2kAvgQ:	9	9	9	7	7	7	4	9	9	3	8	2

Note: Queue reported is the number of cars per lane.

Existing PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #76 Sepulveda Blvd and Queensland St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.608

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 14.0

Optimal Cycle: 52 Level Of Service: B

Street Name:	Sepulveda Blvd						Queensland St					
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	17	0	0	0	0	0	27	0	0	27	0
Lanes:	1	0	1	1	0	0	0	0	1	0	0	0

Volume Module:

Base Vol:	51	1233	42	31	1415	80	52	10	23	76	8	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	1233	42	31	1415	80	52	10	23	76	8	33
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:	0.89	0.89	0.89	0.94	0.94	0.94	0.92	0.92	0.92	0.84	0.84	0.84
PHF Volume:	58	1392	47	33	1499	85	56	11	25	91	10	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	1392	47	33	1499	85	56	11	25	91	10	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	58	1392	47	33	1499	85	56	11	25	91	10	39

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.08	0.93	0.93	0.11	0.92	0.92	0.74	0.74	0.74	0.72	0.72	0.72
Lanes:	1.00	1.93	0.07	1.00	1.89	0.11	0.61	0.12	0.27	0.65	0.07	0.28
Final Sat.:	155	3404	116	210	3322	188	858	165	379	889	94	386

Capacity Analysis Module:

Vol/Sat:	0.37	0.41	0.41	0.16	0.45	0.45	0.07	0.07	0.07	0.10	0.10	0.10
Crit Moves:	****						****					
Green/Cycle:	0.61	0.61	0.61	0.61	0.61	0.61	0.30	0.30	0.30	0.30	0.30	0.30
Volume/Cap:	0.61	0.67	0.67	0.26	0.74	0.74	0.22	0.22	0.22	0.34	0.34	0.34
Delay/Veh:	21.9	12.3	12.3	9.1	13.8	13.8	23.9	23.9	23.9	25.1	25.1	25.1
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:	21.9	12.3	12.3	9.1	13.8	13.8	23.9	23.9	23.9	25.1	25.1	25.1
LOS by Move:	C	B	B	A	B	B	C	C	C	C	C	C
HCM2kAvgQ:	2	14	14	1	17	17	2	2	2	3	3	3

Note: Queue reported is the number of cars per lane.

Existing PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #77 Sepulveda Blvd and Rose Ave

Average Delay (sec/veh): 15.7 Worst Case Level Of Service: F[619.8]

Street Name:	Sepulveda Blvd						Rose Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	1	1	0	0	0	1	0	0	0	0

Volume Module:												
Base Vol:	0	1288	69	55	1432	0	0	0	0	39	0	29
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	1288	69	55	1432	0	0	0	0	39	0	29
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:	0.89	0.89	0.89	0.93	0.93	0.93	1.00	1.00	1.00	0.85	0.85	0.85
PHF Volume:	0	1454	78	59	1533	0	0	0	0	46	0	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1454	78	59	1533	0	0	0	0	46	0	34

Critical Gap Module:												
Critical Gp:xxxxx	xxxxx	xxxxx	xxxxx	4.1	xxxxx	xxxxx	7.5	6.5	6.9	6.8	6.5	6.9
FollowUpTim:xxxxx	xxxxx	xxxxx	xxxxx	2.2	xxxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:												
Cnflct Vol:	xxxxx	xxxxx	xxxxx	1532	xxxxx	xxxxx	2378	3183	767	2377	3144	766
Potent Cap.:	xxxxx	xxxxx	xxxxx	431	xxxxx	xxxxx	18	10	345	29	11	345
Move Cap.:	xxxxx	xxxxx	xxxxx	431	xxxxx	xxxxx	15	9	345	26	9	345
Volume/Cap:	xxxxx	xxxxx	xxxxx	0.14	xxxxx	xxxxx	0.00	0.00	0.00	1.78	0.00	0.10

Level Of Service Module:												
2Way95thQ:	xxxxx	xxxxx	xxxxx	0.5	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Control Del:xxxxx	xxxxx	xxxxx	xxxxx	14.7	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0	xxxxx	xxxxx	43	xxxxx
SharedQueue:xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	8.3	xxxxx
Shrd ConDel:xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	620	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx			619.8		
ApproachLOS:	*			*			*			F		

Note: Queue reported is the number of cars per lane.

Existing PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #78 Sepulveda Blvd and Washington Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.586
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 19.3
Optimal Cycle: 84 Level Of Service: B

Street Name:	Sepulveda Blvd						Washington Blvd					
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	37	0	0	39	0	0	37	0	0	37	0
Lanes:	1	0	1	1	0	1	1	0	2	1	0	1

Volume Module:	Sepulveda Blvd North			Sepulveda Blvd South			Washington Blvd East			Washington Blvd West		
Base Vol:	92	862	65	108	774	215	132	735	147	89	655	59
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:	92	862	65	108	774	215	132	735	147	89	655	59
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:	0.96	0.96	0.96	0.89	0.89	0.89	0.92	0.92	0.92	0.97	0.97	0.97
PHF Volume:	96	897	68	121	867	241	144	801	160	92	675	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	897	68	121	867	241	144	801	160	92	675	61
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 Volume:	96	897	68	121	867	241	144	801	160	92	675	61

Saturation Flow Module:	Sepulveda Blvd North			Sepulveda Blvd South			Washington Blvd East			Washington Blvd West		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.15	0.92	0.92	0.20	0.90	0.90	0.24	0.87	0.87	0.23	0.92	0.92
Lanes:	1.00	1.86	0.14	1.00	1.57	0.43	1.00	2.50	0.50	1.00	1.83	0.17
Final Sat.:	292	3257	246	385	2677	744	458	4130	826	434	3207	289

Capacity Analysis Module:	Sepulveda Blvd North			Sepulveda Blvd South			Washington Blvd East			Washington Blvd West		
Vol/Sat:	0.33	0.28	0.28	0.31	0.32	0.32	0.31	0.19	0.19	0.21	0.21	0.21
Crit Moves:				****						****		
Green/Cycle:	0.50	0.50	0.50	0.50	0.50	0.50	0.41	0.41	0.41	0.41	0.41	0.41
Volume/Cap:	0.65	0.55	0.55	0.63	0.65	0.65	0.76	0.47	0.47	0.51	0.51	0.51
Delay/Veh:	27.0	15.9	15.9	22.8	17.5	17.5	39.5	19.5	19.5	22.4	20.1	20.1
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:	27.0	15.9	15.9	22.8	17.5	17.5	39.5	19.5	19.5	22.4	20.1	20.1
LOS by Move:	C	B	B	C	B	B	D	B	B	C	C	C
HCM2kAvgQ:	3	10	10	4	13	13	5	7	7	3	8	8

Note: Queue reported is the number of cars per lane.

Existing PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #79 Military Ave / Huron Ave and Venice Blvd

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Military Ave / Huron Ave						Venice Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1! 0 0	0	0	1! 0 0	1	0	2 1 0	1	0	2 1 0

Volume Module:												
Base Vol:	2	1	14	3	2	27	102	1943	12	193	1766	4
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:	2	1	14	3	2	27	102	1943	12	193	1766	4
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:	0.43	0.43	0.43	0.53	0.53	0.53	0.96	0.96	0.96	0.94	0.94	0.94
PHF Volume:	5	2	33	6	4	51	106	2018	12	206	1885	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	5	2	33	6	4	51	106	2018	12	206	1885	4

Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:												
Cnflct Vol:	3278	4537	679	3184	4541	630	1889	xxxx	xxxxx	2030	xxxx	xxxxx
Potent Cap.:	4	1	394	4	1	424	313	xxxx	xxxxx	275	xxxx	xxxxx
Move Cap.:	0	0	394	0	0	424	313	xxxx	xxxxx	275	xxxx	xxxxx
Volume/Cap:	xxxx	11.74	0.08	xxxx	18.85	0.12	0.34	xxxx	xxxx	0.75	xxxx	xxxx

Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.5	xxxx	xxxxx	5.5	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	22.3	xxxx	xxxxx	48.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	C	*	*	E	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	0	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shared Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

Note: Queue reported is the number of cars per lane.

Existing PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #80 Girard Ave and Washington Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.615
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 14.5
Optimal Cycle: 50 Level Of Service: B

Street Name:	Girard Ave						Washington Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	15	0
Lanes:	0	0	0	0	0	1	0	0	1	0	2	0

Volume Module:	Girard Ave NB			Girard Ave SB			Washington Blvd EB			Washington Blvd WB		
Base Vol:	0	0	0	36	0	140	102	1209	0	0	1162	87
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	36	0	140	102	1209	0	0	1162	87
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	0.76	0.76	0.76	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	0	0	47	0	184	106	1254	0	0	1205	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	47	0	184	106	1254	0	0	1205	90
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 Volume:	0	0	0	47	0	184	106	1254	0	0	1205	90

Saturation Flow Module:	Girard Ave NB			Girard Ave SB			Washington Blvd EB			Washington Blvd WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.87	1.00	0.87	0.93	0.93	1.00	1.00	0.93	0.83
Lanes:	0.00	0.00	0.00	0.20	0.00	0.80	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	337	0	1309	1769	3538	0	0	3538	1583

Capacity Analysis Module:	Girard Ave NB			Girard Ave SB			Washington Blvd EB			Washington Blvd WB		
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.14	0.06	0.35	0.00	0.00	0.34	0.06
Crit Moves:				****				****				****
Green/Cycle:	0.00	0.00	0.00	0.23	0.00	0.23	0.65	0.65	0.00	0.00	0.55	0.55
Volume/Cap:	0.00	0.00	0.00	0.62	0.00	0.62	0.34	0.54	0.00	0.00	0.62	0.10
Delay/Veh:	0.0	0.0	0.0	37.6	0.0	37.6	11.0	9.7	0.0	0.0	15.7	10.6
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:	0.0	0.0	0.0	37.6	0.0	37.6	11.0	9.7	0.0	0.0	15.7	10.6
LOS by Move:	A	A	A	D	A	D	B	A	A	A	B	B
HCM2kAvgQ:	0	0	0	7	0	7	2	11	0	0	13	1

Note: Queue reported is the number of cars per lane.

Existing PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #81 Robertson Blvd / Higuera St and Washington Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.446
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 24.3
Optimal Cycle: 89 Level Of Service: C

Street Name:	Robertson Blvd / Higuera St						Washington Blvd					
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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	36	0	5	32	0	0	33	0	0	36	0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:	Robertson Blvd / Higuera St North Bound			Robertson Blvd / Higuera St South Bound			Washington Blvd East Bound			Washington Blvd West Bound		
Base Vol:	83	164	37	27	269	3	161	848	197	61	641	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	164	37	27	269	3	161	848	197	61	641	40
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:	0.95	0.95	0.95	0.96	0.96	0.96	0.97	0.97	0.97	0.96	0.96	0.96
PHF Volume:	88	173	39	28	281	3	167	878	204	64	671	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	173	39	28	281	3	167	878	204	64	671	42
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 Volume:	88	173	39	28	281	3	167	878	204	64	671	42

Saturation Flow Module:	Robertson Blvd / Higuera St North Bound			Robertson Blvd / Higuera St South Bound			Washington Blvd East Bound			Washington Blvd West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.90	0.90	0.93	0.98	0.83	0.29	0.90	0.90	0.15	0.92	0.92
Lanes:	1.00	1.63	0.37	1.00	1.00	1.00	1.00	1.62	0.38	1.00	1.88	0.12
Final Sat.:	1769	2806	633	1769	1862	1583	549	2790	648	277	3300	206

Capacity Analysis Module:	Robertson Blvd / Higuera St North Bound			Robertson Blvd / Higuera St South Bound			Washington Blvd East Bound			Washington Blvd West Bound		
Vol/Sat:	0.05	0.06	0.06	0.02	0.15	0.00	0.30	0.31	0.31	0.23	0.20	0.20
Crit Moves:	****			****			****					
Green/Cycle:	0.06	0.36	0.36	0.05	0.35	0.35	0.47	0.47	0.47	0.47	0.47	0.47
Volume/Cap:	0.89	0.17	0.17	0.32	0.43	0.01	0.65	0.67	0.67	0.49	0.43	0.43
Delay/Veh:	105.0	21.9	21.9	47.9	25.0	20.9	25.7	21.6	21.6	21.1	17.8	17.8
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:	105.0	21.9	21.9	47.9	25.0	20.9	25.7	21.6	21.6	21.1	17.8	17.8
LOS by Move:	F	C	C	D	C	C	C	C	C	C	B	B
HCM2kAvgQ:	5	2	2	1	7	0	5	14	14	2	8	8

Note: Queue reported is the number of cars per lane.

Existing PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #82 20th St and Broadway

Cycle (sec): 90 Critical Vol./Cap.(X): 0.653
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 18.4
Optimal Cycle: 54 Level Of Service: B

Street Name:	20th St						Broadway					
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	24	0	0	24	0	0	22	0	0	22	0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:												
Base Vol:	27	1005	47	47	534	52	35	364	126	149	448	112
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:	27	1005	47	47	534	52	35	364	126	149	448	112
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:	0.89	0.89	0.89	0.74	0.74	0.74	0.87	0.87	0.87	0.93	0.93	0.93
PHF Volume:	30	1125	53	63	719	70	40	419	145	161	483	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1125	53	63	719	70	40	419	145	161	483	121
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 Volume:	30	1125	53	63	719	70	40	419	145	161	483	121

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.27	0.92	0.92	0.14	0.92	0.92	0.26	0.98	0.83	0.33	0.98	0.83
Lanes:	1.00	1.91	0.09	1.00	1.82	0.18	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	519	3356	157	263	3182	310	501	1862	1583	626	1862	1583

Capacity Analysis Module:												
Vol/Sat:	0.06	0.34	0.34	0.24	0.23	0.23	0.08	0.22	0.09	0.26	0.26	0.08
Crit Moves:	****									****		
Green/Cycle:	0.51	0.51	0.51	0.51	0.51	0.51	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	0.11	0.65	0.65	0.47	0.44	0.44	0.20	0.57	0.23	0.65	0.65	0.19
Delay/Veh:	11.5	16.9	16.9	16.6	13.9	13.9	18.3	22.1	18.2	27.8	24.2	17.8
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:	11.5	16.9	16.9	16.6	13.9	13.9	18.3	22.1	18.2	27.8	24.2	17.8
LOS by Move:	B	B	B	B	B	B	B	C	B	C	C	B
HCM2kAvgQ:	1	13	13	2	7	7	1	9	3	5	12	2

Note: Queue reported is the number of cars per lane.

Existing PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #83 14th St and Broadway

Cycle (sec): 90 Critical Vol./Cap.(X): 0.767
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 22.2
Optimal Cycle: 57 Level Of Service: C

Street Name:	14th St						Broadway					
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	23	0	0	23	0	0	22	0	0	22	0
Lanes:	1	0	0	1	0	0	1	0	1	1	0	1

Volume Module:

Base Vol:	50	370	62	37	409	77	40	490	42	41	526	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	370	62	37	409	77	40	490	42	41	526	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.74	0.74	0.74	0.78	0.78	0.78	0.92	0.92	0.92
PHF Volume:	57	424	71	50	553	104	51	627	54	44	569	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	424	71	50	553	104	51	627	54	44	569	42
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 Volume:	57	424	71	50	553	104	51	627	54	44	569	42

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.18	0.96	0.96	0.31	0.96	0.96	0.22	0.98	0.83	0.17	0.98	0.83
Lanes:	1.00	0.86	0.14	1.00	0.84	0.16	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	343	1560	261	596	1529	288	425	1862	1583	330	1862	1583

Capacity Analysis Module:

Vol/Sat:	0.17	0.27	0.27	0.08	0.36	0.36	0.12	0.34	0.03	0.13	0.31	0.03
Crit Moves:				****			****					
Green/Cycle:	0.47	0.47	0.47	0.47	0.47	0.47	0.44	0.44	0.44	0.44	0.44	0.44
Volume/Cap:	0.35	0.58	0.58	0.18	0.77	0.77	0.27	0.77	0.08	0.31	0.70	0.06
Delay/Veh:	16.4	18.2	18.2	14.0	23.9	23.9	16.9	25.7	14.7	17.6	23.0	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:	16.4	18.2	18.2	14.0	23.9	23.9	16.9	25.7	14.7	17.6	23.0	14.6
LOS by Move:	B	B	B	B	C	C	B	C	B	B	C	B
HCM2kAvgQ:	1	10	10	1	17	17	1	16	1	1	14	1

Note: Queue reported is the number of cars per lane.

Existing PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #84 Lincoln Blvd and Broadway

Cycle (sec): 90 Critical Vol./Cap.(X): 0.699
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 17.4
Optimal Cycle: 53 Level Of Service: B

Street Name:	Lincoln Blvd						Broadway					
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	21	0	0	22	0	0	23	0	0	23	0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	102	927	77	32	1107	49	50	383	171	84	297	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	927	77	32	1107	49	50	383	171	84	297	63
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:	0.93	0.93	0.93	0.93	0.93	0.93	0.88	0.88	0.88	0.92	0.92	0.92
PHF Volume:	110	999	83	35	1197	53	57	434	194	92	324	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	999	83	35	1197	53	57	434	194	92	324	69
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 Volume:	110	999	83	35	1197	53	57	434	194	92	324	69

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.14	0.92	0.92	0.19	0.93	0.93	0.38	0.98	0.83	0.25	0.98	0.83
Lanes:	1.00	1.85	0.15	1.00	1.92	0.08	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	272	3227	268	363	3368	149	724	1862	1583	471	1862	1583

Capacity Analysis Module:

Vol/Sat:	0.40	0.31	0.31	0.10	0.36	0.36	0.08	0.23	0.12	0.19	0.17	0.04
Crit Moves:	****						****					
Green/Cycle:	0.58	0.58	0.58	0.58	0.58	0.58	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.70	0.54	0.54	0.16	0.61	0.61	0.23	0.70	0.37	0.58	0.52	0.13
Delay/Veh:	26.5	11.9	11.9	9.2	13.0	13.0	22.2	29.6	23.2	30.4	25.0	21.0
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:	26.5	11.9	11.9	9.2	13.0	13.0	22.2	29.6	23.2	30.4	25.0	21.0
LOS by Move:	C	B	B	A	B	B	C	C	C	C	C	C
HCM2kAvgQ:	4	10	10	1	12	12	1	12	4	3	8	1

Note: Queue reported is the number of cars per lane.

Existing PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #85 4th St and Broadway

Cycle (sec): 120 Critical Vol./Cap.(X): 0.984

Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 28.9

Optimal Cycle: 71 Level Of Service: C

Street Name:	4th St						Broadway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	5	22	0	5	22	0	0	23	0	5	23	0
Lanes:	1	0	1	0	1	0	0	0	1	0	1	0

Volume Module:

Base Vol:	115	577	33	61	360	47	0	201	126	110	157	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	577	33	61	360	47	0	201	126	110	157	63
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:	0.88	0.88	0.88	0.87	0.87	0.87	0.86	0.86	0.86	0.87	0.87	0.87
PHF Volume:	131	656	38	70	415	54	0	233	146	127	181	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	656	38	70	415	54	0	233	146	127	181	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 Volume:	131	656	38	70	415	54	0	233	146	127	181	73

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.83	0.93	0.92	0.92	1.00	0.98	0.83	0.93	0.98	0.83
Lanes:	1.00	1.00	1.00	1.00	1.77	0.23	0.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1769	1862	1583	1769	3076	402	0	1862	1583	1769	1862	1583

Capacity Analysis Module:

Vol/Sat:	0.07	0.35	0.02	0.04	0.13	0.13	0.00	0.13	0.09	0.07	0.10	0.05
Crit Moves:	****			****			****			****		
Green/Cycle:	0.60	0.51	0.51	0.46	0.41	0.41	0.00	0.19	0.19	0.30	0.30	0.30
Volume/Cap:	0.21	0.69	0.05	0.25	0.33	0.33	0.00	0.65	0.48	0.48	0.33	0.15
Delay/Veh:	10.9	24.1	14.6	20.2	24.5	24.5	0.0	49.2	44.4	34.4	33.3	31.3
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:	10.9	24.1	14.6	20.2	24.5	24.5	0.0	49.2	44.4	34.4	33.3	31.3
LOS by Move:	B	C	B	C	C	C	A	D	D	C	C	C
HCM2kAvgQ:	2	19	1	2	6	6	0	9	5	4	5	2

Note: Queue reported is the number of cars per lane.

Existing PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #86 Main St and Colorado Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 0.653
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 15.5
Optimal Cycle: 42 Level Of Service: B

Street Name:	Main St						Colorado Ave					
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	20	0	0	0	0	0	31	0	0	0	0
Lanes:	2	0	0	0	0	0	0	0	2	0	1	1

Volume Module:												
Base Vol:	379	0	130	0	0	0	0	447	350	289	344	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:	379	0	130	0	0	0	0	447	350	289	344	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:	0.79	0.79	0.79	1.00	1.00	1.00	0.94	0.94	0.94	0.90	0.90	0.90
PHF Volume:	480	0	165	0	0	0	0	476	372	321	383	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	480	0	165	0	0	0	0	476	372	321	383	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 Volume:	480	0	165	0	0	0	0	476	372	321	383	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.58	1.00	0.83	1.00	1.00	1.00	1.00	0.93	0.83	0.45	0.93	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	2214	0	1583	0	0	0	0	3538	1583	849	3538	0

Capacity Analysis Module:												
Vol/Sat:	0.22	0.00	0.10	0.00	0.00	0.00	0.00	0.13	0.24	0.38	0.11	0.00
Crit Moves:	****									****		
Green/Cycle:	0.33	0.00	0.33	0.00	0.00	0.00	0.00	0.58	0.58	0.58	0.58	0.00
Volume/Cap:	0.65	0.00	0.31	0.00	0.00	0.00	0.00	0.23	0.41	0.65	0.19	0.00
Delay/Veh:	27.8	0.0	22.8	0.0	0.0	0.0	0.0	9.3	10.7	16.0	9.0	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:	27.8	0.0	22.8	0.0	0.0	0.0	0.0	9.3	10.7	16.0	9.0	0.0
LOS by Move:	C	A	C	A	A	A	A	A	B	B	A	A
HCM2kAvgQ:	7	0	4	0	0	0	0	3	6	7	3	0

Note: Queue reported is the number of cars per lane.

Existing PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #87 Sepulveda Blvd and Olympic Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.415
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 81.8
Optimal Cycle: 180 Level Of Service: F

Sepulveda Blvd						Olympic Blvd					
North Bound			South Bound			East Bound			West Bound		
L	T	R	L	T	R	L	T	R	L	T	R
Control: Permitted			Control: Permitted			Control: Permitted			Control: Protected		
Rights: Include			Rights: Include			Rights: Include			Rights: Include		
Min. Green: 0	29	0	0	29	0	0	25	0	5	24	0
Lanes: 1	0	2	0	1	1	0	1	0	1	0	3
1	0	2	0	1	1	0	1	0	1	0	3

Volume Module:												
Base Vol:	72	966	106	66	876	112	79	1605	71	153	2357	117
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:	72	966	106	66	876	112	79	1605	71	153	2357	117
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:	0.90	0.90	0.90	0.88	0.88	0.88	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	80	1071	118	75	998	128	89	1807	80	172	2645	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	1071	118	75	998	128	89	1807	80	172	2645	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	80	1071	118	75	998	128	89	1807	80	172	2645	131

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.14	0.93	0.83	0.14	0.92	0.92	0.05	0.89	0.89	0.93	0.89	0.89
Lanes:	1.00	2.00	1.00	1.00	1.77	0.23	1.00	2.87	0.13	1.00	3.81	0.19
Final Sat.:	257	3538	1583	257	3083	394	104	4839	214	1769	6412	318

Capacity Analysis Module:												
Vol/Sat:	0.31	0.30	0.07	0.29	0.32	0.32	0.85	0.37	0.37	0.10	0.41	0.41
Crit Moves:					****		****			****		
Green/Cycle:	0.24	0.24	0.24	0.24	0.24	0.24	0.60	0.60	0.60	0.06	0.66	0.66
Volume/Cap:	1.29	1.25	0.31	1.21	1.34	1.34	1.43	0.63	0.63	1.57	0.63	0.63
Delay/Veh:	254.2	169	37.7	227.1	206	206.0	288.4	16.0	16.0	352.5	12.2	12.2
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:	254.2	169	37.7	227.1	206	206.0	288.4	16.0	16.0	352.5	12.2	12.2
LOS by Move:	F	F	D	F	F	F	F	B	B	F	B	B
HCM2kAvgQ:	7	37	4	6	42	42	8	16	16	16	16	16

Note: Queue reported is the number of cars per lane.

Existing PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #88 Westwood Blvd and Pico Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.049

Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 43.1

Optimal Cycle: 125 Level Of Service: D

Street Name:	Westwood Blvd								Pico Blvd							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
Control:	Protected				Protected				Prot+Permit				Prot+Permit			
Rights:	Ovl				Include				Ovl				Ovl			
Min. Green:	5	27	0		5	29	0		5	27	0		5	23	0	
Lanes:	1	0	2	0	1	1	0	1	0	3	0	1	1	0	3	

Volume Module:

Base Vol:	127	539	72	193	827	142	142	1136	182	203	1460	216
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:	127	539	72	193	827	142	142	1136	182	203	1460	216
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:	0.97	0.97	0.97	0.91	0.91	0.91	0.91	0.91	0.91	0.95	0.95	0.95
PHF Volume:	131	555	74	211	905	155	156	1251	200	215	1545	229
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	555	74	211	905	155	156	1251	200	215	1545	229
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 Volume:	131	555	74	211	905	155	156	1251	200	215	1545	229

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.83	0.93	0.91	0.91	0.93	0.89	0.83	0.93	0.89	0.83
Lanes:	1.00	2.00	1.00	1.00	1.71	0.29	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1769	3538	1583	1769	2953	507	1769	5083	1583	1769	5083	1583

Capacity Analysis Module:

Vol/Sat:	0.07	0.16	0.05	0.12	0.31	0.31	0.09	0.25	0.13	0.12	0.30	0.14
Crit Moves:	****			****			****			****		
Green/Cycle:	0.08	0.28	0.42	0.15	0.34	0.34	0.39	0.29	0.38	0.47	0.34	0.49
Volume/Cap:	0.89	0.56	0.11	0.81	0.89	0.89	0.66	0.84	0.34	0.67	0.89	0.30
Delay/Veh:	98.4	37.8	20.9	66.2	46.0	46.0	34.5	43.8	26.9	32.3	43.7	18.5
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:	98.4	37.8	20.9	66.2	46.0	46.0	34.5	43.8	26.9	32.3	43.7	18.5
LOS by Move:	F	D	C	E	D	D	C	D	C	C	D	B
HCM2kAvgQ:	7	10	2	10	23	23	6	18	5	7	23	5

Note: Queue reported is the number of cars per lane.

Existing PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #89 Overland Ave and Pico Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 1.003
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 180.9
Optimal Cycle: 174 Level Of Service: F

Street Name:	Overland Ave						Pico Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	29	0	0	31	0	0	34	0	5	30	0
Lanes:	2	0	1	0	1	1	1	0	2	2	0	1

Volume Module:

Base Vol:	321	514	556	44	629	29	46	908	323	833	1437	39
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:	321	514	556	44	629	29	46	908	323	833	1437	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.91	0.91	0.91	0.84	0.84	0.84	0.92	0.92	0.92
PHF Volume:	343	550	595	48	692	32	55	1076	383	907	1565	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	343	550	595	48	692	32	55	1076	383	907	1565	42
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 Volume:	343	550	595	48	692	32	55	1076	383	907	1565	42

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.98	0.73	0.13	0.92	0.92	0.12	0.86	0.86	0.90	0.93	0.83
Lanes:	2.00	1.00	2.00	1.00	1.91	0.09	1.00	2.21	0.79	2.00	2.00	1.00
Final Sat.:	3432	1862	2786	240	3358	155	220	3603	1282	3432	3538	1583

Capacity Analysis Module:

Vol/Sat:	0.10	0.30	0.21	0.20	0.21	0.21	0.25	0.30	0.30	0.26	0.44	0.03
Crit Moves:	****			****			****			****		
Green/Cycle:	0.06	0.40	0.49	0.34	0.34	0.34	0.38	0.38	0.38	0.09	0.47	0.47
Volume/Cap:	1.80	0.74	0.44	0.59	0.60	0.60	0.66	0.79	0.79	2.97	0.95	0.06
Delay/Veh:	422.3	26.9	15.2	34.6	25.2	25.2	40.7	27.2	27.2	938.3	35.0	13.2
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:	422.3	26.9	15.2	34.6	25.2	25.2	40.7	27.2	27.2	938.3	35.0	13.2
LOS by Move:	F	C	B	C	C	C	D	C	C	F	C	B
HCM2kAvgQ:	16	14	6	2	9	9	3	15	15	52	27	1

Note: Queue reported is the number of cars per lane.

Existing PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #90 Bagley Ave and National Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.830

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 22.6

Optimal Cycle: 71 Level Of Service: C

Street Name:	Bagley Ave						National Blvd					
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	23	0	0	25	0	0	20	0	0	20	0
Lanes:	0	0	1	0	0	0	1	0	1	0	1	0

Volume Module:

Base Vol:	37	152	132	76	152	62	57	846	36	85	596	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	152	132	76	152	62	57	846	36	85	596	28
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:	0.89	0.89	0.89	0.83	0.83	0.83	0.93	0.93	0.93	0.89	0.89	0.89
PHF Volume:	41	170	148	91	182	74	61	912	39	96	673	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	170	148	91	182	74	61	912	39	96	673	32
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 Volume:	41	170	148	91	182	74	61	912	39	96	673	32

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.86	0.86	0.69	0.69	0.69	0.26	0.98	0.83	0.11	0.98	0.83
Lanes:	0.12	0.47	0.41	0.26	0.53	0.21	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	188	771	669	342	683	279	495	1862	1583	218	1862	1583

Capacity Analysis Module:

Vol/Sat:	0.22	0.22	0.22	0.27	0.27	0.27	0.12	0.49	0.02	0.44	0.36	0.02
Crit Moves:	****						****					
Green/Cycle:	0.32	0.32	0.32	0.32	0.32	0.32	0.59	0.59	0.59	0.59	0.59	0.59
Volume/Cap:	0.69	0.69	0.69	0.83	0.83	0.83	0.21	0.83	0.04	0.75	0.61	0.03
Delay/Veh:	30.4	30.4	30.4	41.3	41.3	41.3	9.0	20.3	7.8	34.7	12.9	7.8
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:	30.4	30.4	30.4	41.3	41.3	41.3	9.0	20.3	7.8	34.7	12.9	7.8
LOS by Move:	C	C	C	D	D	D	A	C	A	C	B	A
HCM2kAvgQ:	10	10	10	12	12	12	1	22	0	4	12	0

Note: Queue reported is the number of cars per lane.

NB AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

Scenario Report

Scenario: NB AM (2)

Command: NB AM
Volume: NB AM Vol
Geometry: AM
Impact Fee: Default Impact Fee
Trip Generation: Default Trip Generation
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: NB AM

NB AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #1 4th St and Colorado Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 0.879
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 31.2
Optimal Cycle: 68 Level Of Service: C

Street Name:	4th St						Colorado Ave						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit			
Rights:	Include			Include			Ovl			Include			
Min. Green:	5	19	0	5	19	0	5	23	0	5	23	0	
Lanes:	1	0	1	1	0	1	1	0	2	0	1	1	0

Volume Module:

Base Vol:	285	734	280	105	490	71	102	327	62	125	278	82
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:	285	734	280	105	490	71	102	327	62	125	278	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	300	773	295	111	516	75	107	344	65	132	293	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	773	295	111	516	75	107	344	65	132	293	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 Volume:	300	773	295	111	516	75	107	344	65	132	293	86

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.89	0.89	0.93	0.91	0.91	0.93	0.93	0.83	0.93	0.90	0.90
Lanes:	1.00	1.45	0.55	1.00	1.75	0.25	1.00	2.00	1.00	1.00	1.54	0.46
Final Sat.:	1769	2456	937	1769	3031	439	1769	3538	1583	1769	2639	778

Capacity Analysis Module:

Vol/Sat:	0.17	0.31	0.31	0.06	0.17	0.17	0.06	0.10	0.04	0.07	0.11	0.11
Crit Moves:	****			****			****			****		
Green/Cycle:	0.60	0.47	0.47	0.38	0.28	0.28	0.26	0.19	0.47	0.34	0.23	0.23
Volume/Cap:	0.48	0.67	0.67	0.37	0.60	0.60	0.37	0.51	0.09	0.40	0.48	0.48
Delay/Veh:	14.5	25.7	25.7	25.8	38.3	38.3	35.4	44.1	17.4	29.9	40.5	40.5
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:	14.5	25.7	25.7	25.8	38.3	38.3	35.4	44.1	17.4	29.9	40.5	40.5
LOS by Move:	B	C	C	C	D	D	D	D	B	C	D	D
HCM2kAvgQ:	7	16	16	3	10	10	3	6	1	4	7	7

Note: Queue reported is the number of cars per lane.

NB AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #2 4th St / I-10 WB and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.866
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 26.2
Optimal Cycle: 85 Level Of Service: C

4th St / I-10 WB						Olympic Blvd					
North Bound			South Bound			East Bound			West Bound		
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	21	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	0	0	0	0	0	0	2	0
	0	0	2	0	0	0	0	0	0	2	0

Volume Module:												
Base Vol:	0	696	0	0	868	0	0	0	0	999	0	810
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	696	0	0	868	0	0	0	0	999	0	810
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:	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:	0	733	0	0	914	0	0	0	0	1052	0	853
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	733	0	0	914	0	0	0	0	1052	0	853
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 Volume:	0	733	0	0	914	0	0	0	0	1052	0	853

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.93	1.00	1.00	0.93	1.00	1.00	1.00	1.00	0.90	1.00	0.83
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3538	0	0	3538	0	0	0	0	3432	0	1583

Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.00	0.00	0.26	0.00	0.00	0.00	0.00	0.31	0.00	0.54
Crit Moves:					****							****
Green/Cycle:	0.00	0.30	0.00	0.00	0.30	0.00	0.00	0.00	0.00	0.62	0.00	0.62
Volume/Cap:	0.00	0.69	0.00	0.00	0.87	0.00	0.00	0.00	0.00	0.49	0.00	0.87
Delay/Veh:	0.0	33.1	0.0	0.0	40.9	0.0	0.0	0.0	0.0	10.5	0.0	23.7
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	33.1	0.0	0.0	40.9	0.0	0.0	0.0	0.0	10.5	0.0	23.7
LOS by Move:	A	C	A	A	D	A	A	A	A	B	A	C
HCM2kAvgQ:	0	12	0	0	17	0	0	0	0	9	0	24

Note: Queue reported is the number of cars per lane.

NB AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #3 4th St / I-10 EB and Olympic Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.955
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 69.3
Optimal Cycle: 162 Level Of Service: E

Street Name:	4th St / I-10 EB						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	5	27	0	5	27	0	0	27	0	0	0	0
Lanes:	1	0	1	0	1	1	0	1	1	0	0	0

Volume Module:	4th St / I-10 EB			4th St / I-10 EB			Olympic Blvd			Olympic Blvd		
Base Vol:	14	659	893	648	767	285	21	268	25	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	659	893	648	767	285	21	268	25	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	15	694	940	682	807	300	22	282	26	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	694	940	682	807	300	22	282	26	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	15	694	940	682	807	300	22	282	26	0	0	0

Saturation Flow Module:	4th St / I-10 EB			4th St / I-10 EB			Olympic Blvd			Olympic Blvd		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.83	0.90	0.89	0.89	0.87	0.87	0.87	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	2.00	1.46	0.54	0.20	2.56	0.24	0.00	0.00	0.00
Final Sat.:	1769	1862	1583	3432	2474	919	333	4244	396	0	0	0

Capacity Analysis Module:	4th St / I-10 EB			4th St / I-10 EB			Olympic Blvd			Olympic Blvd		
Vol/Sat:	0.01	0.37	0.59	0.20	0.33	0.33	0.07	0.07	0.07	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.08	0.51	0.51	0.17	0.60	0.60	0.23	0.23	0.23	0.00	0.00	0.00
Volume/Cap:	0.11	0.74	1.17	1.17	0.55	0.55	0.30	0.30	0.30	0.00	0.00	0.00
Delay/Veh:	52.0	26.4	121.1	145.4	14.7	14.7	38.8	38.8	38.8	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:	52.0	26.4	121.1	145.4	14.7	14.7	38.8	38.8	38.8	0.0	0.0	0.0
LOS by Move:	D	C	F	F	B	B	D	D	D	A	A	A
HCM2kAvgQ:	1	21	54	22	13	13	4	4	4	0	0	0

Note: Queue reported is the number of cars per lane.

NB AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #4 Lincoln Blvd and Colorado Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 1.253
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 53.3
Optimal Cycle: 158 Level Of Service: D

Street Name:	Lincoln Blvd						Colorado Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	5	24	0	5	24	0	5	24	0	5	24	0
Lanes:	1	0	1	1	0	1	1	0	2	1	0	1

Volume Module:	Lincoln Blvd			Lincoln Blvd			Colorado Ave			Colorado Ave		
Base Vol:	127	1518	364	53	1385	27	62	368	250	172	314	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	1518	364	53	1385	27	62	368	250	172	314	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	134	1598	383	56	1458	28	65	387	263	181	331	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	1598	383	56	1458	28	65	387	263	181	331	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	134	1598	383	56	1458	28	65	387	263	181	331	43

Saturation Flow Module:	Lincoln Blvd			Lincoln Blvd			Colorado Ave			Colorado Ave		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.90	0.90	0.93	0.93	0.93	0.93	0.93	0.83	0.79	0.92	0.92
Lanes:	1.00	1.61	0.39	1.00	1.96	0.04	1.00	2.00	1.00	1.00	1.77	0.23
Final Sat.:	1769	2771	664	1769	3460	67	1769	3538	1583	1502	3076	402

Capacity Analysis Module:	Lincoln Blvd			Lincoln Blvd			Colorado Ave			Colorado Ave		
Vol/Sat:	0.08	0.58	0.58	0.03	0.42	0.42	0.04	0.11	0.17	0.12	0.11	0.11
Crit Moves:	****			****			****			****		
Green/Cycle:	0.61	0.53	0.53	0.53	0.49	0.49	0.25	0.20	0.20	0.33	0.24	0.24
Volume/Cap:	0.62	1.09	1.09	0.41	0.87	0.87	0.24	0.55	0.83	0.62	0.44	0.44
Delay/Veh:	31.0	77.0	77.0	15.9	32.5	32.5	35.5	44.0	62.8	34.9	38.8	38.8
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:	31.0	77.0	77.0	15.9	32.5	32.5	35.5	44.0	62.8	34.9	38.8	38.8
LOS by Move:	C	E	E	B	C	C	D	D	E	C	D	D
HCM2kAvgQ:	4	52	52	2	28	28	2	7	12	7	6	6

Note: Queue reported is the number of cars per lane.

NB AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #5 Lincoln Blvd (N) / I-10 WB and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.947
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 39.1
Optimal Cycle: 137 Level Of Service: D

Lincoln Blvd (N) /I-10 WB						Olympic Blvd																	
North Bound						South Bound						East Bound						West Bound					
L - T - R						L - T - R						L - T - R						L - T - R					
Control: Protected						Permitted						Split Phase						Split Phase					
Rights: Include						Include						Include						Include					
Min. Green: 5 18 0						0 17 0						0 0 0						0 24 0					
Lanes: 1 0 2 0 0						0 0 2 1 0						0 0 0 0 0						1 1 0 1 1					

Volume Module:

Base Vol:	316	1015	0	0	1456	33	0	0	0	748	300	931
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:	316	1015	0	0	1456	33	0	0	0	748	300	931
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:	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:	333	1068	0	0	1533	35	0	0	0	787	316	980
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	333	1068	0	0	1533	35	0	0	0	787	316	980
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	333	1068	0	0	1533	35	0	0	0	787	316	980

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	1.00	1.00	0.89	0.89	1.00	1.00	1.00	0.82	0.82	0.82
Lanes:	1.00	2.00	0.00	0.00	2.93	0.07	0.00	0.00	0.00	1.51	0.61	1.88
Final Sat.:	1769	3538	0	0	4956	112	0	0	0	2345	941	2919

Capacity Analysis Module:

Vol/Sat:	0.19	0.30	0.00	0.00	0.31	0.31	0.00	0.00	0.00	0.34	0.34	0.34
Crit Moves:	****				****					****		
Green/Cycle:	0.20	0.53	0.00	0.00	0.33	0.33	0.00	0.00	0.00	0.35	0.35	0.35
Volume/Cap:	0.95	0.57	0.00	0.00	0.95	0.95	0.00	0.00	0.00	0.95	0.95	0.95
Delay/Veh:	73.9	16.6	0.0	0.0	44.6	44.6	0.0	0.0	0.0	40.9	40.9	40.9
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:	73.9	16.6	0.0	0.0	44.6	44.6	0.0	0.0	0.0	40.9	40.9	40.9
LOS by Move:	E	B	A	A	D	D	A	A	A	D	D	D
HCM2kAvgQ:	15	12	0	0	22	22	0	0	0	21	21	21

Note: Queue reported is the number of cars per lane.

NB AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #6 Lincoln Blvd / I-10 EB and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.960
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 115.5
Optimal Cycle: 147 Level Of Service: F

Street Name:	Lincoln Blvd / I-10 EB						Olympic Blvd					
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	22	0	5	18	0	0	32	0	0	0	0
Lanes:	0	0	2	1	1	2	0	2	0	0	0	1

Volume Module:	Lincoln Blvd / I-10 EB			Olympic Blvd		
Base Vol:	0	1214	715	1273	956	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1214	715	1273	956	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1278	753	1340	1006	0
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	0	1278	753	1340	1006	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1278	753	1340	1006	0

Saturation Flow Module:	Lincoln Blvd / I-10 EB			Olympic Blvd		
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.84	0.84	0.90	0.93	1.00
Lanes:	0.00	2.52	1.48	2.00	2.00	0.00
Final Sat.:	0	4027	2372	3432	3538	0

Capacity Analysis Module:	Lincoln Blvd / I-10 EB			Olympic Blvd		
Vol/Sat:	0.00	0.32	0.32	0.39	0.28	0.00
Crit Moves:	****			****		
Green/Cycle:	0.00	0.25	0.25	0.31	0.56	0.00
Volume/Cap:	0.00	1.26	1.26	1.26	0.51	0.00
Delay/Veh:	0.0	161	161.3	161.0	13.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	161	161.3	161.0	13.7	0.0
LOS by Move:	A	F	F	F	B	A
HCM2kAvgQ:	0	34	34	41	10	0

Note: Queue reported is the number of cars per lane.

NB AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #7 11th St and Colorado Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 0.786
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 21.0
Optimal Cycle: 61 Level Of Service: C

Street Name:	11th St						Colorado Ave					
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	21	0	0	21	0	0	21	0	0	21	0
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1

Volume Module:												
Base Vol:	81	737	149	84	564	45	56	652	104	114	435	47
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	737	149	84	564	45	56	652	104	114	435	47
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:	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:	85	776	157	88	594	47	59	686	109	120	458	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	776	157	88	594	47	59	686	109	120	458	49
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 Volume:	85	776	157	88	594	47	59	686	109	120	458	49

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.24	0.98	0.83	0.15	0.97	0.97	0.38	0.91	0.91	0.21	0.92	0.92
Lanes:	1.00	1.00	1.00	1.00	0.93	0.07	1.00	1.72	0.28	1.00	1.80	0.20
Final Sat.:	460	1862	1583	281	1705	136	717	2987	476	400	3145	340

Capacity Analysis Module:												
Vol/Sat:	0.19	0.42	0.10	0.31	0.35	0.35	0.08	0.23	0.23	0.30	0.15	0.15
Crit Moves:	****									****		
Green/Cycle:	0.53	0.53	0.53	0.53	0.53	0.53	0.38	0.38	0.38	0.38	0.38	0.38
Volume/Cap:	0.35	0.79	0.19	0.59	0.66	0.66	0.22	0.60	0.60	0.79	0.38	0.38
Delay/Veh:	13.1	21.3	11.1	20.8	16.9	16.9	19.2	23.2	23.2	47.7	20.3	20.3
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:	13.1	21.3	11.1	20.8	16.9	16.9	19.2	23.2	23.2	47.7	20.3	20.3
LOS by Move:	B	C	B	C	B	B	B	C	C	D	C	C
HCM2kAvgQ:	2	19	2	3	13	13	1	10	10	5	5	5

Note: Queue reported is the number of cars per lane.

NB AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #8 11th St (N) and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.645

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 14.1

Optimal Cycle: 66 Level Of Service: B

Street Name:	11th St (N)						Olympic Blvd					
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	35	0	0	35	0	0	23	0	0	23	0
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1

Volume Module:

Base Vol:	60	847	252	106	455	122	17	23	11	117	255	113
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:	60	847	252	106	455	122	17	23	11	117	255	113
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:	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:	63	892	265	112	479	128	18	24	12	123	268	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	892	265	112	479	128	18	24	12	123	268	119
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 Volume:	63	892	265	112	479	128	18	24	12	123	268	119

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.43	0.98	0.83	0.20	0.98	0.83	0.38	0.89	0.89	0.72	0.89	0.89
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.35	0.65	1.00	1.39	0.61
Final Sat.:	810	1862	1583	380	1862	1583	726	2276	1088	1372	2339	1036

Capacity Analysis Module:

Vol/Sat:	0.08	0.48	0.17	0.29	0.26	0.08	0.02	0.01	0.01	0.09	0.11	0.11
Crit Moves:	****									****		
Green/Cycle:	0.69	0.69	0.69	0.69	0.69	0.69	0.23	0.23	0.23	0.23	0.23	0.23
Volume/Cap:	0.11	0.69	0.24	0.43	0.37	0.12	0.11	0.05	0.05	0.39	0.50	0.50
Delay/Veh:	5.3	10.9	5.9	7.9	6.7	5.3	30.7	30.0	30.0	33.4	34.0	34.0
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:	5.3	10.9	5.9	7.9	6.7	5.3	30.7	30.0	30.0	33.4	34.0	34.0
LOS by Move:	A	B	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	1	17	3	2	6	1	1	0	0	4	6	6

Note: Queue reported is the number of cars per lane.

NB AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #9 11th St (S) and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.646

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 11.2

Optimal Cycle: 42 Level Of Service: B

Street Name:	11th St						Olympic Blvd					
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	16	0	0	0	0	0	0	0
Lanes:	0	0	1	0	0	0	1	0	0	1	0	0

Volume Module:

Base Vol:	0	847	0	0	455	0	157	0	45	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	847	0	0	455	0	157	0	45	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	0	892	0	0	479	0	165	0	47	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	892	0	0	479	0	165	0	47	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	892	0	0	479	0	165	0	47	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.98	1.00	1.00	0.98	1.00	0.75	1.00	0.83	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Final Sat.:	0	1862	0	0	1862	0	1432	0	1583	0	1900	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.48	0.00	0.00	0.26	0.00	0.12	0.00	0.03	0.00	0.00	0.00
Crit Moves:	****						****					
Green/Cycle:	0.00	0.74	0.00	0.00	0.74	0.00	0.18	0.00	0.18	0.00	0.00	0.00
Volume/Cap:	0.00	0.65	0.00	0.00	0.35	0.00	0.65	0.00	0.17	0.00	0.00	0.00
Delay/Veh:	0.0	7.5	0.0	0.0	4.7	0.0	43.7	0.0	35.0	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	7.5	0.0	0.0	4.7	0.0	43.7	0.0	35.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	D	A	A	A
HCM2kAvgQ:	0	14	0	0	5	0	6	0	1	0	0	0

Note: Queue reported is the number of cars per lane.

NB AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #10 14th St and Colorado Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 0.512

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 17.1

Optimal Cycle: 53 Level Of Service: B

Street Name:	14th St						Colorado Ave					
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	24	0	0	22	0	0	21	0	0	21	0
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1

Volume Module:

Base Vol:	71	436	97	62	454	30	77	606	86	56	366	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	436	97	62	454	30	77	606	86	56	366	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:	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	459	102	65	478	32	81	638	91	59	385	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	459	102	65	478	32	81	638	91	59	385	54
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 Volume:	75	459	102	65	478	32	81	638	91	59	385	54

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.35	0.98	0.83	0.36	0.98	0.83	0.43	0.91	0.91	0.26	0.91	0.91
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.75	0.25	1.00	1.76	0.24
Final Sat.:	661	1862	1583	691	1862	1583	825	3039	431	493	3049	425

Capacity Analysis Module:

Vol/Sat:	0.11	0.25	0.06	0.09	0.26	0.02	0.10	0.21	0.21	0.12	0.13	0.13
Crit Moves:					****			****				
Green/Cycle:	0.50	0.50	0.50	0.50	0.50	0.50	0.41	0.41	0.41	0.41	0.41	0.41
Volume/Cap:	0.23	0.49	0.13	0.19	0.51	0.04	0.24	0.51	0.51	0.29	0.31	0.31
Delay/Veh:	13.0	15.3	12.0	12.6	15.5	11.4	17.7	20.2	20.2	18.6	18.1	18.1
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:	13.0	15.3	12.0	12.6	15.5	11.4	17.7	20.2	20.2	18.6	18.1	18.1
LOS by Move:	B	B	B	B	B	B	B	C	C	B	B	B
HCM2kAvgQ:	1	9	2	1	9	0	2	8	8	1	4	4

Note: Queue reported is the number of cars per lane.

NB AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #11 14th St and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.586

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 19.4

Optimal Cycle: 66 Level Of Service: B

Street Name:	14th St						Olympic Blvd					
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	34	0	0	34	0	0	24	0	0	24	0
Lanes:	1	0	0	1	0	1	1	0	1	0	1	0

Volume Module:

Base Vol:	32	497	136	181	296	74	56	315	15	66	427	124
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:	32	497	136	181	296	74	56	315	15	66	427	124
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:	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:	34	523	143	191	312	78	59	332	16	69	449	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	523	143	191	312	78	59	332	16	69	449	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	34	523	143	191	312	78	59	332	16	69	449	131

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.52	0.95	0.95	0.29	0.98	0.83	0.27	0.92	0.92	0.46	0.90	0.90
Lanes:	1.00	0.79	0.21	1.00	1.00	1.00	1.00	1.91	0.09	1.00	1.55	0.45
Final Sat.:	991	1415	387	544	1862	1583	510	3353	160	868	2648	769

Capacity Analysis Module:

Vol/Sat:	0.03	0.37	0.37	0.35	0.17	0.05	0.12	0.10	0.10	0.08	0.17	0.17
Crit Moves:	****									****		
Green/Cycle:	0.63	0.63	0.63	0.63	0.63	0.63	0.29	0.29	0.29	0.29	0.29	0.29
Volume/Cap:	0.05	0.59	0.59	0.56	0.27	0.08	0.40	0.34	0.34	0.28	0.59	0.59
Delay/Veh:	7.1	11.6	11.6	12.5	8.3	7.2	30.3	28.2	28.2	28.0	31.3	31.3
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:	7.1	11.6	11.6	12.5	8.3	7.2	30.3	28.2	28.2	28.0	31.3	31.3
LOS by Move:	A	B	B	B	A	A	C	C	C	C	C	C
HCM2kAvgQ:	0	12	12	4	4	1	2	5	5	2	9	9

Note: Queue reported is the number of cars per lane.

NB AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #12 17th St and Colorado Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 0.532
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 17.2
Optimal Cycle: 54 Level Of Service: B

17th St						Colorado Ave							
North Bound			South Bound			East Bound			West Bound				
L	T	R	L	T	R	L	T	R	L	T	R		
Control: Permitted			Control: Permitted			Control: Permitted			Control: Permitted				
Rights: Include			Rights: Include			Rights: Include			Rights: Include				
Min. Green:	0	24	0	0	24	0	0	19	0	0	22	0	
Lanes:	1	0	0	1	0	1	0	1	1	0	1	1	0

Volume Module:												
Base Vol:	47	320	101	90	297	36	62	746	47	26	481	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	320	101	90	297	36	62	746	47	26	481	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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	337	106	95	313	38	65	785	49	27	506	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	337	106	95	313	38	65	785	49	27	506	81
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 Volume:	49	337	106	95	313	38	65	785	49	27	506	81

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.47	0.94	0.94	0.35	0.98	0.83	0.35	0.92	0.92	0.23	0.91	0.91
Lanes:	1.00	0.76	0.24	1.00	1.00	1.00	1.00	1.88	0.12	1.00	1.72	0.28
Final Sat.:	897	1364	431	674	1862	1583	670	3298	208	436	2986	478

Capacity Analysis Module:												
Vol/Sat:	0.06	0.25	0.25	0.14	0.17	0.02	0.10	0.24	0.24	0.06	0.17	0.17
Crit Moves:	****			****								
Green/Cycle:	0.46	0.46	0.46	0.46	0.46	0.46	0.45	0.45	0.45	0.45	0.45	0.45
Volume/Cap:	0.12	0.53	0.53	0.30	0.36	0.05	0.22	0.53	0.53	0.14	0.38	0.38
Delay/Veh:	13.8	17.8	17.8	15.6	15.8	13.3	15.6	18.4	18.4	15.0	16.7	16.7
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:	13.8	17.8	17.8	15.6	15.8	13.3	15.6	18.4	18.4	15.0	16.7	16.7
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
HCM2kAvgQ:	1	9	9	2	6	1	1	9	9	1	6	6

Note: Queue reported is the number of cars per lane.

NB AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #13 17th St and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.428

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 18.4

Optimal Cycle: 67 Level Of Service: B

Street Name:	17th St						Olympic Blvd					
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	34	0	0	34	0	0	25	0	0	22	0
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1

Volume Module:

Base Vol:	18	257	73	226	160	53	51	560	3	171	542	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	257	73	226	160	53	51	560	3	171	542	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	19	271	77	238	168	56	54	589	3	180	571	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	271	77	238	168	56	54	589	3	180	571	137
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 Volume:	19	271	77	238	168	56	54	589	3	180	571	137

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.50	0.98	0.83	0.44	0.94	0.94	0.32	0.93	0.93	0.38	0.90	0.90
Lanes:	1.00	1.00	1.00	1.00	0.75	0.25	1.00	1.99	0.01	1.00	1.61	0.39
Final Sat.:	959	1862	1583	843	1347	446	616	3515	19	724	2771	665

Capacity Analysis Module:

Vol/Sat:	0.02	0.15	0.05	0.28	0.13	0.13	0.09	0.17	0.17	0.25	0.21	0.21
Crit Moves:	****									****		
Green/Cycle:	0.34	0.34	0.34	0.34	0.34	0.34	0.58	0.58	0.58	0.58	0.58	0.58
Volume/Cap:	0.06	0.43	0.14	0.83	0.37	0.37	0.15	0.29	0.29	0.43	0.36	0.36
Delay/Veh:	22.3	25.9	23.0	48.3	25.3	25.3	9.9	10.7	10.7	12.4	11.2	11.2
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:	22.3	25.9	23.0	48.3	25.3	25.3	9.9	10.7	10.7	12.4	11.2	11.2
LOS by Move:	C	C	C	D	C	C	A	B	B	B	B	B
HCM2kAvgQ:	0	7	2	9	5	5	1	5	5	4	6	6

Note: Queue reported is the number of cars per lane.

NB AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #14 20th St and Colorado Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 0.937
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 22.0
Optimal Cycle: 118 Level Of Service: C

Street Name:	20th St						Colorado Ave					
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	26	0	0	24	0	0	27	0	0	22	0
Lanes:	1	0	2	0	1	0	1	0	2	0	1	0

Volume Module:	20th St NB			20th St SB			Colorado Ave EB			Colorado Ave WB		
Base Vol:	81	1017	218	115	688	42	51	839	80	149	505	240
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	1017	218	115	688	42	51	839	80	149	505	240
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:	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:	85	1071	229	121	724	44	54	883	84	157	532	253
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	1071	229	121	724	44	54	883	84	157	532	253
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 Volume:	85	1071	229	121	724	44	54	883	84	157	532	253

Saturation Flow Module:	20th St NB			20th St SB			Colorado Ave EB			Colorado Ave WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.25	0.93	0.83	0.13	0.92	0.92	0.26	0.93	0.83	0.22	0.89	0.89
Lanes:	1.00	2.00	1.00	1.00	1.88	0.12	1.00	2.00	1.00	1.00	1.36	0.64
Final Sat.:	475	3538	1583	249	3304	202	502	3538	1583	427	2283	1085

Capacity Analysis Module:	20th St NB			20th St SB			Colorado Ave EB			Colorado Ave WB		
Vol/Sat:	0.18	0.30	0.14	0.49	0.22	0.22	0.11	0.25	0.05	0.37	0.23	0.23
Crit Moves:				****							****	
Green/Cycle:	0.52	0.52	0.52	0.52	0.52	0.52	0.39	0.39	0.39	0.39	0.39	0.39
Volume/Cap:	0.35	0.58	0.28	0.94	0.42	0.42	0.27	0.64	0.14	0.94	0.59	0.59
Delay/Veh:	13.5	15.4	12.3	80.2	13.5	13.5	19.4	23.2	17.7	77.6	22.4	22.4
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:	13.5	15.4	12.3	80.2	13.5	13.5	19.4	23.2	17.7	77.6	22.4	22.4
LOS by Move:	B	B	B	F	B	B	B	C	B	E	C	C
HCM2kAvgQ:	2	11	4	6	7	7	1	11	2	8	10	10

Note: Queue reported is the number of cars per lane.

NB AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #15 20th St and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.397

Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 60.5

Optimal Cycle: 180 Level Of Service: E

Street Name:	20th St						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	35	0	5	35	0	0	25	0	0	25	0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	116	996	315	310	557	69	45	766	41	158	847	213
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:	116	996	315	310	557	69	45	766	41	158	847	213
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:	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:	122	1048	332	326	586	73	47	806	43	166	892	224
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	1048	332	326	586	73	47	806	43	166	892	224
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 Volume:	122	1048	332	326	586	73	47	806	43	166	892	224

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.90	0.90	0.35	0.92	0.92	0.10	0.92	0.92	0.18	0.90	0.90
Lanes:	1.00	1.52	0.48	1.00	1.78	0.22	1.00	1.90	0.10	1.00	1.60	0.40
Final Sat.:	1769	2591	819	674	3097	384	196	3331	178	350	2742	690

Capacity Analysis Module:

Vol/Sat:	0.07	0.40	0.40	0.48	0.19	0.19	0.24	0.24	0.24	0.48	0.33	0.33
Crit Moves:	****			****			****			****		
Green/Cycle:	0.43	0.35	0.35	0.54	0.42	0.42	0.38	0.38	0.38	0.38	0.38	0.38
Volume/Cap:	0.32	1.16	1.16	0.97	0.45	0.45	0.63	0.63	0.63	1.24	0.85	0.85
Delay/Veh:	17.9	113	112.6	53.7	21.3	21.3	41.8	26.2	26.2	188.7	33.9	33.9
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:	17.9	113	112.6	53.7	21.3	21.3	41.8	26.2	26.2	188.7	33.9	33.9
LOS by Move:	B	F	F	D	C	C	D	C	C	F	C	C
HCM2kAvgQ:	3	38	38	15	8	8	2	12	12	12	19	19

Note: Queue reported is the number of cars per lane.

NB AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #16 Cloverfield Blvd and Colorado Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 0.723
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 38.1
Optimal Cycle: 88 Level Of Service: D

Street Name:	Cloverfield Blvd						Colorado Ave					
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	28	0	5	30	0	5	32	0	5	25	0
Lanes:	2	0	2	0	1	0	1	0	2	0	1	0

Volume Module:

Base Vol:	250	856	249	50	657	45	131	548	445	141	577	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:	250	856	249	50	657	45	131	548	445	141	577	48
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:	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:	263	901	262	53	692	47	138	577	468	148	607	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	263	901	262	53	692	47	138	577	468	148	607	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 Volume:	263	901	262	53	692	47	138	577	468	148	607	51

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.83	0.93	0.92	0.92	0.93	0.93	0.83	0.90	0.92	0.92
Lanes:	2.00	2.00	1.00	1.00	1.87	0.13	1.00	2.00	1.00	2.00	1.85	0.15
Final Sat.:	3432	3538	1583	1769	3278	225	1769	3538	1583	3432	3227	268

Capacity Analysis Module:

Vol/Sat:	0.08	0.25	0.17	0.03	0.21	0.21	0.08	0.16	0.30	0.04	0.19	0.19
Crit Moves:	****			****			****			****		
Green/Cycle:	0.11	0.34	0.34	0.06	0.29	0.29	0.13	0.41	0.41	0.06	0.34	0.34
Volume/Cap:	0.72	0.75	0.48	0.53	0.72	0.72	0.61	0.40	0.72	0.72	0.55	0.55
Delay/Veh:	58.9	37.4	31.8	60.6	40.7	40.7	54.3	25.2	33.8	67.4	32.6	32.6
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:	58.9	37.4	31.8	60.6	40.7	40.7	54.3	25.2	33.8	67.4	32.6	32.6
LOS by Move:	E	D	C	E	D	D	D	C	C	E	C	C
HCM2kAvgQ:	6	17	8	3	14	14	6	8	15	4	11	11

Note: Queue reported is the number of cars per lane.

NB AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #17 Cloverfield Blvd and Olympic Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.777
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 47.6
Optimal Cycle: 99 Level Of Service: D

Cloverfield Blvd						Olympic Blvd							
North Bound			South Bound			East Bound			West Bound				
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	37	0	5	37	0	5	36	0	5	36	0	
Lanes:	2	0	2	1	0	2	0	2	1	0	2	0	2

Volume Module:												
Base Vol:	325	1602	50	95	764	28	166	637	363	307	662	204
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:	325	1602	50	95	764	28	166	637	363	307	662	204
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:	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:	342	1686	53	100	804	29	175	671	382	323	697	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	342	1686	53	100	804	29	175	671	382	323	697	215
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 Volume:	342	1686	53	100	804	29	175	671	382	323	697	215

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.89	0.89	0.90	0.89	0.89	0.93	0.88	0.88	0.90	0.93	0.83
Lanes:	2.00	2.91	0.09	2.00	2.89	0.11	1.00	1.27	0.73	2.00	2.00	1.00
Final Sat.:	3432	4910	153	3432	4879	179	1769	2132	1215	3432	3538	1583

Capacity Analysis Module:												
Vol/Sat:	0.10	0.34	0.34	0.03	0.16	0.16	0.10	0.31	0.31	0.09	0.20	0.14
Crit Moves:	****			****			****			****		
Green/Cycle:	0.11	0.37	0.37	0.05	0.31	0.31	0.11	0.35	0.35	0.10	0.34	0.34
Volume/Cap:	0.91	0.92	0.92	0.64	0.53	0.53	0.89	0.91	0.91	0.91	0.58	0.40
Delay/Veh:	78.4	44.0	44.0	65.3	34.7	34.7	87.8	48.2	48.2	79.9	33.5	31.0
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:	78.4	44.0	44.0	65.3	34.7	34.7	87.8	48.2	48.2	79.9	33.5	31.0
LOS by Move:	E	D	D	E	C	C	F	D	D	E	C	C
HCM2kAvgQ:	10	26	26	3	10	10	9	23	23	9	11	6

Note: Queue reported is the number of cars per lane.

NB AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #18 26th St and Colorado Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 0.728

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 20.1

Optimal Cycle: 54 Level Of Service: C

Street Name:	26th St						Colorado Ave					
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	23	0	0	23	0	0	23	0	0	22	0
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1

Volume Module:

Base Vol:	61	500	82	98	639	148	124	457	280	100	596	205
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:	61	500	82	98	639	148	124	457	280	100	596	205
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:	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:	64	526	86	103	673	156	131	481	295	105	627	216
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	526	86	103	673	156	131	481	295	105	627	216
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 Volume:	64	526	86	103	673	156	131	481	295	105	627	216

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.19	0.98	0.83	0.31	0.98	0.83	0.23	0.98	0.83	0.26	0.90	0.90
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.49	0.51
Final Sat.:	363	1862	1583	581	1862	1583	432	1862	1583	490	2532	871

Capacity Analysis Module:

Vol/Sat:	0.18	0.28	0.05	0.18	0.36	0.10	0.30	0.26	0.19	0.21	0.25	0.25
Crit Moves:				****			****					
Green/Cycle:	0.50	0.50	0.50	0.50	0.50	0.50	0.41	0.41	0.41	0.41	0.41	0.41
Volume/Cap:	0.36	0.57	0.11	0.36	0.73	0.20	0.73	0.62	0.45	0.52	0.60	0.60
Delay/Veh:	15.1	16.8	12.1	14.7	20.8	12.8	36.1	22.4	19.4	22.0	21.2	21.2
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:	15.1	16.8	12.1	14.7	20.8	12.8	36.1	22.4	19.4	22.0	21.2	21.2
LOS by Move:	B	B	B	B	C	B	D	C	B	C	C	C
HCM2kAvgQ:	2	11	1	2	16	2	5	11	6	3	10	10

Note: Queue reported is the number of cars per lane.

NB AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #19 26th St and Olympic Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.703

Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 38.6

Optimal Cycle: 83 Level Of Service: D

Street Name:	26th St						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	34	0	0	0	0	5	25	0	0	28	0
Lanes:	1	0	1	1	0	2	1	0	2	0	0	1

Volume Module:

Base Vol:	11	302	60	227	0	347	101	768	0	0	918	462
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:	11	302	60	227	0	347	101	768	0	0	918	462
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:	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:	12	318	63	239	0	365	106	808	0	0	966	486
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	318	63	239	0	365	106	808	0	0	966	486
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 Volume:	12	318	63	239	0	365	106	808	0	0	966	486

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.91	0.91	0.90	1.00	0.73	0.93	0.93	1.00	1.00	0.93	0.83
Lanes:	1.00	1.67	0.33	2.00	0.00	2.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	1769	2878	572	3432	0	2786	1769	3538	0	0	3538	1583

Capacity Analysis Module:

Vol/Sat:	0.01	0.11	0.11	0.07	0.00	0.13	0.06	0.23	0.00	0.00	0.27	0.31
Crit Moves:	****			****			****			****		
Green/Cycle:	0.28	0.28	0.28	0.15	0.00	0.22	0.07	0.43	0.00	0.00	0.36	0.36
Volume/Cap:	0.02	0.39	0.39	0.45	0.00	0.59	0.85	0.53	0.00	0.00	0.76	0.85
Delay/Veh:	31.0	34.9	34.9	46.8	0.0	43.1	95.6	25.6	0.0	0.0	36.6	47.6
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:	31.0	34.9	34.9	46.8	0.0	43.1	95.6	25.6	0.0	0.0	36.6	47.6
LOS by Move:	C	C	C	D	A	D	F	C	A	A	D	D
HCM2kAvgQ:	0	6	6	5	0	7	6	12	0	0	18	19

Note: Queue reported is the number of cars per lane.

NB AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #20 Stewart St and Colorado Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 0.633

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 17.1

Optimal Cycle: 41 Level Of Service: B

Street Name:	Stewart St						Colorado Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	28	0	0	0	0
Lanes:	1	0	0	0	0	0	0	0	1	0	1	0

Volume Module:

Base Vol:	411	0	122	0	0	0	0	438	176	145	587	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:	411	0	122	0	0	0	0	438	176	145	587	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:	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:	433	0	128	0	0	0	0	461	185	153	618	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	433	0	128	0	0	0	0	461	185	153	618	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 Volume:	433	0	128	0	0	0	0	461	185	153	618	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.83	1.00	1.00	1.00	1.00	0.98	0.83	0.37	0.98	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1769	0	1583	0	0	0	0	1862	1583	711	1862	0

Capacity Analysis Module:

Vol/Sat:	0.24	0.00	0.08	0.00	0.00	0.00	0.00	0.25	0.12	0.21	0.33	0.00
Crit Moves:	****									****		
Green/Cycle:	0.39	0.00	0.39	0.00	0.00	0.00	0.00	0.52	0.52	0.52	0.52	0.00
Volume/Cap:	0.63	0.00	0.21	0.00	0.00	0.00	0.00	0.47	0.22	0.41	0.63	0.00
Delay/Veh:	24.4	0.0	18.6	0.0	0.0	0.0	0.0	13.9	11.7	13.7	16.6	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:	24.4	0.0	18.6	0.0	0.0	0.0	0.0	13.9	11.7	13.7	16.6	0.0
LOS by Move:	C	A	B	A	A	A	A	B	B	B	B	A
HCM2kAvgQ:	10	0	2	0	0	0	0	8	3	3	13	0

Note: Queue reported is the number of cars per lane.

NB AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #21 Stewart St and Olympic Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.162
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 34.2
Optimal Cycle: 87 Level Of Service: C

Street Name:	Stewart St						Olympic Blvd					
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			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	5	31	0	5	31	0	0	29	0	5	29	0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:	Stewart St NB			Stewart St SB			Olympic Blvd EB			Olympic Blvd WB		
Base Vol:	101	329	99	89	153	64	63	949	61	79	1259	211
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:	101	329	99	89	153	64	63	949	61	79	1259	211
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:	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:	106	346	104	94	161	67	66	999	64	83	1325	222
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	346	104	94	161	67	66	999	64	83	1325	222
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 Volume:	106	346	104	94	161	67	66	999	64	83	1325	222

Saturation Flow Module:	Stewart St NB			Stewart St SB			Olympic Blvd EB			Olympic Blvd WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.90	0.90	0.90	0.94	0.94	0.93	0.92	0.92	0.93	0.91	0.91
Lanes:	1.00	1.54	0.46	2.00	0.71	0.29	1.00	1.88	0.12	1.00	1.71	0.29
Final Sat.:	1769	2624	790	3432	1255	525	1769	3294	212	1769	2963	497

Capacity Analysis Module:	Stewart St NB			Stewart St SB			Olympic Blvd EB			Olympic Blvd WB		
Vol/Sat:	0.06	0.13	0.13	0.03	0.13	0.13	0.04	0.30	0.30	0.05	0.45	0.45
Crit Moves:	****			****			****			****		
Green/Cycle:	0.07	0.28	0.28	0.05	0.26	0.26	0.51	0.47	0.47	0.57	0.50	0.50
Volume/Cap:	0.90	0.47	0.47	0.60	0.50	0.50	0.49	0.65	0.65	0.32	0.90	0.90
Delay/Veh:	107.2	36.2	36.2	62.8	38.7	38.7	26.1	25.2	25.2	16.2	33.7	33.7
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:	107.2	36.2	36.2	62.8	38.7	38.7	26.1	25.2	25.2	16.2	33.7	33.7
LOS by Move:	F	D	D	E	D	D	C	C	C	B	C	C
HCM2kAvgQ:	6	7	7	3	7	7	2	16	16	2	30	30

Note: Queue reported is the number of cars per lane.

NB AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #22 Centinela Ave (N) and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.865
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 16.9
Optimal Cycle: 84 Level Of Service: B

Centinela Ave (N)						Olympic Blvd					
North Bound			South Bound			East Bound			West Bound		
L	T	R	L	T	R	L	T	R	L	T	R
Split Phase			Split Phase			Permitted			Permitted		
Include			Include			Include			Ovl		
0	0	0	0	35	0	0	0	0	0	32	0
0	0	0	2	0	0	1	0	1	1	0	1

Volume Module:												
Base Vol:	0	0	0	735	0	45	25	738	0	0	1917	946
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	735	0	45	25	738	0	0	1917	946
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:	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:	0	0	0	774	0	47	26	777	0	0	2018	996
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	774	0	47	26	777	0	0	2018	996
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 Volume:	0	0	0	774	0	47	26	777	0	0	2018	996

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.90	1.00	0.83	0.06	0.93	0.95	1.00	0.93	0.83
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	3432	0	1583	114	3538	0	1900	3538	1583

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.23	0.00	0.03	0.23	0.22	0.00	0.00	0.57	0.63
Crit Moves:				****							****	
Green/Cycle:	0.00	0.00	0.00	0.26	0.00	0.26	0.66	0.66	0.00	0.00	0.66	0.92
Volume/Cap:	0.00	0.00	0.00	0.87	0.00	0.11	0.35	0.33	0.00	0.00	0.87	0.68
Delay/Veh:	0.0	0.0	0.0	44.1	0.0	28.3	10.4	7.5	0.0	0.0	17.2	2.2
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:	0.0	0.0	0.0	44.1	0.0	28.3	10.4	7.5	0.0	0.0	17.2	2.2
LOS by Move:	A	A	A	D	A	C	B	A	A	A	B	A
HCM2kAvgQ:	0	0	0	15	0	1	1	5	0	0	29	8

Note: Queue reported is the number of cars per lane.

NB AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #23 Centinela Ave (S) and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.848
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 21.4
Optimal Cycle: 78 Level Of Service: C

Centinela Ave (S)						Olympic Blvd					
North Bound			South Bound			East Bound			West Bound		
L	T	R	L	T	R	L	T	R	L	T	R
Split Phase			Split Phase			Permitted			Permitted		
Include			Include			Ovl			Include		
Min. Green:	5	30	0	0	0	0	26	0	0	26	0
Lanes:	1	0	1	0	0	0	0	1	1	0	2

Volume Module:												
Base Vol:	968	0	155	0	0	0	0	818	636	186	1852	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:	968	0	155	0	0	0	0	818	636	186	1852	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:	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:	1019	0	163	0	0	0	0	861	669	196	1949	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1019	0	163	0	0	0	0	861	669	196	1949	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 Volume:	1019	0	163	0	0	0	0	861	669	196	1949	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	1.00	1.00	1.00	1.00	0.89	0.83	0.26	0.89	0.91
Lanes:	1.76	0.00	0.24	0.00	1.00	0.00	1.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	3072	0	424	0	1900	0	1900	5083	1583	495	5083	0

Capacity Analysis Module:												
Vol/Sat:	0.33	0.00	0.38	0.00	0.00	0.00	0.00	0.17	0.42	0.40	0.38	0.00
Crit Moves:	****									****		
Green/Cycle:	0.45	0.00	0.45	0.00	0.00	0.00	0.00	0.47	0.92	0.47	0.47	0.00
Volume/Cap:	0.73	0.00	0.85	0.00	0.00	0.00	0.00	0.36	0.46	0.85	0.82	0.00
Delay/Veh:	24.1	0.0	29.3	0.0	0.0	0.0	0.0	17.2	0.8	47.8	25.6	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:	24.1	0.0	29.3	0.0	0.0	0.0	0.0	17.2	0.8	47.8	25.6	0.0
LOS by Move:	C	A	C	A	A	A	A	B	A	D	C	A
HCM2kAvgQ:	16	0	21	0	0	0	0	6	3	8	21	0

Note: Queue reported is the number of cars per lane.

NB AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #24 Centinela Ave and Exposition Blvd

Average Delay (sec/veh): 3.3 Worst Case Level Of Service: F[69.8]

Street Name:	Centinela Ave						Exposition Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	1	0	0	0	1	0	0	0	0

Volume Module:												
Base Vol:	0	1268	24	18	649	0	0	0	0	11	0	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:	0	1268	24	18	649	0	0	0	0	11	0	84
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:	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:	0	1335	25	19	683	0	0	0	0	12	0	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1335	25	19	683	0	0	0	0	12	0	88

Critical Gap Module:												
Critical Gp:xxxxx	xxxxx	xxxxx	xxxxx	4.1	xxxxx	xxxxx	7.1	6.5	6.2	6.4	6.5	6.2
FollowUpTim:xxxxx	xxxxx	xxxxx	xxxxx	2.2	xxxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:												
Cnflct Vol:	xxxxx	xxxxx	xxxxx	1360	xxxxx	xxxxx	2113	2081	683	2068	2068	1347
Potent Cap.:	xxxxx	xxxxx	xxxxx	505	xxxxx	xxxxx	37	53	449	60	54	185
Move Cap.:	xxxxx	xxxxx	xxxxx	505	xxxxx	xxxxx	19	51	449	58	52	185
Volume/Cap:	xxxxx	xxxxx	xxxxx	0.04	xxxxx	xxxxx	0.00	0.00	0.00	0.20	0.00	0.48

Level Of Service Module:												
2Way95thQ:	xxxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Control Del:xxxxx	xxxxx	xxxxx	xxxxx	12.4	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0	xxxxx	xxxxx	147	xxxxx
SharedQueue:xxxxx	xxxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	3.8	xxxxx
Shrd ConDel:xxxxx	xxxxx	xxxxx	xxxxx	12.4	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	69.8	xxxxx
Shared LOS:	*	*	*	B	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	69.8	xxxxxxx
ApproachLOS:	*	*	*	*	*	*	*	*	*	*	F	*

Note: Queue reported is the number of cars per lane.

NB AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #25 Centinela Ave and Pico Blvd

Cycle (sec): 85 Critical Vol./Cap.(X): 0.965
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 26.5
Optimal Cycle: 137 Level Of Service: C

Centinela Ave						Pico Blvd					
North Bound			South Bound			East Bound			West Bound		
L	T	R	L	T	R	L	T	R	L	T	R
Control: Permitted			Control: Permitted			Control: Permitted			Control: Permitted		
Rights: Include			Rights: Include			Rights: Include			Rights: Include		
Min. Green: 0	29	0	0	29	0	0	25	0	0	26	0
Lanes: 1	0	1	0	1	1	0	1	0	1	0	1

Volume Module:												
Base Vol:	82	583	66	58	635	277	123	762	383	74	743	482
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:	82	583	66	58	635	277	123	762	383	74	743	482
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:	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:	86	614	69	61	668	292	129	802	403	78	782	507
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	614	69	61	668	292	129	802	403	78	782	507
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 Volume:	86	614	69	61	668	292	129	802	403	78	782	507

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.14	0.98	0.83	0.13	0.89	0.89	0.13	0.93	0.83	0.28	0.88	0.88
Lanes:	1.00	1.00	1.00	1.00	1.39	0.61	1.00	2.00	1.00	1.00	1.21	0.79
Final Sat.:	272	1862	1583	248	2350	1025	238	3538	1583	535	2019	1310

Capacity Analysis Module:												
Vol/Sat:	0.32	0.33	0.04	0.25	0.28	0.28	0.54	0.23	0.25	0.15	0.39	0.39
Crit Moves:	****						****					
Green/Cycle:	0.34	0.34	0.34	0.34	0.34	0.34	0.56	0.56	0.56	0.56	0.56	0.56
Volume/Cap:	0.93	0.97	0.13	0.72	0.83	0.83	0.97	0.40	0.45	0.26	0.69	0.69
Delay/Veh:	96.8	54.6	19.4	50.3	31.1	31.1	84.5	10.6	11.2	9.9	14.2	14.2
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:	96.8	54.6	19.4	50.3	31.1	31.1	84.5	10.6	11.2	9.9	14.2	14.2
LOS by Move:	F	D	B	D	C	C	F	B	B	A	B	B
HCM2kAvgQ:	5	22	1	3	15	15	7	6	6	1	13	13

Note: Queue reported is the number of cars per lane.

NB AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #26 Bundy Dr and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.252
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 217.6
Optimal Cycle: 180 Level Of Service: F

Street Name:	Bundy Dr						Olympic Blvd								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected			Protected			Protected			Protected					
Rights:	Ovl			Include			Ovl			Ovl					
Min. Green:	5	40	0	5	40	0	5	35	0	5	35	0			
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	3	0	1

Volume Module:

Base Vol:	313	1277	301	394	1222	147	183	602	215	245	1596	461
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:	313	1277	301	394	1222	147	183	602	215	245	1596	461
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:	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:	329	1344	317	415	1286	155	193	634	226	258	1680	485
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	329	1344	317	415	1286	155	193	634	226	258	1680	485
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 Volume:	329	1344	317	415	1286	155	193	634	226	258	1680	485

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.83	0.93	0.93	0.83	0.93	0.89	0.83	0.90	0.89	0.83
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1769	3538	1583	1769	3538	1583	1769	5083	1583	3432	5083	1583

Capacity Analysis Module:

Vol/Sat:	0.19	0.38	0.20	0.23	0.36	0.10	0.11	0.12	0.14	0.08	0.33	0.31
Crit Moves:	****			****			****			****		
Green/Cycle:	0.05	0.40	0.45	0.05	0.40	0.40	0.05	0.35	0.40	0.05	0.35	0.40
Volume/Cap:	3.76	0.96	0.45	4.74	0.92	0.25	2.20	0.36	0.36	1.52	0.95	0.77
Delay/Veh:	1318	45.1	19.9	1755	38.8	20.6	623.3	24.8	21.9	308.9	44.5	32.6
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:	1318	45.1	19.9	1755	38.8	20.6	623.3	24.8	21.9	308.9	44.5	32.6
LOS by Move:	F	D	B	F	D	C	F	C	C	F	D	C
HCM2kAvgQ:	41	27	7	54	24	3	20	5	5	12	24	15

Note: Queue reported is the number of cars per lane.

NB AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #27 Bundy Dr and Exposition Blvd

Average Delay (sec/veh): 2.9 Worst Case Level Of Service: F[207.1]

Street Name:	Bundy Dr						Exposition Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	1	1	0	0	0	1	0	0	0	0

Volume Module:												
Base Vol:	29	1878	5	14	1196	51	8	0	24	0	1	45
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:	29	1878	5	14	1196	51	8	0	24	0	1	45
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:	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:	31	1977	5	15	1259	54	8	0	25	0	1	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	31	1977	5	15	1259	54	8	0	25	0	1	47

Critical Gap Module:												
Critical Gap:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.5	6.5	6.9	xxxxxx	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	4.0	3.3

Capacity Module:												
Cnflct Vol:	1313	xxxx	xxxxxx	1982	xxxx	xxxxxx	2365	3358	656	xxxx	3383	991
Potent Cap.:	523	xxxx	xxxxxx	288	xxxx	xxxxxx	19	8	408	xxxx	7	245
Move Cap.:	523	xxxx	xxxxxx	288	xxxx	xxxxxx	12	7	408	xxxx	7	245
Volume/Cap:	0.06	xxxx	xxxx	0.05	xxxx	xxxx	0.70	0.00	0.06	xxxx	0.16	0.19

Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxxx	0.2	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	12.3	xxxx	xxxxxx	18.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	B	*	*	C	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	44	xxxxxx	xxxx	xxxx	137
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	2.9	xxxxxx	xxxxxx	xxxx	1.4
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	207	xxxxxx	xxxxxx	xxxx	44.8
Shared LOS:	*	*	*	*	*	*	*	F	*	*	*	E
ApproachDel:	xxxxxx			xxxxxx			207.1			44.8		
ApproachLOS:	*			*			F			E		

Note: Queue reported is the number of cars per lane.

NB AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #28 Bundy Dr and Pico Blvd

Cycle (sec): 85 Critical Vol./Cap.(X): 1.715
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 62.8
Optimal Cycle: 137 Level Of Service: E

Street Name:	Bundy Dr						Pico Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	5	29	0	5	29	0	5	29	0	5	29	0
Lanes:	1	0	2	1	0	2	1	0	1	1	0	1

Volume Module:	Bundy Dr			Bundy Dr			Pico Blvd			Pico Blvd		
Base Vol:	205	1674	244	97	1164	16	101	750	62	135	934	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:	205	1674	244	97	1164	16	101	750	62	135	934	84
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:	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:	216	1762	257	102	1225	17	106	789	65	142	983	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	216	1762	257	102	1225	17	106	789	65	142	983	88
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 Volume:	216	1762	257	102	1225	17	106	789	65	142	983	88

Saturation Flow Module:	Bundy Dr			Bundy Dr			Pico Blvd			Pico Blvd		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.24	0.87	0.87	0.93	0.93	0.83	0.81	0.92	0.92	0.36	0.92	0.92
Lanes:	1.00	2.62	0.38	1.00	2.00	1.00	1.00	1.85	0.15	1.00	1.83	0.17
Final Sat.:	456	4352	634	1769	3538	1583	1544	3232	267	687	3207	288

Capacity Analysis Module:	Bundy Dr			Bundy Dr			Pico Blvd			Pico Blvd		
Vol/Sat:	0.47	0.40	0.40	0.06	0.35	0.01	0.07	0.24	0.24	0.21	0.31	0.31
Crit Moves:	****			****			****			****		
Green/Cycle:	0.47	0.35	0.35	0.40	0.34	0.34	0.46	0.34	0.34	0.40	0.34	0.34
Volume/Cap:	1.00	1.15	1.15	0.53	1.02	0.03	0.55	0.72	0.72	0.74	0.90	0.90
Delay/Veh:	76.3	101	100.9	19.1	57.7	18.7	21.4	26.5	26.5	33.5	35.9	35.9
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:	76.3	101	100.9	19.1	57.7	18.7	21.4	26.5	26.5	33.5	35.9	35.9
LOS by Move:	E	F	F	B	E	B	C	C	C	C	D	D
HCM2kAvgQ:	10	35	35	3	25	0	3	12	12	5	18	18

Note: Queue reported is the number of cars per lane.

NB AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #29 Barrington Ave and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.184
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 53.7
Optimal Cycle: 102 Level Of Service: D

Barrington Ave						Olympic Blvd						
North Bound			South Bound			East Bound			West Bound			
L	T	R	L	T	R	L	T	R	L	T	R	
Control: Prot+Permit			Prot+Permit			Permitted			Permitted			
Rights: Include			Include			Include			Include			
Min. Green:	5	35	0	5	35	0	0	28	0	0	28	0
Lanes:	1	0	1	1	0	1	0	2	1	0	1	0

Volume Module:												
Base Vol:	473	946	251	363	574	77	32	1299	81	81	1897	181
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:	473	946	251	363	574	77	32	1299	81	81	1897	181
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:	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:	498	996	264	382	604	81	34	1367	85	85	1997	191
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	498	996	264	382	604	81	34	1367	85	85	1997	191
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 Volume:	498	996	264	382	604	81	34	1367	85	85	1997	191

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.71	0.90	0.90	0.93	0.93	0.83	0.14	0.88	0.88	0.14	0.89	0.83
Lanes:	1.00	1.58	0.42	1.00	2.00	1.00	1.00	2.82	0.18	1.00	4.00	1.00
Final Sat.:	1342	2709	719	1769	3538	1583	263	4742	296	263	6778	1583

Capacity Analysis Module:												
Vol/Sat:	0.37	0.37	0.37	0.22	0.17	0.05	0.13	0.29	0.29	0.32	0.29	0.12
Crit Moves:	****			****						****		
Green/Cycle:	0.64	0.38	0.38	0.57	0.35	0.35	0.28	0.28	0.28	0.28	0.28	0.28
Volume/Cap:	0.79	0.98	0.98	0.82	0.49	0.15	0.45	1.02	1.02	1.14	1.04	0.42
Delay/Veh:	18.6	51.0	51.0	37.4	25.8	22.4	33.7	63.6	63.6	184.3	66.8	29.8
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:	18.6	51.0	51.0	37.4	25.8	22.4	33.7	63.6	63.6	184.3	66.8	29.8
LOS by Move:	B	D	D	D	C	C	C	E	E	F	E	C
HCM2kAvgQ:	13	26	26	12	8	2	1	23	23	6	25	5

Note: Queue reported is the number of cars per lane.

NB AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #30 Barrington Ave and Exposition Blvd (N)

Average Delay (sec/veh): 20.4 Worst Case Level Of Service: F[2537.5]

Street Name:	Barrington Ave						Exposition Blvd (N)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	1	1	0	1	0	0	1	0	0	1

Volume Module:	Barrington Ave NB			Barrington Ave SB			Exposition Blvd NB EB			Exposition Blvd NB WB		
Base Vol:	41	2211	8	19	926	17	2	2	146	11	0	12
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:	41	2211	8	19	926	17	2	2	146	11	0	12
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:	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:	43	2327	8	20	975	18	2	2	154	12	0	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	43	2327	8	20	975	18	2	2	154	12	0	13

Critical Gap Module:	Barrington Ave NB			Barrington Ave SB			Exposition Blvd NB EB			Exposition Blvd NB WB		
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:	Barrington Ave NB			Barrington Ave SB			Exposition Blvd NB EB			Exposition Blvd NB WB		
Cnflct Vol:	993	xxxx	xxxxx	2336	xxxx	xxxxx	2274	3446	496	2946	3451	1168
Potent Cap.:	692	xxxx	xxxxx	209	xxxx	xxxxx	22	7	519	7	7	186
Move Cap.:	692	xxxx	xxxxx	209	xxxx	xxxxx	18	6	519	3	6	186
Volume/Cap:	0.06	xxxx	xxxxx	0.10	xxxx	xxxxx	0.12	0.37	0.30	3.97	0.00	0.07

Level Of Service Module:	Barrington Ave NB			Barrington Ave SB			Exposition Blvd NB EB			Exposition Blvd NB WB		
2Way95thQ:	0.2	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	10.5	xxxx	xxxxx	24.1	xxxx	xxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	B	*	*	C	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	202	xxxxx	xxxx	6	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	5.4	xxxxx	xxxxx	4.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	67.0	xxxxx	xxxxx	2537	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	F	*
ApproachDel:	xxxxxxx	xxxxxxx		xxxxxxx	xxxxxxx		67.0			2537.5		
ApproachLOS:	*	*		*	*		F			F		

Note: Queue reported is the number of cars per lane.

NB AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #31 Barrington Ave and Exposition Blvd (S)

Average Delay (sec/veh): 7.4 Worst Case Level Of Service: F[169.2]

Street Name:	Barrington Ave						Exposition Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	1	1	0	1	0	0	1	0	0	1

Volume Module:	Barrington Ave NB			Barrington Ave SB			Exposition Blvd EB			Exposition Blvd WB		
Base Vol:	6	1610	8	25	741	5	16	0	14	7	2	142
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:	6	1610	8	25	741	5	16	0	14	7	2	142
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:	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:	6	1695	8	26	780	5	17	0	15	7	2	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	6	1695	8	26	780	5	17	0	15	7	2	149

Critical Gap Module:	Barrington Ave NB			Barrington Ave SB			Exposition Blvd EB			Exposition Blvd WB		
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:	Barrington Ave NB			Barrington Ave SB			Exposition Blvd EB			Exposition Blvd WB		
Cnflct Vol:	785	xxxx	xxxxx	1703	xxxx	xxxxx	1696	2551	393	2154	2549	852
Potent Cap.:	829	xxxx	xxxxx	369	xxxx	xxxxx	60	26	606	27	26	303
Move Cap.:	829	xxxx	xxxxx	369	xxxx	xxxxx	27	24	606	25	24	303
Volume/Cap:	0.01	xxxx	xxxxx	0.07	xxxx	xxxxx	0.63	0.00	0.02	0.30	0.09	0.49

Level Of Service Module:	Barrington Ave NB			Barrington Ave SB			Exposition Blvd EB			Exposition Blvd WB		
2Way95thQ:	0.0	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.4	xxxx	xxxxx	15.5	xxxx	xxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	C	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	48	xxxxx	xxxx	181	xxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	2.6	xxxxxx	xxxxxx	6.5	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	169	xxxxxx	xxxxxx	90.3	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	F	*
ApproachDel:	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	169.2		xxxxxxx	90.3		
ApproachLOS:	*	*	*	*	*	*	F		F	F		

Note: Queue reported is the number of cars per lane.

NB AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #32 Barrington Ave and Pico Blvd

Cycle (sec): 85 Critical Vol./Cap.(X): 1.057
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 27.1
Optimal Cycle: 180 Level Of Service: C

Barrington Ave						Pico Blvd					
North Bound			South Bound			East Bound			West Bound		
L	T	R	L	T	R	L	T	R	L	T	R
Control: Permitted			Control: Permitted			Control: Permitted			Control: Permitted		
Rights: Include			Rights: Include			Rights: Include			Rights: Include		
Min. Green: 0	26	0	0	26	0	0	26	0	0	26	0
Lanes: 1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:												
Base Vol:	154	1433	76	88	543	60	150	722	80	49	750	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	154	1433	76	88	543	60	150	722	80	49	750	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	162	1508	80	93	572	63	158	760	84	52	789	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	1508	80	93	572	63	158	760	84	52	789	80
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 Volume:	162	1508	80	93	572	63	158	760	84	52	789	80

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.34	0.92	0.92	0.09	0.92	0.92	0.19	0.92	0.92	0.21	0.92	0.92
Lanes:	1.00	1.90	0.10	1.00	1.80	0.20	1.00	1.80	0.20	1.00	1.82	0.18
Final Sat.:	654	3336	177	174	3138	347	370	3137	348	390	3167	321

Capacity Analysis Module:												
Vol/Sat:	0.25	0.45	0.45	0.53	0.18	0.18	0.43	0.24	0.24	0.13	0.25	0.25
Crit Moves:				****				****				
Green/Cycle:	0.50	0.50	0.50	0.50	0.50	0.50	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	0.49	0.90	0.90	1.06	0.36	0.36	1.06	0.60	0.60	0.33	0.62	0.62
Delay/Veh:	15.2	26.0	26.0	133.8	13.0	13.0	115.1	20.7	20.7	18.6	21.0	21.0
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:	15.2	26.0	26.0	133.8	13.0	13.0	115.1	20.7	20.7	18.6	21.0	21.0
LOS by Move:	B	C	C	F	B	B	F	C	C	B	C	C
HCM2kAvgQ:	3	24	24	6	5	5	9	10	10	1	10	10

Note: Queue reported is the number of cars per lane.

NB AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #33 Gateway Blvd/Pico Blvd and Exposition Blvd

Cycle (sec): 85 Critical Vol./Cap.(X): 1.419
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 168.8
Optimal Cycle: 180 Level Of Service: F

Street Name:	Gateway Blvd/Pico Blvd						Exposition Blvd					
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			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	38	0	0	0	0
Lanes:	0	0	0	0	0	0	0	0	1	1	0	2

Volume Module:	Gateway Blvd/Pico Blvd			Exposition Blvd		
Base Vol:	0	0	1525	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	1525	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	1605	0	0	0
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	0	0	1605	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	1605	0	0	0

Saturation Flow Module:	Gateway Blvd/Pico Blvd			Exposition Blvd		
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.73	1.00	1.00	1.00
Lanes:	0.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	0	2786	0	0	0

Capacity Analysis Module:	Gateway Blvd/Pico Blvd			Exposition Blvd		
Vol/Sat:	0.00	0.00	0.58	0.00	0.00	0.00
Crit Moves:	****			****		
Green/Cycle:	0.00	0.00	0.41	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	1.40	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	210.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	210.1	0.0	0.0	0.0
LOS by Move:	A	A	F	A	A	A
HCM2kAvgQ:	0	0	57	0	0	0

Note: Queue reported is the number of cars per lane.

NB AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #34 Sawtelle Blvd and Pico Blvd

Cycle (sec): 85 Critical Vol./Cap.(X): 1.721

Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 134.1

Optimal Cycle: 180 Level Of Service: F

Street Name:	Sawtelle Blvd						Pico Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permit+Prot			Permitted			Permit+Prot		
Rights:	Include			Include			Include			Include		
Min. Green:	0	30	0	5	30	0	0	26	0	5	26	0
Lanes:	1	0	1	1	0	1	1	0	2	0	1	0

Volume Module:

Base Vol:	196	542	109	174	622	393	124	1741	98	100	1486	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	196	542	109	174	622	393	124	1741	98	100	1486	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	206	571	115	183	655	414	131	1833	103	105	1564	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	206	571	115	183	655	414	131	1833	103	105	1564	135
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 Volume:	206	571	115	183	655	414	131	1833	103	105	1564	135

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.91	0.91	0.36	0.93	0.83	0.93	0.93	0.83	0.28	0.88	0.88
Lanes:	1.00	1.67	0.33	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.76	0.24
Final Sat.:	1769	2872	578	692	3538	1583	1769	3538	1583	541	4624	398

Capacity Analysis Module:

Vol/Sat:	0.12	0.20	0.20	0.26	0.19	0.26	0.07	0.52	0.07	0.19	0.34	0.34
Crit Moves:				****						****		
Green/Cycle:	0.07	0.35	0.35	0.35	0.35	0.35	0.07	0.33	0.33	0.32	0.32	0.32
Volume/Cap:	1.59	0.56	0.56	0.57	0.52	0.74	1.07	1.59	0.20	0.35	1.07	1.07
Delay/Veh:	336.6	22.8	22.8	36.0	22.2	29.3	140.9	297	20.8	0.7	72.8	72.8
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:	336.6	22.8	22.8	36.0	22.2	29.3	140.9	297	20.8	0.7	72.8	72.8
LOS by Move:	F	C	C	D	C	C	F	F	C	A	E	E
HCM2kAvgQ:	17	8	8	5	8	11	8	70	2	2	26	26

Note: Queue reported is the number of cars per lane.

NB AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #35 Sawtelle Blvd and Exposition Blvd

Average Delay (sec/veh): 15.6 Worst Case Level Of Service: F[163.0]

Street Name:	Sawtelle Blvd						Exposition Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	1	1	0	0	0	0	1	0	0	1

Volume Module:												
Base Vol:	21	1016	73	142	583	11	11	10	97	14	11	278
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:	21	1016	73	142	583	11	11	10	97	14	11	278
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:	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:	22	1069	77	149	614	12	12	11	102	15	12	293
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	22	1069	77	149	614	12	12	11	102	15	12	293

Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:												
Cnflct Vol:	625	xxxx	xxxxx	1146	xxxx	xxxxx	1503	2109	313	1763	2076	573
Potent Cap.:	952	xxxx	xxxxx	605	xxxx	xxxxx	84	51	683	53	53	462
Move Cap.:	952	xxxx	xxxxx	605	xxxx	xxxxx	19	37	683	29	39	462
Volume/Cap:	0.02	xxxx	xxxxx	0.25	xxxx	xxxxx	0.61	0.28	0.15	0.52	0.30	0.63

Level Of Service Module:															
2Way95thQ:	0.1	xxxx	xxxxx	1.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	4.3			
Control Del:	8.9	xxxx	xxxxx	12.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	25.3			
LOS by Move:	A	*	*	B	*	*	*	*	*	*	*	D			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	120	xxxxx	32	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	7.1	xxxxx	2.8	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	163	xxxxx	280.0	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	F	*	F	*	*			
ApproachDel:	xxxxxx			xxxxxx				163.0				46.3			
ApproachLOS:	*			*				F				E			

Note: Queue reported is the number of cars per lane.

NB AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #36 Sawtelle Blvd and National Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 1.395
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 63.2
Optimal Cycle: 180 Level Of Service: E

Street Name:	Sawtelle Blvd						National Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	22	0	5	24	0	0	23	0	0	23	0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	60	941	69	371	585	69	135	793	102	58	676	406
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:	60	941	69	371	585	69	135	793	102	58	676	406
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:	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:	63	991	73	391	616	73	142	835	107	61	712	427
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	991	73	391	616	73	142	835	107	61	712	427
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 Volume:	63	991	73	391	616	73	142	835	107	61	712	427

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.92	0.92	0.41	0.92	0.92	0.12	0.92	0.92	0.19	0.88	0.88
Lanes:	1.00	1.86	0.14	1.00	1.79	0.21	1.00	1.77	0.23	1.00	1.25	0.75
Final Sat.:	1769	3263	239	776	3114	367	235	3081	396	365	2087	1253

Capacity Analysis Module:

Vol/Sat:	0.04	0.30	0.30	0.50	0.20	0.20	0.61	0.27	0.27	0.17	0.34	0.34
Crit Moves:				****			****					
Green/Cycle:	0.32	0.24	0.24	0.48	0.34	0.34	0.46	0.46	0.46	0.46	0.46	0.46
Volume/Cap:	0.23	1.24	1.24	1.02	0.58	0.58	1.33	0.59	0.59	0.37	0.75	0.75
Delay/Veh:	22.3	153	152.7	68.0	25.2	25.2	222.9	18.9	18.9	17.4	22.3	22.3
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:	22.3	153	152.7	68.0	25.2	25.2	222.9	18.9	18.9	17.4	22.3	22.3
LOS by Move:	C	F	F	E	C	C	F	B	B	B	C	C
HCM2kAvgQ:	1	32	32	17	9	9	10	11	11	2	15	15

Note: Queue reported is the number of cars per lane.

NB AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #37 Sawtelle Blvd and Palms Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 1.614

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 47.3

Optimal Cycle: 180 Level Of Service: D

Street Name:	Sawtelle Blvd						Palms Blvd					
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	24	0	0	25	0	0	25	0	0	25	0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	150	806	255	140	511	65	164	679	196	212	941	263
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:	150	806	255	140	511	65	164	679	196	212	941	263
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:	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:	158	848	268	147	538	68	173	715	206	223	991	277
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	848	268	147	538	68	173	715	206	223	991	277
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 Volume:	158	848	268	147	538	68	173	715	206	223	991	277

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.32	0.90	0.90	0.11	0.92	0.92	0.12	0.90	0.90	0.23	0.90	0.90
Lanes:	1.00	1.52	0.48	1.00	1.77	0.23	1.00	1.55	0.45	1.00	1.56	0.44
Final Sat.:	604	2591	820	212	3085	392	222	2652	766	431	2674	747

Capacity Analysis Module:

Vol/Sat:	0.26	0.33	0.33	0.69	0.17	0.17	0.78	0.27	0.27	0.52	0.37	0.37
Crit Moves:				****			****					
Green/Cycle:	0.43	0.43	0.43	0.43	0.43	0.43	0.48	0.48	0.48	0.48	0.48	0.48
Volume/Cap:	0.61	0.76	0.76	1.61	0.41	0.41	1.61	0.56	0.56	1.08	0.77	0.77
Delay/Veh:	23.9	24.1	24.1	346.4	17.9	17.9	338.3	17.0	17.0	107.4	21.6	21.6
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:	23.9	24.1	24.1	346.4	17.9	17.9	338.3	17.0	17.0	107.4	21.6	21.6
LOS by Move:	C	C	C	F	B	B	F	B	B	F	C	C
HCM2kAvgQ:	4	15	15	13	6	6	15	10	10	12	17	17

Note: Queue reported is the number of cars per lane.

NB AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #38 Sawtelle Blvd and Venice Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 1.411
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 158.5
Optimal Cycle: 180 Level Of Service: F

Street Name:	Sawtelle Blvd						Venice Blvd					
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	37	0	0	37	0	5	24	0	5	24	0
Lanes:	0	1	0	1	0	1	1	0	2	1	0	2

Volume Module:

Base Vol:	128	731	177	158	630	56	230	1752	81	340	1694	213
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:	128	731	177	158	630	56	230	1752	81	340	1694	213
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:	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:	135	769	186	166	663	59	242	1844	85	358	1783	224
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	769	186	166	663	59	242	1844	85	358	1783	224
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 Volume:	135	769	186	166	663	59	242	1844	85	358	1783	224

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.61	0.61	0.61	0.14	0.92	0.92	0.93	0.89	0.89	0.93	0.88	0.88
Lanes:	0.25	1.41	0.34	1.00	1.84	0.16	1.00	2.87	0.13	1.00	2.66	0.34
Final Sat.:	287	1639	397	261	3210	285	1769	4825	223	1769	4439	558

Capacity Analysis Module:

Vol/Sat:	0.47	0.47	0.47	0.64	0.21	0.21	0.14	0.38	0.38	0.20	0.40	0.40
Crit Moves:				****			****			****		
Green/Cycle:	0.45	0.45	0.45	0.45	0.45	0.45	0.11	0.27	0.27	0.14	0.31	0.31
Volume/Cap:	1.04	1.04	1.04	1.41	0.46	0.46	1.30	1.41	1.41	1.41	1.30	1.30
Delay/Veh:	62.8	62.8	62.8	252.1	17.2	17.2	208.7	222	222.0	245.1	171	170.8
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:	62.8	62.8	62.8	252.1	17.2	17.2	208.7	222	222.0	245.1	171	170.8
LOS by Move:	E	E	E	F	B	B	F	F	F	F	F	F
HCM2kAvgQ:	24	24	24	13	7	7	16	46	46	25	43	43

Note: Queue reported is the number of cars per lane.

NB AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #39 Sawtelle Blvd and I-405 SB Ramps

Cycle (sec): 90 Critical Vol./Cap.(X): 0.864

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 36.7

Optimal Cycle: 81 Level Of Service: D

Street Name:	Sawtelle Blvd						I-405 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	21	0	0	19	0	0	22	0	0	22	0
Lanes:	0	1	1	0	1	0	0	0	1	0	0	1

Volume Module:

Base Vol:	12	562	206	650	220	15	15	76	24	206	14	284
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:	12	562	206	650	220	15	15	76	24	206	14	284
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:	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:	13	592	217	684	232	16	16	80	25	217	15	299
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	592	217	684	232	16	16	80	25	217	15	299
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 Volume:	13	592	217	684	232	16	16	80	25	217	15	299

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.83	0.90	0.90	0.90	0.91	0.91	0.91	0.57	0.57	0.83
Lanes:	0.04	1.96	1.00	1.00	0.94	0.06	0.13	0.66	0.21	0.94	0.06	1.00
Final Sat.:	74	3460	1583	1702	1593	109	225	1137	359	1013	69	1583

Capacity Analysis Module:

Vol/Sat:	0.17	0.17	0.14	0.40	0.15	0.15	0.07	0.07	0.07	0.21	0.21	0.19
Crit Moves:	****			****						****		
Green/Cycle:	0.23	0.23	0.23	0.43	0.43	0.43	0.24	0.24	0.24	0.24	0.24	0.24
Volume/Cap:	0.73	0.73	0.59	0.93	0.34	0.34	0.29	0.29	0.29	0.88	0.88	0.77
Delay/Veh:	35.3	35.3	33.1	38.3	17.0	17.0	28.0	28.0	28.0	58.9	58.9	41.0
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:	35.3	35.3	33.1	38.3	17.0	17.0	28.0	28.0	28.0	58.9	58.9	41.0
LOS by Move:	D	D	C	D	B	B	C	C	C	E	E	D
HCM2kAvgQ:	10	10	6	24	5	5	3	3	3	9	9	10

Note: Queue reported is the number of cars per lane.

NB AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #40 Sepulveda Blvd and Pico Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.266
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 44.5
Optimal Cycle: 180 Level Of Service: D

Street Name:	Sepulveda Blvd						Pico Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Prot+Permit		
Rights:	Include			Include			Ovl			Include		
Min. Green:	5	28	0	0	28	0	0	29	0	5	29	0
Lanes:	1	0	1	1	0	1	1	0	3	0	1	0

Volume Module:	Sepulveda Blvd North Bound			Sepulveda Blvd South Bound			Pico Blvd East Bound			Pico Blvd West Bound		
Base Vol:	309	729	187	83	340	106	105	1354	104	101	685	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	309	729	187	83	340	106	105	1354	104	101	685	72
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	309	729	187	83	340	106	105	1354	104	101	685	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	325	767	197	87	358	112	111	1425	109	106	721	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	325	767	197	87	358	112	111	1425	109	106	721	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	325	767	197	87	358	112	111	1425	109	106	721	76

Saturation Flow Module:	Sepulveda Blvd North Bound			Sepulveda Blvd South Bound			Pico Blvd East Bound			Pico Blvd West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.90	0.90	0.12	0.90	0.90	0.93	0.89	0.83	0.93	0.88	0.88
Lanes:	1.00	1.59	0.41	1.00	1.52	0.48	1.00	3.00	1.00	1.00	2.71	0.29
Final Sat.:	1769	2728	700	223	2600	811	1769	5083	1583	1769	4535	477

Capacity Analysis Module:	Sepulveda Blvd North Bound			Sepulveda Blvd South Bound			Pico Blvd East Bound			Pico Blvd West Bound		
Vol/Sat:	0.18	0.28	0.28	0.39	0.14	0.14	0.06	0.28	0.07	0.06	0.16	0.16
Crit Moves:	****			****			****			****		
Green/Cycle:	0.21	0.48	0.48	0.28	0.28	0.28	0.08	0.31	0.52	0.30	0.30	0.30
Volume/Cap:	0.89	0.58	0.58	1.40	0.49	0.49	0.80	0.89	0.13	0.59	0.52	0.52
Delay/Veh:	69.1	22.7	22.7	297.1	36.6	36.6	80.8	45.9	14.9	39.2	34.9	34.9
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:	69.1	22.7	22.7	297.1	36.6	36.6	80.8	45.9	14.9	39.2	34.9	34.9
LOS by Move:	E	C	C	F	D	D	F	D	B	D	C	C
HCM2kAvgQ:	15	13	13	8	8	8	6	22	2	4	9	9

Note: Queue reported is the number of cars per lane.

NB AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #41 Sepulveda Blvd and Exposition Blvd

Cycle (sec): 85 Critical Vol./Cap.(X): 0.789
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 20.5
Optimal Cycle: 60 Level Of Service: C

Street Name:	Sepulveda Blvd						Exposition Blvd					
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	22	0	0	22	0	0	27	0	0	27	0
Lanes:	1	0	1	1	0	1	0	0	1	0	0	1

Volume Module:	Sepulveda Blvd North			Sepulveda Blvd South			Exposition Blvd East			Exposition Blvd West		
Base Vol:	110	1810	27	37	587	32	61	113	68	16	122	109
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:	110	1810	27	37	587	32	61	113	68	16	122	109
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:	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:	116	1905	28	39	618	34	64	119	72	17	128	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	1905	28	39	618	34	64	119	72	17	128	115
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 Volume:	116	1905	28	39	618	34	64	119	72	17	128	115

Saturation Flow Module:	Sepulveda Blvd North			Sepulveda Blvd South			Exposition Blvd East			Exposition Blvd West		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.36	0.93	0.93	0.08	0.92	0.92	0.80	0.80	0.80	0.90	0.90	0.90
Lanes:	1.00	1.97	0.03	1.00	1.90	0.10	0.25	0.47	0.28	0.06	0.50	0.44
Final Sat.:	678	3479	52	149	3328	181	385	713	429	110	841	752

Capacity Analysis Module:	Sepulveda Blvd North			Sepulveda Blvd South			Exposition Blvd East			Exposition Blvd West		
Vol/Sat:	0.17	0.55	0.55	0.26	0.19	0.19	0.17	0.17	0.17	0.15	0.15	0.15
Crit Moves:	****			****			****			****		
Green/Cycle:	0.59	0.59	0.59	0.59	0.59	0.59	0.32	0.32	0.32	0.32	0.32	0.32
Volume/Cap:	0.29	0.93	0.93	0.44	0.32	0.32	0.52	0.52	0.52	0.48	0.48	0.48
Delay/Veh:	9.1	24.2	24.2	13.3	8.9	8.9	24.8	24.8	24.8	24.0	24.0	24.0
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:	9.1	24.2	24.2	13.3	8.9	8.9	24.8	24.8	24.8	24.0	24.0	24.0
LOS by Move:	A	C	C	B	A	A	C	C	C	C	C	C
HCM2kAvgQ:	2	29	29	1	5	5	6	6	6	6	6	6

Note: Queue reported is the number of cars per lane.

NB AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #42 Sepulveda Blvd and National Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 1.769
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 116.7
Optimal Cycle: 180 Level Of Service: F

Sepulveda Blvd						National Blvd						
North Bound			South Bound			East Bound			West Bound			
L	T	R	L	T	R	L	T	R	L	T	R	
Control: Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit			
Rights: Include			Include			Include			Include			
Min. Green:	5	25	0	0	25	0	5	27	0	0	27	0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0

Volume Module:

Base Vol:	238	1780	224	85	802	118	189	872	17	77	805	89
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:	238	1780	224	85	802	118	189	872	17	77	805	89
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:	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:	251	1874	236	89	844	124	199	918	18	81	847	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	251	1874	236	89	844	124	199	918	18	81	847	94
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 Volume:	251	1874	236	89	844	124	199	918	18	81	847	94

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.92	0.92	0.34	0.91	0.91	0.31	0.93	0.93	0.93	0.92	0.92
Lanes:	1.00	1.78	0.22	1.00	1.74	0.26	1.00	1.96	0.04	1.00	1.80	0.20
Final Sat.:	1769	3089	389	653	3025	445	581	3460	67	1769	3138	347

Capacity Analysis Module:

Vol/Sat:	0.14	0.61	0.61	0.14	0.28	0.28	0.34	0.27	0.27	0.05	0.27	0.27
Crit Moves:	****			****			****			****		
Green/Cycle:	0.49	0.41	0.41	0.33	0.30	0.30	0.42	0.33	0.33	0.35	0.30	0.30
Volume/Cap:	0.72	1.47	1.47	0.62	0.94	0.94	0.91	0.81	0.81	0.47	0.90	0.90
Delay/Veh:	25.5	244	243.5	29.5	47.2	47.2	59.0	32.3	32.3	23.7	40.8	40.8
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:	25.5	244	243.5	29.5	47.2	47.2	59.0	32.3	32.3	23.7	40.8	40.8
LOS by Move:	C	F	F	C	D	D	E	C	C	C	D	D
HCM2kAvgQ:	7	75	75	3	19	19	9	15	15	2	17	17

Note: Queue reported is the number of cars per lane.

NB AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #43 Sepulveda Blvd and Palms Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 1.579
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 95.3
Optimal Cycle: 180 Level Of Service: F

Sepulveda Blvd						Palms Blvd					
North Bound			South Bound			East Bound			West Bound		
L	T	R	L	T	R	L	T	R	L	T	R
Control: Permitted			Control: Permitted			Control: Permitted			Control: Permitted		
Rights: Include			Rights: Include			Rights: Include			Rights: Include		
Min. Green: 0	26	0	0	26	0	0	29	0	0	29	0
Lanes: 1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:												
Base Vol:	229	1644	172	69	732	154	124	822	50	150	930	315
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:	229	1644	172	69	732	154	124	822	50	150	930	315
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:	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:	241	1731	181	73	771	162	131	865	53	158	979	332
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	241	1731	181	73	771	162	131	865	53	158	979	332
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 Volume:	241	1731	181	73	771	162	131	865	53	158	979	332

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.19	0.92	0.92	0.10	0.91	0.91	0.09	0.92	0.92	0.23	0.98	0.83
Lanes:	1.00	1.81	0.19	1.00	1.65	0.35	1.00	1.89	0.11	1.00	1.00	1.00
Final Sat.:	352	3158	330	190	2847	599	173	3305	201	432	1862	1583

Capacity Analysis Module:												
Vol/Sat:	0.68	0.55	0.55	0.38	0.27	0.27	0.75	0.26	0.26	0.37	0.53	0.21
Crit Moves:	****			****								
Green/Cycle:	0.43	0.43	0.43	0.43	0.43	0.43	0.48	0.48	0.48	0.48	0.48	0.48
Volume/Cap:	1.58	1.26	1.26	0.88	0.62	0.62	1.58	0.55	0.55	0.77	1.10	0.44
Delay/Veh:	315.0	149	149.4	84.7	20.6	20.6	334.0	17.0	17.0	35.1	85.4	16.0
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:	315.0	149	149.4	84.7	20.6	20.6	334.0	17.0	17.0	35.1	85.4	16.0
LOS by Move:	F	F	F	F	C	C	F	B	B	D	F	B
HCM2kAvgQ:	19	56	56	4	11	11	11	10	10	6	43	6

Note: Queue reported is the number of cars per lane.

NB AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #44 Sepulveda Blvd and Charnock Rd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.936

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 26.4

Optimal Cycle: 117 Level Of Service: C

Street Name:	Sepulveda Blvd						Charnock Rd					
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	16	0	0	0	0	0	27	0	0	27	0
Lanes:	1	0	1	1	0	0	0	0	1	0	0	0

Volume Module:

Base Vol:	1	1747	87	61	773	1	7	0	1	147	0	281
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:	1	1747	87	61	773	1	7	0	1	147	0	281
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:	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:	1	1839	92	64	814	1	7	0	1	155	0	296
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1839	92	64	814	1	7	0	1	155	0	296
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 Volume:	1	1839	92	64	814	1	7	0	1	155	0	296

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.29	0.92	0.92	0.07	0.93	0.93	0.77	1.00	0.77	0.78	1.00	0.78
Lanes:	1.00	1.91	0.09	1.00	1.99	0.01	0.88	0.00	0.12	0.34	0.00	0.66
Final Sat.:	542	3346	167	142	3533	5	1278	0	183	510	0	976

Capacity Analysis Module:

Vol/Sat:	0.00	0.55	0.55	0.45	0.23	0.23	0.01	0.00	0.01	0.30	0.00	0.30
Crit Moves:	****									****		
Green/Cycle:	0.59	0.59	0.59	0.59	0.59	0.59	0.32	0.00	0.32	0.32	0.00	0.32
Volume/Cap:	0.00	0.94	0.94	0.77	0.39	0.39	0.02	0.00	0.02	0.94	0.00	0.94
Delay/Veh:	7.7	25.8	25.8	49.2	10.1	10.1	20.7	0.0	20.7	55.4	0.0	55.4
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:	7.7	25.8	25.8	49.2	10.1	10.1	20.7	0.0	20.7	55.4	0.0	55.4
LOS by Move:	A	C	C	D	B	B	C	A	C	E	A	E
HCM2kAvgQ:	0	31	31	3	6	6	0	0	0	17	0	17

Note: Queue reported is the number of cars per lane.

NB AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #45 Sepulveda Blvd and Venice Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 1.298

Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 109.1

Optimal Cycle: 180 Level Of Service: F

Street Name:	Sepulveda Blvd						Venice Blvd					
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	37	0	0	37	0	5	29	0	5	29	0
Lanes:	1	0	2	0	1	1	0	2	1	0	1	0

Volume Module:

Base Vol:	100	1227	182	102	493	198	271	2046	411	274	1837	153
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:	100	1227	182	102	493	198	271	2046	411	274	1837	153
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:	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:	105	1292	192	107	519	208	285	2154	433	288	1934	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	1292	192	107	519	208	285	2154	433	288	1934	161
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 Volume:	105	1292	192	107	519	208	285	2154	433	288	1934	161

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.35	0.93	0.83	0.13	0.93	0.83	0.93	0.87	0.87	0.93	0.88	0.88
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.50	0.50	1.00	2.77	0.23
Final Sat.:	665	3538	1583	244	3538	1583	1769	4127	829	1769	4636	386

Capacity Analysis Module:

Vol/Sat:	0.16	0.37	0.12	0.44	0.15	0.13	0.16	0.52	0.52	0.16	0.42	0.42
Crit Moves:				****			****			****		
Green/Cycle:	0.34	0.34	0.34	0.34	0.34	0.34	0.15	0.40	0.40	0.13	0.38	0.38
Volume/Cap:	0.47	1.08	0.36	1.30	0.43	0.39	1.10	1.30	1.30	1.30	1.10	1.10
Delay/Veh:	24.9	79.0	22.8	228.0	23.3	23.1	122.3	165	164.9	202.5	80.1	80.1
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:	24.9	79.0	22.8	228.0	23.3	23.1	122.3	165	164.9	202.5	80.1	80.1
LOS by Move:	C	E	C	F	C	C	F	F	F	F	F	F
HCM2kAvgQ:	3	30	4	8	6	5	15	55	55	19	34	34

Note: Queue reported is the number of cars per lane.

NB AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #46 Sepulveda Blvd and 405 NB Ramps

Cycle (sec): 90 Critical Vol./Cap.(X): 1.163

Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 66.5

Optimal Cycle: 180 Level Of Service: E

Street Name:	Sepulveda Blvd						405 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	21	0	0	25	0	0	2	0
Lanes:	1	0	1	1	0	1	1	0	1	0	1	0

Volume Module:

Base Vol:	699	1113	0	0	606	586	375	0	58	1	2	2
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:	699	1113	0	0	606	586	375	0	58	1	2	2
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:	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:	736	1172	0	0	638	617	395	0	61	1	2	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	736	1172	0	0	638	617	395	0	61	1	2	2
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 Volume:	736	1172	0	0	638	617	395	0	61	1	2	2

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.95	0.95	0.93	0.83	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.76	0.00	0.24	0.20	0.40	0.40
Final Sat.:	1769	3538	0	0	3538	1583	3083	0	413	349	698	698

Capacity Analysis Module:

Vol/Sat:	0.42	0.33	0.00	0.00	0.18	0.39	0.13	0.00	0.15	0.00	0.00	0.00
Crit Moves:	****					****			****		****	
Green/Cycle:	0.35	0.68	0.00	0.00	0.33	0.33	0.12	0.00	0.47	0.02	0.02	0.02
Volume/Cap:	1.19	0.49	0.00	0.00	0.55	1.19	1.03	0.00	0.31	0.14	0.14	0.14
Delay/Veh:	131.0	7.2	0.0	0.0	25.4	134.5	90.9	0.0	14.8	44.8	44.8	44.8
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:	131.0	7.2	0.0	0.0	25.4	134.5	90.9	0.0	14.8	44.8	44.8	44.8
LOS by Move:	F	A	A	A	C	F	F	A	B	D	D	D
HCM2kAvgQ:	38	8	0	0	8	32	11	0	4	0	0	0

Note: Queue reported is the number of cars per lane.

NB AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #47 Sepulveda Blvd and Washington Pl

Cycle (sec): 90 Critical Vol./Cap.(X): 1.090

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 43.1

Optimal Cycle: 180 Level Of Service: D

Street Name:	Sepulveda Blvd						Washington Pl					
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	28	0	0	28	0	0	27	0	0	27	0
Lanes:	1	0	1	1	0	1	1	0	1	0	1	1

Volume Module:												
Base Vol:	80	1253	19	69	453	168	254	805	65	19	643	265
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:	80	1253	19	69	453	168	254	805	65	19	643	265
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:	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:	84	1319	20	73	477	177	267	847	68	20	677	279
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	1319	20	73	477	177	267	847	68	20	677	279
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 Volume:	84	1319	20	73	477	177	267	847	68	20	677	279

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.27	0.93	0.93	0.13	0.89	0.89	0.23	0.92	0.92	0.24	0.89	0.89
Lanes:	1.00	1.97	0.03	1.00	1.46	0.54	1.00	1.85	0.15	1.00	1.42	0.58
Final Sat.:	506	3478	53	238	2475	918	436	3237	261	462	2395	987

Capacity Analysis Module:												
Vol/Sat:	0.17	0.38	0.38	0.30	0.19	0.19	0.61	0.26	0.26	0.04	0.28	0.28
Crit Moves:	****						****					
Green/Cycle:	0.35	0.35	0.35	0.35	0.35	0.35	0.56	0.56	0.56	0.56	0.56	0.56
Volume/Cap:	0.48	1.09	1.09	0.88	0.55	0.55	1.09	0.46	0.46	0.08	0.50	0.50
Delay/Veh:	25.0	83.1	83.1	86.9	24.3	24.3	103.1	11.8	11.8	9.1	12.2	12.2
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:	25.0	83.1	83.1	86.9	24.3	24.3	103.1	11.8	11.8	9.1	12.2	12.2
LOS by Move:	C	F	F	F	C	C	F	B	B	A	B	B
HCM2kAvgQ:	2	31	31	4	8	8	14	8	8	0	9	9

Note: Queue reported is the number of cars per lane.

HCM Signalized Intersection Capacity Analysis
48: Washington Pl. & N. Washington Boulevard

NB AM

												
Movement	EBL2	EBL	EBR2	NBL	NBT	SBL	SBT	SBR	SEL	SET	SER	SER2
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
Lane Util. Factor	1.00	0.97	1.00	1.00	0.95	1.00	0.91	0.91		0.95		0.95
Frt	1.00	1.00	0.85	1.00	1.00	1.00	0.95	0.85		0.86		0.85
Flt Protected	0.95	0.95	1.00	0.95	1.00	0.95	1.00	1.00		1.00		1.00
Satd. Flow (prot)	1770	3433	1583	1770	3539	1770	3231	1441		1520		1504
Flt Permitted	0.95	0.95	1.00	0.95	1.00	0.95	1.00	1.00		1.00		1.00
Satd. Flow (perm)	1770	3433	1583	1770	3539	1770	3231	1441		1520		1504
Volume (vph)	387	581	18	32	838	5	685	735	5	0	4	102
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	407	612	19	34	882	5	721	774	5	0	4	107
RTOR Reduction (vph)	0	0	14	0	0	0	0	0	0	46	0	55
Lane Group Flow (vph)	407	612	5	34	882	5	1049	446	0	12	0	3
Turn Type	Split		Perm	Prot		Prot		Perm	Split			Perm
Protected Phases	4	4		5	2	1	6		3	3		
Permitted Phases			4					6				3
Actuated Green, G (s)	26.0	26.0	26.0	3.9	44.0	1.1	41.2	41.2		5.3		5.3
Effective Green, g (s)	26.0	26.0	26.0	3.9	44.0	1.1	41.2	41.2		5.3		5.3
Actuated g/C Ratio	0.26	0.26	0.26	0.04	0.45	0.01	0.42	0.42		0.05		0.05
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0		4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0		3.0
Lane Grp Cap (vph)	468	907	418	70	1582	20	1353	603		82		81
v/s Ratio Prot	c0.23	0.18		c0.02	c0.25	0.00	c0.32			c0.01		
v/s Ratio Perm			0.00					0.31				0.00
v/c Ratio	0.87	0.67	0.01	0.49	0.56	0.25	0.78	0.74		0.14		0.04
Uniform Delay, d1	34.6	32.4	26.7	46.3	20.0	48.2	24.6	24.1		44.4		44.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00		1.00
Incremental Delay, d2	15.7	2.0	0.0	5.2	1.4	6.5	4.4	7.9		0.8		0.2
Delay (s)	50.3	34.4	26.7	51.5	21.5	54.7	29.0	32.0		45.2		44.3
Level of Service	D	C	C	D	C	D	C	C		D		D
Approach Delay (s)		40.5			22.6		30.0			44.8		
Approach LOS		D			C		C			D		
Intersection Summary												
HCM Average Control Delay			31.7			HCM Level of Service				C		
HCM Volume to Capacity ratio			0.76									
Actuated Cycle Length (s)			98.4			Sum of lost time (s)			24.0			
Intersection Capacity Utilization			65.4%			ICU Level of Service			C			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
48: Washington Pl. & N. Washington Boulevard

NB AM

		
Movement	NWL2	NWR
Lane Configurations		
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	4.0	4.0
Lane Util. Factor	1.00	1.00
Frt	1.00	0.85
Flt Protected	0.95	1.00
Satd. Flow (prot)	1770	1583
Flt Permitted	1.00	1.00
Satd. Flow (perm)	1863	1583
Volume (vph)	2	10
Peak-hour factor, PHF	0.95	0.95
Adj. Flow (vph)	2	11
RTOR Reduction (vph)	0	11
Lane Group Flow (vph)	2	0
Turn Type	custom	custom
Protected Phases		
Permitted Phases	8	8
Actuated Green, G (s)	2.0	2.0
Effective Green, g (s)	2.0	2.0
Actuated g/C Ratio	0.02	0.02
Clearance Time (s)	4.0	4.0
Vehicle Extension (s)	3.0	3.0
Lane Grp Cap (vph)	38	32
v/s Ratio Prot		
v/s Ratio Perm	c0.00	0.00
v/c Ratio	0.05	0.01
Uniform Delay, d1	47.3	47.2
Progression Factor	1.00	1.00
Incremental Delay, d2	0.6	0.1
Delay (s)	47.8	47.3
Level of Service	D	D
Approach Delay (s)		
Approach LOS		
Intersection Summary		

NB AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #49 Military Ave and Exposition Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.536
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 11.5
Optimal Cycle: 0 Level Of Service: B

Street Name:	Military Ave						Exposition Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
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	1! 0 0	0	0	1! 0 0	0	0	1! 0 0

Volume Module:	Military Ave			Military Ave			Exposition Blvd			Exposition Blvd		
Base Vol:	93	249	8	14	49	42	89	98	18	7	95	26
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:	93	249	8	14	49	42	89	98	18	7	95	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	98	262	8	15	52	44	94	103	19	7	100	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	262	8	15	52	44	94	103	19	7	100	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 Volume:	98	262	8	15	52	44	94	103	19	7	100	27

Saturation Flow Module:	Military Ave			Military Ave			Exposition Blvd			Exposition Blvd		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.27	0.71	0.02	0.13	0.47	0.40	0.43	0.48	0.09	0.05	0.75	0.20
Final Sat.:	183	489	16	86	299	257	272	300	55	34	457	125

Capacity Analysis Module:	Military Ave			Military Ave			Exposition Blvd			Exposition Blvd		
Vol/Sat:	0.54	0.54	0.54	0.17	0.17	0.17	0.34	0.34	0.34	0.22	0.22	0.22
Crit Moves:	****			****			****			****		
Delay/Veh:	13.3	13.3	13.3	9.1	9.1	9.1	10.9	10.9	10.9	9.7	9.7	9.7
Delay Adj:	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:	13.3	13.3	13.3	9.1	9.1	9.1	10.9	10.9	10.9	9.7	9.7	9.7
LOS by Move:	B	B	B	A	A	A	B	B	B	A	A	A
ApproachDel:	13.3			9.1			10.9			9.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	13.3			9.1			10.9			9.7		
LOS by Appr:	B			A			B			A		
AllWayAvgQ:	1.0	1.0	1.0	0.2	0.2	0.2	0.4	0.4	0.4	0.2	0.2	0.2

Note: Queue reported is the number of cars per lane.

NB AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #50 Midvale Ave / Girard Ave and Venice Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.724
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 46.8
Optimal Cycle: 67 Level Of Service: D

Street Name:	Midvale Ave / Girard Ave						Venice Blvd						
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	40	0	0	40	0	0	19	0	0	19	0	
Lanes:	0	0	1	0	0	0	1	0	2	1	0	1	0

Volume Module:	Midvale Ave / Girard Ave			Midvale Ave / Girard Ave			Venice Blvd			Venice Blvd		
Base Vol:	86	95	57	69	52	54	37	2340	32	54	2208	21
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:	86	95	57	69	52	54	37	2340	32	54	2208	21
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:	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:	91	100	60	73	55	57	39	2463	34	57	2324	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	100	60	73	55	57	39	2463	34	57	2324	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 Volume:	91	100	60	73	55	57	39	2463	34	57	2324	22

Saturation Flow Module:	Midvale Ave / Girard Ave			Midvale Ave / Girard Ave			Venice Blvd			Venice Blvd		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.79	0.79	0.79	0.76	0.76	0.76	0.09	0.89	0.89	0.09	0.89	0.89
Lanes:	0.36	0.40	0.24	0.39	0.30	0.31	1.00	2.96	0.04	1.00	2.97	0.03
Final Sat.:	541	598	359	566	427	443	177	5005	68	177	5030	48

Capacity Analysis Module:	Midvale Ave / Girard Ave			Midvale Ave / Girard Ave			Venice Blvd			Venice Blvd		
Vol/Sat:	0.17	0.17	0.17	0.13	0.13	0.13	0.22	0.49	0.49	0.32	0.46	0.46
Crit Moves:	****						****					
Green/Cycle:	0.44	0.44	0.44	0.44	0.44	0.44	0.47	0.47	0.47	0.47	0.47	0.47
Volume/Cap:	0.38	0.38	0.38	0.29	0.29	0.29	0.47	1.05	1.05	0.69	0.99	0.99
Delay/Veh:	17.0	17.0	17.0	16.2	16.2	16.2	20.6	58.9	58.9	40.6	39.9	39.9
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:	17.0	17.0	17.0	16.2	16.2	16.2	20.6	58.9	58.9	40.6	39.9	39.9
LOS by Move:	B	B	B	B	B	B	C	E	E	D	D	D
HCM2kAvgQ:	5	5	5	3	3	3	1	37	37	3	31	31

Note: Queue reported is the number of cars per lane.

NB AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #51 Westwood Blvd and Exposition Blvd (N)

Average Delay (sec/veh): 26.6 Worst Case Level Of Service: F[394.1]

Street Name:	Westwood Blvd						Exposition Blvd (N)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	1	0	1	0	0	1	0	0	1

Volume Module:	Westwood Blvd			Westwood Blvd			Exposition Blvd (N)			Exposition Blvd (N)		
Base Vol:	78	1201	0	0	615	26	77	0	60	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	1201	0	0	615	26	77	0	60	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	82	1264	0	0	647	27	81	0	63	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	82	1264	0	0	647	27	81	0	63	0	0	0

Critical Gap Module:	Westwood Blvd			Westwood Blvd			Exposition Blvd (N)			Exposition Blvd (N)		
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:	Westwood Blvd			Westwood Blvd			Exposition Blvd (N)			Exposition Blvd (N)		
Cnflct Vol:	675	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2089	2089	337	1752	2103	1264
Potent Cap.:	916	xxxx	xxxxx	xxxxx	xxxx	xxxxx	58	53	705	67	52	207
Move Cap.:	916	xxxx	xxxxx	xxxxx	xxxx	xxxxx	54	48	705	57	47	207
Volume/Cap:	0.09	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1.50	0.00	0.09	0.00	0.00	0.00

Level Of Service Module:	Westwood Blvd			Westwood Blvd			Exposition Blvd (N)			Exposition Blvd (N)		
2Way95thQ:	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Control Del:	9.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	90	xxxxx	xxxx	0	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.4	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	394	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			394.1			xxxxxxx		
ApproachLOS:	*			*			F			*		

Note: Queue reported is the number of cars per lane.

NB AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #52 Westwood Blvd and Exposition Blvd (S)

Average Delay (sec/veh): 41.6 Worst Case Level Of Service: F[616.7]

Street Name:	Westwood Blvd						Exposition Blvd (S)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	1	0	1	0	0	1	0	0	1

Volume Module:	Westwood Blvd			Westwood Blvd			Exposition Blvd (S)			Exposition Blvd (S)		
Base Vol:	92	1182	1	0	598	29	66	0	70	0	0	1
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:	92	1182	1	0	598	29	66	0	70	0	0	1
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:	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:	97	1244	1	0	629	31	69	0	74	0	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	97	1244	1	0	629	31	69	0	74	0	0	1

Critical Gap Module:	Westwood Blvd			Westwood Blvd			Exposition Blvd (S)			Exposition Blvd (S)		
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.1	6.5	6.2	xxxxx	xxxx	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	3.3

Capacity Module:	Westwood Blvd			Westwood Blvd			Exposition Blvd (S)			Exposition Blvd (S)		
Cnflct Vol:	660	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2084	2084	330	xxxx	xxxx	1245
Potent Cap.:	928	xxxx	xxxxx	xxxxx	xxxx	xxxxx	39	53	712	xxxx	xxxx	212
Move Cap.:	928	xxxx	xxxxx	xxxxx	xxxx	xxxxx	36	48	712	xxxx	xxxx	212
Volume/Cap:	0.10	xxxx	xxxx	xxxx	xxxx	xxxx	1.95	0.00	0.10	xxxx	xxxx	0.00

Level Of Service Module:	Westwood Blvd			Westwood Blvd			Exposition Blvd (S)			Exposition Blvd (S)		
2Way95thQ:	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0
Control Del:	9.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	22.0
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	C
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	70	xxxxx	xxxx	xxxx	xxxxx
Shared Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	13.2	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	617	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			616.7			22.0		
ApproachLOS:	*			*			F			C		

Note: Queue reported is the number of cars per lane.

NB AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #53 Overland Ave and Ashby Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 0.870

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 20.1

Optimal Cycle: 83 Level Of Service: C

Street Name:	Overland Ave						Ashby Ave					
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	18	0	0	18	0	0	27	0	0	27	0
Lanes:	1	0	1	1	0	0	0	0	1	0	0	0

Volume Module:

Base Vol:	26	1804	92	28	1157	10	17	53	19	190	43	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	1804	92	28	1157	10	17	53	19	190	43	57
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:	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:	27	1899	97	29	1218	11	18	56	20	200	45	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	1899	97	29	1218	11	18	56	20	200	45	60
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 Volume:	27	1899	97	29	1218	11	18	56	20	200	45	60

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.16	0.92	0.92	0.07	0.93	0.93	0.87	0.87	0.87	0.72	0.72	0.72
Lanes:	1.00	1.90	0.10	1.00	1.98	0.02	0.19	0.60	0.21	0.65	0.15	0.20
Final Sat.:	304	3343	170	136	3504	30	317	988	354	891	202	267

Capacity Analysis Module:

Vol/Sat:	0.09	0.57	0.57	0.22	0.35	0.35	0.06	0.06	0.06	0.22	0.22	0.22
Crit Moves:	****									****		
Green/Cycle:	0.61	0.61	0.61	0.61	0.61	0.61	0.30	0.30	0.30	0.30	0.30	0.30
Volume/Cap:	0.15	0.93	0.93	0.35	0.57	0.57	0.19	0.19	0.19	0.75	0.75	0.75
Delay/Veh:	7.8	23.6	23.6	11.3	10.8	10.8	23.6	23.6	23.6	35.9	35.9	35.9
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:	7.8	23.6	23.6	11.3	10.8	10.8	23.6	23.6	23.6	35.9	35.9	35.9
LOS by Move:	A	C	C	B	B	B	C	C	C	D	D	D
HCM2kAvgQ:	0	31	31	1	11	11	2	2	2	9	9	9

Note: Queue reported is the number of cars per lane.

NB AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #54 Overland Ave and Northvale Rd

Average Delay (sec/veh): 42.6 Worst Case Level Of Service: F[1505.4]

Street Name:	Overland Ave						Northvale Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	1	0		1	0	2	0	0	

Volume Module:												
Base Vol:	0	2037	83	23	1477	0	0	0	0	53	0	52
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	2037	83	23	1477	0	0	0	0	53	0	52
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:	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:	0	2144	87	24	1555	0	0	0	0	56	0	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	2144	87	24	1555	0	0	0	0	56	0	55

Critical Gap Module:												
Critical Gp:xxxxx	xxxxx	xxxxx	xxxxx	4.1	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	6.8	xxxxx	6.9
FollowUpTim:xxxxx	xxxxx	xxxxx	xxxxx	2.2	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	3.5	xxxxx	3.3

Capacity Module:												
Cnflct Vol:	xxxxx	xxxxx	xxxxx	2232	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	3014	xxxxx	1116
Potent Cap.:	xxxxx	xxxxx	xxxxx	229	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	10	xxxxx	202
Move Cap.:	xxxxx	xxxxx	xxxxx	229	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	10	xxxxx	202
Volume/Cap:	xxxxx	xxxxx	xxxxx	0.11	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	5.85	xxxxx	0.27

Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxxx	8.3	xxxx	1.1			
Control Del:	xxxxx	xxxx	xxxxxx	22.5	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	2954	xxxx	29.3			
LOS by Move:	*	*	*	C	*	*	*	*	*	F	*	D			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx			
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx			
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx			1505.4					
ApproachLOS:	*			*			*			F					

Note: Queue reported is the number of cars per lane.

NB AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #55 Overland Ave and National Blvd/I-10 WB Ramps

Cycle (sec): 90 Critical Vol./Cap.(X): 1.426
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 343.2
Optimal Cycle: 180 Level Of Service: F

Street Name:	Overland Ave						National Blvd/I-10 WB Ramps					
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			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	0	32	0	5	26	0	0	30	0	0	30	0
Lanes:	1	0	1	1	1	0	1	1	0	0	1	1

Volume Module:	Overland Ave			Overland Ave			National Blvd/I-10 WB Ramps			National Blvd/I-10 WB Ramps		
Base Vol:	29	1135	908	786	1184	95	358	334	443	130	322	450
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:	29	1135	908	786	1184	95	358	334	443	130	322	450
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:	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:	31	1195	956	827	1246	100	377	352	466	137	339	474
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	1195	956	827	1246	100	377	352	466	137	339	474
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 Volume:	31	1195	956	827	1246	100	377	352	466	137	339	474

Saturation Flow Module:	Overland Ave			Overland Ave			National Blvd/I-10 WB Ramps			National Blvd/I-10 WB Ramps		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.12	0.87	0.87	0.90	0.92	0.92	0.96	0.96	0.83	0.92	0.92	0.83
Lanes:	1.00	1.67	1.33	2.00	1.85	0.15	1.03	0.97	1.00	0.58	1.42	1.00
Final Sat.:	233	2751	2201	3432	3239	260	1878	1752	1583	1003	2485	1583

Capacity Analysis Module:	Overland Ave			Overland Ave			National Blvd/I-10 WB Ramps			National Blvd/I-10 WB Ramps		
Vol/Sat:	0.13	0.43	0.43	0.24	0.38	0.38	0.20	0.20	0.29	0.14	0.14	0.30
Crit Moves:	****			****			****			****		
Green/Cycle:	0.29	0.29	0.57	0.05	0.34	0.34	0.28	0.28	0.28	0.28	0.28	0.32
Volume/Cap:	0.45	1.48	0.76	5.25	1.13	1.13	0.73	0.73	1.07	0.50	0.50	0.93
Delay/Veh:	35.9	258	19.2	1980	107	107.1	38.6	38.6	102.8	33.6	33.6	60.0
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:	35.9	258	19.2	1980	107	107.1	38.6	38.6	102.8	33.6	33.6	60.0
LOS by Move:	D	F	B	F	F	F	D	D	F	C	C	E
HCM2kAvgQ:	1	56	20	57	37	37	12	12	24	7	7	20

Note: Queue reported is the number of cars per lane.

NB AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #56 Overland Ave and I-10 EB On-Ramp

Cycle (sec): 90 Critical Vol./Cap.(X): 0.982
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 31.4
Optimal Cycle: 163 Level Of Service: C

Street Name:	Overland Ave						I-10 EB On-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	26	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	1	0	2	0	0	2	0	0	0

Volume Module:	Overland Ave			Overland Ave			I-10 EB On-Ramp			I-10 EB On-Ramp		
Base Vol:	0	2294	465	1006	624	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2294	465	1006	624	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	0	2415	489	1059	657	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2415	489	1059	657	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2415	489	1059	657	0	0	0	0	0	0	0

Saturation Flow Module:	Overland Ave			Overland Ave			I-10 EB On-Ramp			I-10 EB On-Ramp		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.87	0.87	0.90	0.93	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.49	0.51	2.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	4121	835	3432	3538	0	0	0	0	0	0	0

Capacity Analysis Module:	Overland Ave			Overland Ave			I-10 EB On-Ramp			I-10 EB On-Ramp		
Vol/Sat:	0.00	0.59	0.59	0.31	0.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****			****								
Green/Cycle:	0.00	0.60	0.60	0.31	0.91	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.98	0.98	0.98	0.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	30.3	30.3	53.6	0.5	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	30.3	30.3	53.6	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	C	C	D	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	36	36	21	1	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

NB AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #57 Overland Ave an National Blvd/National Pl

Cycle (sec): 90 Critical Vol./Cap.(X): 0.822
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 22.2
Optimal Cycle: 70 Level Of Service: C

Street Name:	Overland Ave						National Blvd/National Pl					
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	29	0	0	29	0	0	33	0	0	33	0
Lanes:	1	0	2	1	0	1	1	0	1	1	0	2

Volume Module:	Overland Ave			Overland Ave			National Blvd			National Blvd		
Base Vol:	227	1451	9	63	527	46	71	136	271	208	586	980
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:	227	1451	9	63	527	46	71	136	271	208	586	980
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:	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:	239	1527	9	66	555	48	75	143	285	219	617	1032
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	239	1527	9	66	555	48	75	143	285	219	617	1032
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	239	1527	9	66	555	48	75	143	285	219	617	1032

Saturation Flow Module:	Overland Ave			Overland Ave			National Blvd			National Blvd		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.33	0.89	0.89	0.10	0.92	0.92	0.17	0.84	0.84	0.47	0.98	0.73
Lanes:	1.00	2.98	0.02	1.00	1.84	0.16	1.00	1.00	1.00	1.00	1.00	2.00
Final Sat.:	631	5047	31	184	3215	281	315	1592	1592	890	1862	2786

Capacity Analysis Module:	Overland Ave			Overland Ave			National Blvd			National Blvd		
Vol/Sat:	0.38	0.30	0.30	0.36	0.17	0.17	0.24	0.09	0.18	0.25	0.33	0.37
Crit Moves:	****									****		
Green/Cycle:	0.46	0.46	0.46	0.46	0.46	0.46	0.45	0.45	0.45	0.45	0.45	0.45
Volume/Cap:	0.82	0.66	0.66	0.78	0.37	0.37	0.53	0.20	0.40	0.55	0.74	0.82
Delay/Veh:	38.0	19.5	19.5	56.6	16.0	16.0	21.5	15.0	16.8	19.6	23.7	26.1
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:	38.0	19.5	19.5	56.6	16.0	16.0	21.5	15.0	16.8	19.6	23.7	26.1
LOS by Move:	D	B	B	E	B	B	C	B	B	B	C	C
HCM2kAvgQ:	8	13	13	3	6	6	2	3	6	5	15	17

Note: Queue reported is the number of cars per lane.

NB AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #58 I-10 EB Off-Ramp and National Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.848
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 25.2
Optimal Cycle: 76 Level Of Service: C

Street Name:	I-10 EB Off-Ramp						National Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	21	0
Lanes:	0	0	0	1	0	0	0	2	0	0	0	0

Volume Module:	I-10 EB Off-Ramp			I-10 EB Off-Ramp			National Blvd			National Blvd		
Base Vol:	0	0	0	424	0	613	0	204	0	0	1226	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	424	0	613	0	204	0	0	1226	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:	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:	0	0	0	446	0	645	0	215	0	0	1291	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	446	0	645	0	215	0	0	1291	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 Volume:	0	0	0	446	0	645	0	215	0	0	1291	0

Saturation Flow Module:	I-10 EB Off-Ramp			I-10 EB Off-Ramp			National Blvd			National Blvd		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.83	1.00	0.93	1.00	1.00	0.93	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	1769	0	1583	0	3538	0	0	3538	0

Capacity Analysis Module:	I-10 EB Off-Ramp			I-10 EB Off-Ramp			National Blvd			National Blvd		
Vol/Sat:	0.00	0.00	0.00	0.25	0.00	0.41	0.00	0.06	0.00	0.00	0.36	0.00
Crit Moves:						****					****	
Green/Cycle:	0.00	0.00	0.00	0.48	0.00	0.48	0.00	0.43	0.00	0.00	0.43	0.00
Volume/Cap:	0.00	0.00	0.00	0.52	0.00	0.85	0.00	0.14	0.00	0.00	0.85	0.00
Delay/Veh:	0.0	0.0	0.0	16.8	0.0	29.3	0.0	15.6	0.0	0.0	27.7	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	16.8	0.0	29.3	0.0	15.6	0.0	0.0	27.7	0.0
LOS by Move:	A	A	A	B	A	C	A	B	A	A	C	A
HCM2kAvgQ:	0	0	0	9	0	18	0	2	0	0	20	0

Note: Queue reported is the number of cars per lane.

NB AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #59 Overland Ave and Venice Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 1.413
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 136.7
Optimal Cycle: 180 Level Of Service: F

Overland Ave						Venice Blvd						
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:	Ovl			Ovl			Include			Include		
Min. Green:	0	37	0	0	37	0	5	28	0	5	28	0
Lanes:	1	0	2	0	1	1	2	0	2	1	0	2

Volume Module:												
Base Vol:	122	1237	221	111	782	152	300	2027	156	497	1916	219
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	122	1237	221	111	782	152	300	2027	156	497	1916	219
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	128	1302	233	117	823	160	316	2134	164	523	2017	231
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	1302	233	117	823	160	316	2134	164	523	2017	231
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 Volume:	128	1302	233	117	823	160	316	2134	164	523	2017	231

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.23	0.93	0.83	0.10	0.93	0.83	0.90	0.88	0.88	0.90	0.88	0.88
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.79	0.21	2.00	2.69	0.31
Final Sat.:	434	3538	1583	190	3538	1583	3432	4668	359	3432	4493	514

Capacity Analysis Module:												
Vol/Sat:	0.30	0.37	0.15	0.62	0.23	0.10	0.09	0.46	0.46	0.15	0.45	0.45
Crit Moves:				****				****				****
Green/Cycle:	0.44	0.44	0.54	0.44	0.44	0.51	0.07	0.32	0.32	0.11	0.36	0.36
Volume/Cap:	0.68	0.85	0.27	1.41	0.53	0.20	1.25	1.41	1.41	1.41	1.25	1.25
Delay/Veh:	30.0	27.2	11.2	268.3	19.1	12.2	184.3	220	220.1	241.4	148	147.9
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:	30.0	27.2	11.2	268.3	19.1	12.2	184.3	220	220.1	241.4	148	147.9
LOS by Move:	C	C	B	F	B	B	F	F	F	F	F	F
HCM2kAvgQ:	4	20	3	9	9	2	11	55	55	19	46	46

Note: Queue reported is the number of cars per lane.

NB AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #60 Overland Ave and Washington Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.437
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 76.1
Optimal Cycle: 180 Level Of Service: E

Street Name:	Overland Ave						Washington Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permit+Prot			Permit+Prot		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	5	29	0	5	30	0	5	33	0	5	30	0
Lanes:	1	0	2	0	1	0	1	0	2	0	1	0

Volume Module:	Overland Ave			Overland Ave			Washington Blvd			Washington Blvd		
Base Vol:	216	903	122	207	895	194	220	940	322	229	1224	255
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:	216	903	122	207	895	194	220	940	322	229	1224	255
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:	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:	227	951	128	218	942	204	232	989	339	241	1288	268
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	227	951	128	218	942	204	232	989	339	241	1288	268
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 Volume:	227	951	128	218	942	204	232	989	339	241	1288	268

Saturation Flow Module:	Overland Ave			Overland Ave			Washington Blvd			Washington Blvd		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.52	0.93	0.83	0.60	0.93	0.83	0.26	0.93	0.83	0.27	0.91	0.91
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.66	0.34
Final Sat.:	979	3538	1583	1145	3538	1583	498	3538	1583	513	2852	594

Capacity Analysis Module:	Overland Ave			Overland Ave			Washington Blvd			Washington Blvd		
Vol/Sat:	0.23	0.27	0.08	0.19	0.27	0.13	0.46	0.28	0.21	0.47	0.45	0.45
Crit Moves:	****			****			****			****		
Green/Cycle:	0.36	0.25	0.41	0.39	0.25	0.36	0.49	0.34	0.34	0.54	0.39	0.39
Volume/Cap:	0.88	1.08	0.20	0.83	1.07	0.35	0.72	0.82	0.63	0.58	1.15	1.15
Delay/Veh:	58.8	101	22.6	44.3	94.2	28.3	7.7	41.0	35.7	41.8	114	114.4
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:	58.8	101	22.6	44.3	94.2	28.3	7.7	41.0	35.7	41.8	114	114.4
LOS by Move:	E	F	C	D	F	C	A	D	D	D	F	F
HCM2kAvgQ:	11	27	3	10	27	6	8	20	11	7	46	46

Note: Queue reported is the number of cars per lane.

NB AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #61 Motor Ave and National Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 1.014

Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 25.0

Optimal Cycle: 64 Level Of Service: C

Street Name:	Motor Ave						National Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permit+Prot			Permit+Prot			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	23	0	5	22	0	0	24	0	0	24	0
Lanes:	1	0	0	1	0	1	0	1	0	0	1	0

Volume Module:

Base Vol:	49	637	12	26	253	107	9	430	218	9	663	53
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:	49	637	12	26	253	107	9	430	218	9	663	53
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:	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:	52	671	13	27	266	113	9	453	229	9	698	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	671	13	27	266	113	9	453	229	9	698	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	52	671	13	27	266	113	9	453	229	9	698	56

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.50	0.98	0.98	0.14	0.89	0.89	0.83	0.83	0.83	0.87	0.87	0.87
Lanes:	1.00	0.98	0.02	1.00	1.41	0.59	0.03	1.31	0.66	0.02	1.83	0.15
Final Sat.:	952	1822	34	257	2374	1004	43	2074	1052	41	3020	241

Capacity Analysis Module:

Vol/Sat:	0.05	0.37	0.37	0.11	0.11	0.11	0.22	0.22	0.22	0.23	0.23	0.23
Crit Moves:	****			****			****			****		
Green/Cycle:	0.60	0.50	0.50	0.55	0.45	0.45	0.31	0.31	0.31	0.31	0.31	0.31
Volume/Cap:	0.07	0.74	0.74	0.09	0.25	0.25	0.70	0.70	0.70	0.74	0.74	0.74
Delay/Veh:	8.5	21.1	21.1	25.6	15.3	15.3	29.4	29.4	29.4	30.5	30.5	30.5
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:	8.5	21.1	21.1	25.6	15.3	15.3	29.4	29.4	29.4	30.5	30.5	30.5
LOS by Move:	A	C	C	C	B	B	C	C	C	C	C	C
HCM2kAvgQ:	1	16	16	0	3	3	10	10	10	11	11	11

Note: Queue reported is the number of cars per lane.

NB AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #62 Motor Ave and Venice Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.103

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 31.1

Optimal Cycle: 180 Level Of Service: C

Street Name:	Motor Ave						Venice Blvd					
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	37	0	0	37	0	0	27	0	0	27	0
Lanes:	1	0	1	1	0	1	1	0	2	1	0	0

Volume Module:												
Base Vol:	46	468	39	237	411	291	101	2188	23	75	2261	133
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:	46	468	39	237	411	291	101	2188	23	75	2261	133
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:	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:	48	493	41	249	433	306	106	2303	24	79	2380	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	493	41	249	433	306	106	2303	24	79	2380	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	48	493	41	249	433	306	106	2303	24	79	2380	140

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.26	0.92	0.92	0.37	0.98	0.83	0.07	0.89	0.89	0.07	0.88	0.88
Lanes:	1.00	1.85	0.15	1.00	1.00	1.00	1.00	2.97	0.03	1.00	2.83	0.17
Final Sat.:	492	3226	269	696	1862	1583	136	5025	53	136	4762	280

Capacity Analysis Module:												
Vol/Sat:	0.10	0.15	0.15	0.36	0.23	0.19	0.78	0.46	0.46	0.58	0.50	0.50
Crit Moves:	*****											
Green/Cycle:	0.37	0.37	0.37	0.37	0.37	0.37	0.55	0.55	0.55	0.55	0.55	0.55
Volume/Cap:	0.27	0.41	0.41	0.97	0.63	0.52	1.42	0.83	0.83	1.06	0.91	0.91
Delay/Veh:	22.8	23.6	23.6	78.0	27.7	25.5	273.8	21.0	21.0	142.8	25.2	25.2
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:	22.8	23.6	23.6	78.0	27.7	25.5	273.8	21.0	21.0	142.8	25.2	25.2
LOS by Move:	C	C	C	E	C	C	F	C	C	F	C	C
HCM2kAvgQ:	1	6	6	12	11	8	9	24	24	6	29	29

Note: Queue reported is the number of cars per lane.

NB AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #63 Motor Ave and Washington Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.806

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 21.6

Optimal Cycle: 66 Level Of Service: C

Street Name:	Motor Ave						Washington Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Permitted		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	27	0	0	0	0	0	24	0
Lanes:	0	0	0	0	0	0	1	0	2	0	0	0

Volume Module:

Base Vol:	0	0	0	304	0	242	372	1175	0	0	994	126
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	304	0	242	372	1175	0	0	994	126
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:	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:	0	0	0	320	0	255	392	1237	0	0	1046	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	320	0	255	392	1237	0	0	1046	133
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 Volume:	0	0	0	320	0	255	392	1237	0	0	1046	133

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.83	0.93	0.93	1.00	1.00	0.92	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.77	0.23
Final Sat.:	0	0	0	1769	0	1583	1769	3538	0	0	3086	391

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.16	0.22	0.35	0.00	0.00	0.34	0.34
Crit Moves:				****				****				****
Green/Cycle:	0.00	0.00	0.00	0.22	0.00	0.50	0.70	0.70	0.00	0.00	0.42	0.42
Volume/Cap:	0.00	0.00	0.00	0.81	0.00	0.32	0.70	0.50	0.00	0.00	0.81	0.81
Delay/Veh:	0.0	0.0	0.0	48.2	0.0	15.2	27.4	7.3	0.0	0.0	28.8	28.8
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:	0.0	0.0	0.0	48.2	0.0	15.2	27.4	7.3	0.0	0.0	28.8	28.8
LOS by Move:	A	A	A	D	A	B	C	A	A	A	C	C
HCM2kAvgQ:	0	0	0	12	0	5	9	9	0	0	19	19

Note: Queue reported is the number of cars per lane.

NB AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #64 Clarington Ave and Venice Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.501
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 44.4
Optimal Cycle: 180 Level Of Service: D

Clarington Ave						Venice Blvd						
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	37	0	0	37	0	0	22	0	0	22	0
Lanes:	0	0	1	0	0	1	0	0	1	0	2	1

Volume Module:												
Base Vol:	75	201	135	117	175	64	120	2297	91	137	2266	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	201	135	117	175	64	120	2297	91	137	2266	19
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:	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:	79	212	142	123	184	67	126	2418	96	144	2385	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	212	142	123	184	67	126	2418	96	144	2385	20
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 Volume:	79	212	142	123	184	67	126	2418	96	144	2385	20

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.79	0.79	0.79	0.62	0.62	0.62	0.07	0.89	0.89	0.07	0.89	0.89
Lanes:	0.18	0.49	0.33	0.33	0.49	0.18	1.00	2.89	0.11	1.00	2.98	0.02
Final Sat.:	275	737	495	385	575	210	136	4860	193	136	5036	42

Capacity Analysis Module:												
Vol/Sat:	0.29	0.29	0.29	0.32	0.32	0.32	0.93	0.50	0.50	1.06	0.47	0.47
Crit Moves:	****						****					
Green/Cycle:	0.37	0.37	0.37	0.37	0.37	0.37	0.55	0.55	0.55	0.55	0.55	0.55
Volume/Cap:	0.78	0.78	0.78	0.87	0.87	0.87	1.69	0.90	0.90	1.93	0.86	0.86
Delay/Veh:	34.6	34.6	34.6	45.7	45.7	45.7	383.5	24.8	24.8	485.7	22.2	22.2
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:	34.6	34.6	34.6	45.7	45.7	45.7	383.5	24.8	24.8	485.7	22.2	22.2
LOS by Move:	C	C	C	D	D	D	F	C	C	F	C	C
HCM2kAvgQ:	14	14	14	14	14	14	12	29	29	14	26	26

Note: Queue reported is the number of cars per lane.

NB AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #65 Clarington Ave / Madison Ave and Washington Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.679
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 24.9
Optimal Cycle: 79 Level Of Service: C

Clarington Ave / Madison Ave						Washington Blvd						
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	30	0	0	26	0	5	32	0	5	23	0
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1

Volume Module:

Base Vol:	30	136	76	62	40	190	251	988	36	8	1006	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	136	76	62	40	190	251	988	36	8	1006	124
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:	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:	32	143	80	65	42	200	264	1040	38	8	1059	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	143	80	65	42	200	264	1040	38	8	1059	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	32	143	80	65	42	200	264	1040	38	8	1059	131

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.42	0.98	0.83	0.59	0.86	0.86	0.93	0.93	0.93	0.93	0.93	0.83
Lanes:	1.00	1.00	1.00	1.00	0.17	0.83	1.00	1.93	0.07	1.00	2.00	1.00
Final Sat.:	797	1862	1583	1117	284	1347	1769	3396	124	1769	3538	1583

Capacity Analysis Module:

Vol/Sat:	0.04	0.08	0.05	0.06	0.15	0.15	0.15	0.31	0.31	0.00	0.30	0.08
Crit Moves:				****			****			****		
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.21	0.54	0.54	0.08	0.41	0.41
Volume/Cap:	0.15	0.30	0.19	0.22	0.57	0.57	0.72	0.57	0.57	0.06	0.72	0.20
Delay/Veh:	28.9	30.0	29.1	29.5	34.0	34.0	44.0	15.9	15.9	42.3	26.4	18.9
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:	28.9	30.0	29.1	29.5	34.0	34.0	44.0	15.9	15.9	42.3	26.4	18.9
LOS by Move:	C	C	C	C	C	C	D	B	B	D	C	B
HCM2kAvgQ:	1	4	2	2	7	7	9	12	12	0	15	3

Note: Queue reported is the number of cars per lane.

NB AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #66 Palms Blvd/National Blvd and Exposition Blvd/ National Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.659
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 18.0
Optimal Cycle: 63 Level Of Service: B

Street Name:	Palms Blvd / National Blvd					Exposition Blvd / National Blvd									
Approach:	North Bound					South Bound									
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Permitted					Permitted					Permitted				
Rights:	Include					Include					Include				
Min. Green:	0	26	0	0	24	0	0	29	0	0	29	0			
Lanes:	1	0	1	1	0	1	0	1	0	1	0	1			

Volume Module:	Palms Blvd / National Blvd					Exposition Blvd / National Blvd						
Base Vol:	29	1276	133	74	979	282	178	162	9	173	283	224
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:	29	1276	133	74	979	282	178	162	9	173	283	224
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:	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:	31	1343	140	78	1031	297	187	171	9	182	298	236
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	1343	140	78	1031	297	187	171	9	182	298	236
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 Volume:	31	1343	140	78	1031	297	187	171	9	182	298	236

Saturation Flow Module:	Palms Blvd / National Blvd					Exposition Blvd / National Blvd						
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.13	0.92	0.92	0.09	0.90	0.90	0.40	0.98	0.83	0.58	0.98	0.83
Lanes:	1.00	1.81	0.19	1.00	1.55	0.45	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	244	3159	329	177	2653	764	769	1862	1583	1097	1862	1583

Capacity Analysis Module:	Palms Blvd / National Blvd					Exposition Blvd / National Blvd						
Vol/Sat:	0.13	0.43	0.43	0.44	0.39	0.39	0.24	0.09	0.01	0.17	0.16	0.15
Crit Moves:	****					****						
Green/Cycle:	0.59	0.59	0.59	0.59	0.59	0.59	0.32	0.32	0.32	0.32	0.32	0.32
Volume/Cap:	0.21	0.72	0.72	0.75	0.66	0.66	0.76	0.28	0.02	0.52	0.50	0.46
Delay/Veh:	9.4	14.5	14.5	39.0	13.3	13.3	39.8	23.0	20.8	26.1	25.3	25.0
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:	9.4	14.5	14.5	39.0	13.3	13.3	39.8	23.0	20.8	26.1	25.3	25.0
LOS by Move:	A	B	B	D	B	B	D	C	C	C	C	C
HCM2kAvgQ:	1	16	16	3	14	14	7	4	0	5	7	6

Note: Queue reported is the number of cars per lane.

NB AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #67 Hughes Ave and Venice Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 2.132
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 60.2
Optimal Cycle: 180 Level Of Service: E

Street Name:	Hughes Ave						Venice Blvd								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted			Permitted			Permitted			Permitted					
Rights:	Include			Include			Include			Include					
Min. Green:	0	37	0	0	37	0	0	20	0	0	20	0			
Lanes:	0	0	1	0	0	0	0	1	0	0	1	0	2	1	0

Volume Module:

Base Vol:	98	240	115	71	216	49	45	2337	117	210	2303	23
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:	98	240	115	71	216	49	45	2337	117	210	2303	23
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:	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:	103	253	121	75	227	52	47	2460	123	221	2424	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	253	121	75	227	52	47	2460	123	221	2424	24
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 Volume:	103	253	121	75	227	52	47	2460	123	221	2424	24

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.75	0.75	0.75	0.74	0.74	0.74	0.07	0.89	0.89	0.07	0.89	0.89
Lanes:	0.22	0.53	0.25	0.21	0.64	0.15	1.00	2.86	0.14	1.00	2.97	0.03
Final Sat.:	308	755	362	298	908	206	136	4807	241	136	5028	50

Capacity Analysis Module:

Vol/Sat:	0.33	0.33	0.33	0.25	0.25	0.25	0.35	0.51	0.51	1.63	0.48	0.48
Crit Moves:	****									****		
Green/Cycle:	0.37	0.37	0.37	0.37	0.37	0.37	0.55	0.55	0.55	0.55	0.55	0.55
Volume/Cap:	0.90	0.90	0.90	0.68	0.68	0.68	0.63	0.93	0.93	2.96	0.88	0.88
Delay/Veh:	48.9	48.9	48.9	30.0	30.0	30.0	32.0	27.1	27.1	938.1	23.0	23.0
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:	48.9	48.9	48.9	30.0	30.0	30.0	32.0	27.1	27.1	938.1	23.0	23.0
LOS by Move:	D	D	D	C	C	C	C	C	C	F	C	C
HCM2kAvgQ:	18	18	18	10	10	10	2	32	32	26	27	27

Note: Queue reported is the number of cars per lane.

NB AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #68 Hughes Ave / Duquesne Ave and Washington Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.836
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 21.2
Optimal Cycle: 75 Level Of Service: C

Street Name:	Hughes Ave / Duquesne Ave						Washington Blvd					
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	27	0	0	28	0	0	28	0	0	25	0
Lanes:	1	0	0	1	0	0	1	0	1	1	0	1

Volume Module:	Hughes Ave / Duquesne Ave			Washington Blvd		
Base Vol:	114	269	88	27	285	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	269	88	27	285	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	120	283	93	28	300	103
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	120	283	93	28	300	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	120	283	93	28	300	103

Saturation Flow Module:	Hughes Ave / Duquesne Ave			Washington Blvd		
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.21	0.94	0.94	0.24	0.94	0.94
Lanes:	1.00	0.75	0.25	1.00	0.74	0.26
Final Sat.:	392	1351	442	463	1333	458

Capacity Analysis Module:	Hughes Ave / Duquesne Ave			Washington Blvd		
Vol/Sat:	0.31	0.21	0.21	0.06	0.23	0.23
Crit Moves:	****			****		
Green/Cycle:	0.37	0.37	0.37	0.37	0.37	0.37
Volume/Cap:	0.84	0.57	0.57	0.17	0.61	0.61
Delay/Veh:	61.7	26.6	26.6	21.9	27.7	27.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.7	26.6	26.6	21.9	27.7	27.7
LOS by Move:	E	C	C	C	C	C
HCM2kAvgQ:	6	10	10	1	11	11

Note: Queue reported is the number of cars per lane.

NB AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #69 National Blvd and Manning Ave / I-10 WB Ramp

Cycle (sec): 90 Critical Vol./Cap.(X): 2.257
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 139.5
Optimal Cycle: 180 Level Of Service: F

Street Name:	National Blvd						Manning Ave / I-10 WB Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	21	0	0	31	0	0	0	0	0	28	0
Lanes:	1	0	2	0	0	1	1	0	0	1	0	0

Volume Module:	National Blvd			National Blvd			Manning Ave / I-10 WB Ramp			Manning Ave / I-10 WB Ramp		
Base Vol:	261	1262	0	0	1115	378	106	0	44	132	162	36
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:	261	1262	0	0	1115	378	106	0	44	132	162	36
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:	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:	275	1328	0	0	1174	398	112	0	46	139	171	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	275	1328	0	0	1174	398	112	0	46	139	171	38
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 Volume:	275	1328	0	0	1174	398	112	0	46	139	171	38

Saturation Flow Module:	National Blvd			National Blvd			Manning Ave / I-10 WB Ramp			Manning Ave / I-10 WB Ramp		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.08	0.93	1.00	1.00	0.90	0.90	0.93	1.00	0.83	0.93	0.95	0.95
Lanes:	1.00	2.00	0.00	0.00	1.49	0.51	1.00	0.00	1.00	1.00	0.82	0.18
Final Sat.:	155	3538	0	0	2542	862	1769	0	1583	1769	1482	329

Capacity Analysis Module:	National Blvd			National Blvd			Manning Ave / I-10 WB Ramp			Manning Ave / I-10 WB Ramp		
Vol/Sat:	1.78	0.38	0.00	0.00	0.46	0.46	0.06	0.00	0.03	0.08	0.12	0.12
Crit Moves:	****						****			****		
Green/Cycle:	0.54	0.54	0.00	0.00	0.54	0.54	0.02	0.00	0.02	0.31	0.31	0.31
Volume/Cap:	3.31	0.70	0.00	0.00	0.86	0.86	3.31	0.00	1.54	0.25	0.37	0.37
Delay/Veh:	1092	16.7	0.0	0.0	22.4	22.4	1157	0.0	401.5	23.4	24.5	24.5
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:	1092	16.7	0.0	0.0	22.4	22.4	1157	0.0	401.5	23.4	24.5	24.5
LOS by Move:	F	B	A	A	C	C	F	A	F	C	C	C
HCM2kAvgQ:	32	15	0	0	23	23	14	0	5	3	5	5

Note: Queue reported is the number of cars per lane.

NB AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #70 Culver Blvd and Washington Blvd/Irving Pl

Cycle (sec): 120 Critical Vol./Cap.(X): 0.745
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 50.9
Optimal Cycle: 180 Level Of Service: D

Street Name:	Culver Blvd						Washington Blvd/Irving Pl					
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	21	0	5	26	0	0	28	0	0	0	0
Lanes:	0	0	2	1	0	1	1	0	1	1	0	1

Volume Module:	Culver Blvd			Culver Blvd			Washington Blvd/Irving Pl			Washington Blvd/Irving Pl		
Base Vol:	0	1087	46	109	845	689	25	674	31	102	0	163
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1087	46	109	845	689	25	674	31	102	0	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	0	1144	48	115	889	725	26	709	33	107	0	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1144	48	115	889	725	26	709	33	107	0	172
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 Volume:	0	1144	48	115	889	725	26	709	33	107	0	172

Saturation Flow Module:	Culver Blvd			Culver Blvd			Washington Blvd/Irving Pl			Washington Blvd/Irving Pl		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.89	0.89	0.93	0.87	0.87	0.93	0.92	0.92	0.93	1.00	0.83
Lanes:	0.00	2.88	0.12	1.00	1.65	1.35	1.00	1.91	0.09	1.00	0.00	1.00
Final Sat.:	0	4848	205	1769	2727	2224	1769	3359	154	1769	0	1583

Capacity Analysis Module:	Culver Blvd			Culver Blvd			Washington Blvd/Irving Pl			Washington Blvd/Irving Pl		
Vol/Sat:	0.00	0.24	0.24	0.06	0.33	0.33	0.01	0.21	0.21	0.06	0.00	0.11
Crit Moves:				****			****					****
Green/Cycle:	0.00	0.23	0.23	0.30	0.53	0.53	0.23	0.23	0.23	0.10	0.00	0.10
Volume/Cap:	0.00	1.02	1.02	0.22	0.61	0.61	0.06	0.91	0.91	0.59	0.00	1.06
Delay/Veh:	0.0	76.8	76.8	31.7	20.0	20.0	35.9	58.3	58.3	56.6	0.0	141.0
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	76.8	76.8	31.7	20.0	20.0	35.9	58.3	58.3	56.6	0.0	141.0
LOS by Move:	A	E	E	C	C	C	D	E	E	E	A	F
HCM2kAvgQ:	0	22	22	3	15	15	1	18	18	5	0	11

Note: Queue reported is the number of cars per lane.

NB AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #71 Bagley Ave and Exposition Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.553
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 13.7
Optimal Cycle: 0 Level Of Service: B

Street Name:	Bagley Ave						Exposition Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
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

Volume Module:	Bagley Ave			Bagley Ave			Exposition Blvd			Exposition Blvd		
Base Vol:	52	244	14	23	179	79	162	68	20	12	102	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:	52	244	14	23	179	79	162	68	20	12	102	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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:	55	257	15	24	188	83	171	72	21	13	107	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	257	15	24	188	83	171	72	21	13	107	71
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 Volume:	55	257	15	24	188	83	171	72	21	13	107	71

Saturation Flow Module:	Bagley Ave			Bagley Ave			Exposition Blvd			Exposition Blvd		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.17	0.79	0.04	0.08	0.64	0.28	0.65	0.27	0.08	0.07	0.56	0.37
Final Sat.:	99	464	27	49	378	167	356	149	44	36	305	200

Capacity Analysis Module:	Bagley Ave			Bagley Ave			Exposition Blvd			Exposition Blvd		
Vol/Sat:	0.55	0.55	0.55	0.50	0.50	0.50	0.48	0.48	0.48	0.35	0.35	0.35
Crit Moves:	****			****			****			****		
Delay/Veh:	14.9	14.9	14.9	13.6	13.6	13.6	13.8	13.8	13.8	11.7	11.7	11.7
Delay Adj:	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:	14.9	14.9	14.9	13.6	13.6	13.6	13.8	13.8	13.8	11.7	11.7	11.7
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:	14.9			13.6			13.8			11.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	14.9			13.6			13.8			11.7		
LOS by Appr:	B			B			B			B		
AllWayAvgQ:	1.0	1.0	1.0	0.8	0.8	0.8	0.7	0.7	0.7	0.4	0.4	0.4

Note: Queue reported is the number of cars per lane.

NB AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #72 Bagley Ave / Main St and Venice Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.991

Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 46.1

Optimal Cycle: 180 Level Of Service: D

Street Name:	Bagley Ave / Main St						Venice Blvd					
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	38	0	0	38	0	5	22	0	5	18	0
Lanes:	1	0	0	1	0	0	1	0	2	1	0	0

Volume Module:

Base Vol:	25	50	76	117	171	140	117	2350	56	81	2419	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	50	76	117	171	140	117	2350	56	81	2419	58
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:	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:	26	53	80	123	180	147	123	2474	59	85	2546	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	53	80	123	180	147	123	2474	59	85	2546	61
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 Volume:	26	53	80	123	180	147	123	2474	59	85	2546	61

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	0.89	0.89	0.77	0.77	0.77	0.93	0.89	0.89	0.93	0.89	0.89
Lanes:	1.00	0.40	0.60	0.27	0.40	0.33	1.00	2.93	0.07	1.00	2.93	0.07
Final Sat.:	1471	672	1022	400	585	479	1769	4950	118	1769	4949	119

Capacity Analysis Module:

Vol/Sat:	0.02	0.08	0.08	0.31	0.31	0.31	0.07	0.50	0.50	0.05	0.51	0.51
Crit Moves:				****			****			****		
Green/Cycle:	0.32	0.32	0.32	0.32	0.32	0.32	0.07	0.53	0.53	0.05	0.51	0.51
Volume/Cap:	0.06	0.25	0.25	0.97	0.97	0.97	1.00	0.94	0.94	0.94	1.00	1.00
Delay/Veh:	28.6	30.6	30.6	75.0	75.0	75.0	137.3	33.6	33.6	131.1	47.1	47.1
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:	28.6	30.6	30.6	75.0	75.0	75.0	137.3	33.6	33.6	131.1	47.1	47.1
LOS by Move:	C	C	C	E	E	E	F	C	C	F	D	D
HCM2kAvgQ:	1	4	4	22	22	22	8	37	37	6	43	43

Note: Queue reported is the number of cars per lane.

NB AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #73 Main St / Washington Blvd and Culver Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.129
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 314.2
Optimal Cycle: 180 Level Of Service: F

Main St / Washington Blvd						Culver Blvd					
North Bound			South Bound			East Bound			West Bound		
L	T	R	L	T	R	L	T	R	L	T	R
Control: Split Phase			Split Phase			Protected			Protected		
Rights: Include			Include			Include			Include		
Min. Green:	0	33	0	0	33	0	5	30	0	5	26
Lanes:	2	0	0	1	0	1	1	0	2	0	2

Volume Module:												
Base Vol:	1285	40	0	0	142	158	573	0	1331	2	422	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1285	40	0	0	142	158	573	0	1331	2	422	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	1353	42	0	0	149	166	603	0	1401	2	444	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1353	42	0	0	149	166	603	0	1401	2	444	80
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 Volume:	1353	42	0	0	149	166	603	0	1401	2	444	80

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.98	1.00	0.95	0.86	0.86	0.93	0.95	0.73	0.93	0.91	0.91
Lanes:	2.00	1.00	0.00	0.00	1.00	1.00	1.00	2.00	2.00	1.00	1.69	0.31
Final Sat.:	3432	1862	0	0	1629	1629	1769	3610	2786	1769	2929	527

Capacity Analysis Module:												
Vol/Sat:	0.39	0.02	0.00	0.00	0.09	0.10	0.34	0.00	0.50	0.00	0.15	0.15
Crit Moves:	****				****		****				****	
Green/Cycle:	0.20	0.20	0.00	0.00	0.28	0.28	0.17	0.00	0.35	0.04	0.22	0.22
Volume/Cap:	1.96	0.11	0.00	0.00	0.33	0.37	1.96	0.00	1.44	0.03	0.70	0.70
Delay/Veh:	485.4	39.3	0.0	0.0	34.9	35.4	493.4	0.0	243.6	55.3	46.4	46.4
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:	485.4	39.3	0.0	0.0	34.9	35.4	493.4	0.0	243.6	55.3	46.4	46.4
LOS by Move:	F	D	A	A	C	D	F	A	F	E	D	D
HCM2kAvgQ:	68	1	0	0	5	5	59	0	60	0	11	11

Note: Queue reported is the number of cars per lane.

NB AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #74 Culver Blvd and Venice Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.922
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 148.6
Optimal Cycle: 141 Level Of Service: F

Street Name:	Culver Blvd						Venice Blvd									
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	

Control:	Split Phase			Split Phase			Permitted			Protected						
Rights:	Ovl			Include			Include			Include						
Min. Green:	0		0		0	0	36		0	0	40		0	5	21	0
Lanes:	1	0	1	0	2	1	0	1	0	0	1	0	2	1	0	0

Volume Module:

Base Vol:	52	5	277	41	6	21	15	2592	11	409	2671	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:	52	5	277	41	6	21	15	2592	11	409	2671	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:	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:	55	5	292	43	6	22	16	2728	12	431	2812	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	5	292	43	6	22	16	2728	12	431	2812	33
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 Volume:	55	5	292	43	6	22	16	2728	12	431	2812	33

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.73	0.91	0.91	0.91	0.08	0.89	0.89	0.90	0.89	0.89
Lanes:	1.00	1.00	2.00	1.43	0.13	0.44	1.00	2.99	0.01	2.00	2.97	0.03
Final Sat.:	1769	1862	2786	2469	218	763	156	5057	21	3432	5015	58

Capacity Analysis Module:

Vol/Sat:	0.03	0.00	0.10	0.02	0.03	0.03	0.10	0.54	0.54	0.13	0.56	0.56
Crit Moves:	****			****			****			****		
Green/Cycle:	0.08	0.08	0.17	0.30	0.30	0.30	0.40	0.40	0.40	0.09	0.49	0.49
Volume/Cap:	0.40	0.04	0.62	0.06	0.10	0.10	0.25	1.36	1.36	1.36	1.15	1.15
Delay/Veh:	54.7	51.4	48.7	29.9	30.3	30.3	26.4	201	200.8	234.7	101	101.2
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:	54.7	51.4	48.7	29.9	30.3	30.3	26.4	201	200.8	234.7	101	101.2
LOS by Move:	D	D	D	C	C	C	C	F	F	F	F	F
HCM2kAvgQ:	2	0	7	1	1	1	1	70	70	17	57	57

Note: Queue reported is the number of cars per lane.

NB AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #75 Sawtelle Blvd and Washington Pl

Cycle (sec): 90 Critical Vol./Cap.(X): 0.642
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 16.8
Optimal Cycle: 62 Level Of Service: B

Street Name:	Sawtelle Blvd						Washington Pl					
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	26	0	0	28	0	0	26	0	0	22	0
Lanes:	0	1	0	1	0	0	1	0	1	1	0	1

Volume Module:	Sawtelle Blvd			Sawtelle Blvd			Washington Pl			Washington Pl		
Base Vol:	122	373	62	49	255	62	157	1069	101	74	746	38
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:	122	373	62	49	255	62	157	1069	101	74	746	38
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:	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:	128	393	65	52	268	65	165	1125	106	78	785	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	393	65	52	268	65	165	1125	106	78	785	40
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 Volume:	128	393	65	52	268	65	165	1125	106	78	785	40

Saturation Flow Module:	Sawtelle Blvd			Sawtelle Blvd			Washington Pl			Washington Pl		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.67	0.67	0.67	0.74	0.74	0.74	0.29	0.92	0.92	0.14	0.93	0.83
Lanes:	0.44	1.34	0.22	0.27	1.39	0.34	1.00	1.83	0.17	1.00	2.00	1.00
Final Sat.:	554	1693	281	376	1959	476	544	3190	301	263	3538	1583

Capacity Analysis Module:	Sawtelle Blvd			Sawtelle Blvd			Washington Pl			Washington Pl		
Vol/Sat:	0.23	0.23	0.23	0.14	0.14	0.14	0.30	0.35	0.35	0.30	0.22	0.03
Crit Moves:	****						****					
Green/Cycle:	0.36	0.36	0.36	0.36	0.36	0.36	0.55	0.55	0.55	0.55	0.55	0.55
Volume/Cap:	0.64	0.64	0.64	0.38	0.38	0.38	0.55	0.64	0.64	0.54	0.40	0.05
Delay/Veh:	25.5	25.5	25.5	21.5	21.5	21.5	15.4	14.8	14.8	17.0	11.9	9.4
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:	25.5	25.5	25.5	21.5	21.5	21.5	15.4	14.8	14.8	17.0	11.9	9.4
LOS by Move:	C	C	C	C	C	C	B	B	B	B	B	A
HCM2kAvgQ:	8	8	8	4	4	4	4	13	13	2	7	1

Note: Queue reported is the number of cars per lane.

NB AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #76 Sepulveda Blvd and Queensland St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.816

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 75.1

Optimal Cycle: 67 Level Of Service: E

Street Name:	Sepulveda Blvd						Queensland St					
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	17	0	0	0	0	0	30	0	0	30	0
Lanes:	1	0	1	1	0	0	0	0	1	0	0	0

Volume Module:

Base Vol:	12	2217	24	9	527	3	49	3	8	34	21	58
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:	12	2217	24	9	527	3	49	3	8	34	21	58
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:	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:	13	2334	25	9	555	3	52	3	8	36	22	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	2334	25	9	555	3	52	3	8	36	22	61
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 Volume:	13	2334	25	9	555	3	52	3	8	36	22	61

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.40	0.93	0.93	0.08	0.93	0.93	0.72	0.72	0.72	0.83	0.83	0.83
Lanes:	1.00	1.98	0.02	1.00	1.99	0.01	0.82	0.05	0.13	0.30	0.19	0.51
Final Sat.:	765	3493	38	143	3514	20	1124	69	184	475	293	811

Capacity Analysis Module:

Vol/Sat:	0.02	0.67	0.67	0.07	0.16	0.16	0.05	0.05	0.05	0.08	0.08	0.08
Crit Moves:	****									****		
Green/Cycle:	0.58	0.58	0.58	0.58	0.58	0.58	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.03	1.16	1.16	0.11	0.27	0.27	0.14	0.14	0.14	0.23	0.23	0.23
Delay/Veh:	8.2	95.4	95.4	9.2	9.6	9.6	21.1	21.1	21.1	21.8	21.8	21.8
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:	8.2	95.4	95.4	9.2	9.6	9.6	21.1	21.1	21.1	21.8	21.8	21.8
LOS by Move:	A	F	F	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	0	58	58	0	4	4	1	1	1	2	2	2

Note: Queue reported is the number of cars per lane.

NB AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #77 Sepulveda Blvd and Rose Ave

Average Delay (sec/veh): 133.4 Worst Case Level Of Service: F[1660.4]

Street Name:	Sepulveda Blvd						Rose Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	1	1	0	0	0	1	0	0	0	0

Volume Module:												
Base Vol:	98	1954	82	41	823	38	0	0	0	34	0	230
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:	98	1954	82	41	823	38	0	0	0	34	0	230
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:	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:	103	2057	86	43	866	40	0	0	0	36	0	242
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	103	2057	86	43	866	40	0	0	0	36	0	242

Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	6.8	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:												
Cnflct Vol:	906	xxxx	xxxxx	2143	xxxx	xxxxx	2207	3322	453	2826	3299	1072
Potent Cap.:	746	xxxx	xxxxx	249	xxxx	xxxxx	25	8	554	14	8	216
Move Cap.:	746	xxxx	xxxxx	249	xxxx	xxxxx	0	6	554	11	6	216
Volume/Cap:	0.14	xxxx	xxxxx	0.17	xxxx	xxxxx	xxxx	0.00	0.00	3.28	0.00	1.12

Level Of Service Module:												
2Way95thQ:	0.5	xxxx	xxxxx	0.6	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	10.6	xxxx	xxxxx	22.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	C	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	63	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	30.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1660	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			1660.4		
ApproachLOS:	*			*			*			F		

Note: Queue reported is the number of cars per lane.

NB AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #78 Sepulveda Blvd and Washington Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 1.084
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 29.8
Optimal Cycle: 180 Level Of Service: C

Sepulveda Blvd						Washington Blvd							
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	37	0	0	39	0	0	37	0	0	37	0	
Lanes:	1	0	1	1	0	1	1	0	2	1	0	1	0

Volume Module:												
Base Vol:	88	1093	38	26	524	113	248	942	78	84	783	74
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:	88	1093	38	26	524	113	248	942	78	84	783	74
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:	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:	93	1151	40	27	552	119	261	992	82	88	824	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	1151	40	27	552	119	261	992	82	88	824	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	93	1151	40	27	552	119	261	992	82	88	824	78

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.29	0.93	0.93	0.11	0.91	0.91	0.21	0.88	0.88	0.21	0.92	0.92
Lanes:	1.00	1.93	0.07	1.00	1.65	0.35	1.00	2.77	0.23	1.00	1.83	0.17
Final Sat.:	551	3402	118	201	2832	611	402	4643	384	408	3190	302

Capacity Analysis Module:												
Vol/Sat:	0.17	0.34	0.34	0.14	0.19	0.19	0.65	0.21	0.21	0.22	0.26	0.26
Crit Moves:	****						****					
Green/Cycle:	0.41	0.41	0.41	0.41	0.41	0.41	0.50	0.50	0.50	0.50	0.50	0.50
Volume/Cap:	0.41	0.82	0.82	0.33	0.47	0.47	1.30	0.43	0.43	0.43	0.52	0.52
Delay/Veh:	20.0	27.5	27.5	20.4	19.6	19.6	188.2	14.4	14.4	15.8	15.4	15.4
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:	20.0	27.5	27.5	20.4	19.6	19.6	188.2	14.4	14.4	15.8	15.4	15.4
LOS by Move:	B	C	C	C	B	B	F	B	B	B	B	B
HCM2kAvgQ:	2	18	18	1	7	7	17	7	7	2	9	9

Note: Queue reported is the number of cars per lane.

NB AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #79 Military Ave / Huron Ave and Venice Blvd

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Military Ave / Huron Ave						Venice Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1! 0 0	0	0	1! 0 0	1	0	2 1 0	1	0	2 1 0

Volume Module:												
Base Vol:	6	1	70	4	2	25	122	1943	15	190	1902	11
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:	6	1	70	4	2	25	122	1943	15	190	1902	11
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:	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:	6	1	74	4	2	26	128	2045	16	200	2002	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	1	74	4	2	26	128	2045	16	200	2002	12

Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:												
Cnflct Vol:	3378	4724	690	3347	4726	673	2014	xxxx	xxxxx	2061	xxxx	xxxxx
Potent Cap.:	3	1	388	3	1	398	279	xxxx	xxxxx	268	xxxx	xxxxx
Move Cap.:	0	0	388	0	0	398	279	xxxx	xxxxx	268	xxxx	xxxxx
Volume/Cap:	xxxx	8.64	0.19	xxxxx	17.34	0.07	0.46	xxxx	xxxx	0.75	xxxx	xxxx

Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	2.3	xxxx	xxxxx	5.4	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	28.4	xxxx	xxxxx	49.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	D	*	*	E	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	0	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

Note: Queue reported is the number of cars per lane.

NB AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #80 Girard Ave and Washington Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.732
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 19.9
Optimal Cycle: 64 Level Of Service: B

Street Name:		Girard Ave						Washington Blvd					
Approach:		North Bound			South Bound			East Bound			West Bound		
Movement:		L	T	R	L	T	R	L	T	R	L	T	R
Control:		Split Phase			Split Phase			Prot+Permit			Permitted		
Rights:		Include			Include			Include			Include		
Min. Green:		0	0	0	0	0	0	0	0	0	0	15	0
Lanes:		0	0	0	0	0	1	1	0	2	0	0	2

Volume Module:												
Base Vol:	0	0	0	59	0	227	210	1272	0	0	1131	45
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	59	0	227	210	1272	0	0	1131	45
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:	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:	0	0	0	62	0	239	221	1339	0	0	1191	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	62	0	239	221	1339	0	0	1191	47
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 Volume:	0	0	0	62	0	239	221	1339	0	0	1191	47

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.87	1.00	0.87	0.93	0.93	1.00	1.00	0.93	0.83
Lanes:	0.00	0.00	0.00	0.21	0.00	0.79	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	340	0	1307	1769	3538	0	0	3538	1583

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.18	0.12	0.38	0.00	0.00	0.34	0.03
Crit Moves:				****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.25	0.00	0.25	0.63	0.63	0.00	0.00	0.46	0.46
Volume/Cap:	0.00	0.00	0.00	0.73	0.00	0.73	0.59	0.60	0.00	0.00	0.73	0.07
Delay/Veh:	0.0	0.0	0.0	41.1	0.0	41.1	23.0	11.5	0.0	0.0	23.8	15.1
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	41.1	0.0	41.1	23.0	11.5	0.0	0.0	23.8	15.1
LOS by Move:	A	A	A	D	A	D	C	B	A	A	C	B
HCM2kAvgQ:	0	0	0	10	0	10	5	13	0	0	17	1

Note: Queue reported is the number of cars per lane.

NB AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #81 Robertson Blvd / Higuera St and Washington Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.623
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 27.7
Optimal Cycle: 89 Level Of Service: C

Street Name:	Robertson Blvd / Higuera St						Washington Blvd					
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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	36	0	5	32	0	0	33	0	0	36	0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:	Robertson Blvd / Higuera St			Washington Blvd		
Base Vol:	117	348	76	21	259	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	117	348	76	21	259	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	123	366	80	22	273	6
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	123	366	80	22	273	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	123	366	80	22	273	6

Saturation Flow Module:	Robertson Blvd / Higuera St			Washington Blvd		
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.91	0.91	0.93	0.98	0.83
Lanes:	1.00	1.64	0.36	1.00	1.00	1.00
Final Sat.:	1769	2825	617	1769	1862	1583

Capacity Analysis Module:	Robertson Blvd / Higuera St			Washington Blvd		
Vol/Sat:	0.07	0.13	0.13	0.01	0.15	0.00
Crit Moves:	****			****		
Green/Cycle:	0.07	0.36	0.36	0.05	0.34	0.34
Volume/Cap:	0.95	0.36	0.36	0.25	0.43	0.01
Delay/Veh:	109.8	23.7	23.7	47.2	26.3	22.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	109.8	23.7	23.7	47.2	26.3	22.1
LOS by Move:	F	C	C	D	C	C
HCM2kAvgQ:	7	5	5	1	7	0

Note: Queue reported is the number of cars per lane.

NB AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #82 20th St and Broadway

Cycle (sec): 90 Critical Vol./Cap.(X): 0.617
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 18.2
Optimal Cycle: 54 Level Of Service: B

Street Name:	20th St						Broadway					
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	24	0	0	24	0	0	22	0	0	22	0
Lanes:	1	0	1	1	0	1	1	0	1	0	1	0

Volume Module:	20th St NB			20th St SB			Broadway EB			Broadway WB		
Base Vol:	75	951	61	83	866	82	86	387	74	89	457	162
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	951	61	83	866	82	86	387	74	89	457	162
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:	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:	79	1001	64	87	912	86	91	407	78	94	481	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	1001	64	87	912	86	91	407	78	94	481	171
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 Volume:	79	1001	64	87	912	86	91	407	78	94	481	171

Saturation Flow Module:	20th St NB			20th St SB			Broadway EB			Broadway WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.19	0.92	0.92	0.16	0.92	0.92	0.29	0.98	0.83	0.36	0.98	0.83
Lanes:	1.00	1.88	0.12	1.00	1.83	0.17	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	356	3295	211	313	3190	302	542	1862	1583	681	1862	1583

Capacity Analysis Module:	20th St NB			20th St SB			Broadway EB			Broadway WB		
Vol/Sat:	0.22	0.30	0.30	0.28	0.29	0.29	0.17	0.22	0.05	0.14	0.26	0.11
Crit Moves:	****									****		
Green/Cycle:	0.49	0.49	0.49	0.49	0.49	0.49	0.42	0.42	0.42	0.42	0.42	0.42
Volume/Cap:	0.45	0.62	0.62	0.57	0.58	0.58	0.40	0.52	0.12	0.33	0.62	0.26
Delay/Veh:	16.7	17.3	17.3	21.0	16.7	16.7	19.4	20.1	16.1	18.3	22.0	17.2
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:	16.7	17.3	17.3	21.0	16.7	16.7	19.4	20.1	16.1	18.3	22.0	17.2
LOS by Move:	B	B	B	C	B	B	B	C	B	B	C	B
HCM2kAvgQ:	2	12	12	3	11	11	2	9	1	2	11	3

Note: Queue reported is the number of cars per lane.

NB AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #83 14th St and Broadway

Cycle (sec): 90 Critical Vol./Cap.(X): 0.630

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 18.9

Optimal Cycle: 53 Level Of Service: B

Street Name:	14th St						Broadway					
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	23	0	0	23	0	0	22	0	0	22	0
Lanes:	1	0	0	1	0	0	1	0	1	1	0	1

Volume Module:

Base Vol:	42	368	50	54	399	72	79	510	48	45	534	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	368	50	54	399	72	79	510	48	45	534	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	44	387	53	57	420	76	83	537	51	47	562	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	387	53	57	420	76	83	537	51	47	562	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	44	387	53	57	420	76	83	537	51	47	562	76

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.28	0.96	0.96	0.34	0.96	0.96	0.26	0.98	0.83	0.28	0.98	0.83
Lanes:	1.00	0.88	0.12	1.00	0.85	0.15	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	536	1610	219	637	1541	278	501	1862	1583	540	1862	1583

Capacity Analysis Module:

Vol/Sat:	0.08	0.24	0.24	0.09	0.27	0.27	0.17	0.29	0.03	0.09	0.30	0.05
Crit Moves:					****						****	
Green/Cycle:	0.43	0.43	0.43	0.43	0.43	0.43	0.48	0.48	0.48	0.48	0.48	0.48
Volume/Cap:	0.19	0.56	0.56	0.21	0.63	0.63	0.35	0.60	0.07	0.18	0.63	0.10
Delay/Veh:	16.2	20.0	20.0	16.3	21.6	21.6	15.5	18.3	12.7	13.7	19.0	12.9
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:	16.2	20.0	20.0	16.3	21.6	21.6	15.5	18.3	12.7	13.7	19.0	12.9
LOS by Move:	B	B	B	B	C	C	B	B	B	B	B	B
HCM2kAvgQ:	1	9	9	1	11	11	2	11	1	1	12	1

Note: Queue reported is the number of cars per lane.

NB AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #84 Lincoln Blvd and Broadway

Cycle (sec): 90 Critical Vol./Cap.(X): 0.757
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 16.4
Optimal Cycle: 56 Level Of Service: B

Street Name:	Lincoln Blvd						Broadway					
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	21	0	0	22	0	0	23	0	0	23	0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:	Lincoln Blvd			Lincoln Blvd			Broadway			Broadway		
Base Vol:	126	1751	122	18	1243	46	30	169	137	135	225	82
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:	126	1751	122	18	1243	46	30	169	137	135	225	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	133	1843	128	19	1308	48	32	178	144	142	237	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	1843	128	19	1308	48	32	178	144	142	237	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 Volume:	133	1843	128	19	1308	48	32	178	144	142	237	86

Saturation Flow Module:	Lincoln Blvd			Lincoln Blvd			Broadway			Broadway		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.14	0.92	0.92	0.07	0.93	0.93	0.43	0.98	0.83	0.53	0.98	0.83
Lanes:	1.00	1.87	0.13	1.00	1.93	0.07	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	270	3274	228	127	3394	126	823	1862	1583	1015	1862	1583

Capacity Analysis Module:	Lincoln Blvd			Lincoln Blvd			Broadway			Broadway		
Vol/Sat:	0.49	0.56	0.56	0.15	0.39	0.39	0.04	0.10	0.09	0.14	0.13	0.05
Crit Moves:	****									****		
Green/Cycle:	0.66	0.66	0.66	0.66	0.66	0.66	0.26	0.26	0.26	0.26	0.26	0.26
Volume/Cap:	0.75	0.86	0.86	0.23	0.59	0.59	0.15	0.37	0.36	0.55	0.50	0.21
Delay/Veh:	26.7	15.7	15.7	7.7	9.1	9.1	26.3	28.1	28.0	31.5	29.4	26.6
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:	26.7	15.7	15.7	7.7	9.1	9.1	26.3	28.1	28.0	31.5	29.4	26.6
LOS by Move:	C	B	B	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	4	25	25	0	11	11	1	4	3	4	6	2

Note: Queue reported is the number of cars per lane.

NB AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #85 4th St and Broadway

Cycle (sec): 120 Critical Vol./Cap.(X): 1.000
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 27.3
Optimal Cycle: 75 Level Of Service: C

Street Name:	4th St						Broadway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	5	22	0	5	22	0	0	23	0	5	23	0
Lanes:	1	0	1	0	1	0	0	1	0	1	0	1

Volume Module:	4th St NB			4th St SB			Broadway EB			Broadway WB		
Base Vol:	72	750	88	61	519	61	6	114	108	81	162	81
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:	72	750	88	61	519	61	6	114	108	81	162	81
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:	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:	76	789	93	64	546	64	6	120	114	85	171	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	789	93	64	546	64	6	120	114	85	171	85
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 Volume:	76	789	93	64	546	64	6	120	114	85	171	85

Saturation Flow Module:	4th St NB			4th St SB			Broadway EB			Broadway WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.83	0.93	0.92	0.92	0.98	0.98	0.83	0.93	0.98	0.83
Lanes:	1.00	1.00	1.00	1.00	1.79	0.21	0.05	0.95	1.00	1.00	1.00	1.00
Final Sat.:	1769	1862	1583	1769	3115	366	93	1765	1583	1769	1862	1583

Capacity Analysis Module:	4th St NB			4th St SB			Broadway EB			Broadway WB		
Vol/Sat:	0.04	0.42	0.06	0.04	0.18	0.18	0.07	0.07	0.07	0.05	0.09	0.05
Crit Moves:	****			****			****			****		
Green/Cycle:	0.62	0.54	0.54	0.52	0.48	0.48	0.09	0.22	0.22	0.19	0.19	0.19
Volume/Cap:	0.15	0.78	0.11	0.32	0.37	0.37	0.78	0.31	0.32	0.45	0.48	0.28
Delay/Veh:	9.9	25.9	13.4	20.9	20.1	20.1	75.2	39.3	39.6	43.2	44.2	41.9
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:	9.9	25.9	13.4	20.9	20.1	20.1	75.2	39.3	39.6	43.2	44.2	41.9
LOS by Move:	A	C	B	C	C	C	E	D	D	D	D	D
HCM2kAvgQ:	1	24	2	2	7	7	6	4	4	3	6	3

Note: Queue reported is the number of cars per lane.

NB AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #86 Main St and Colorado Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 0.216
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 8.3
Optimal Cycle: 39 Level Of Service: A

Street Name:	Main St						Colorado Ave					
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	20	0	0	0	0	0	31	0	0	0	0
Lanes:	2	0	0	0	0	0	0	0	2	0	1	1

Volume Module:												
Base Vol:	113	0	39	0	0	0	0	436	118	110	483	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:	113	0	39	0	0	0	0	436	118	110	483	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:	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:	119	0	41	0	0	0	0	459	124	116	508	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	0	41	0	0	0	0	459	124	116	508	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 Volume:	119	0	41	0	0	0	0	459	124	116	508	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.59	1.00	0.83	1.00	1.00	1.00	1.00	0.93	0.83	0.47	0.93	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	2240	0	1583	0	0	0	0	3538	1583	892	3538	0

Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.03	0.00	0.00	0.00	0.00	0.13	0.08	0.13	0.14	0.00
Crit Moves:	****									****		
Green/Cycle:	0.25	0.00	0.25	0.00	0.00	0.00	0.00	0.67	0.67	0.67	0.67	0.00
Volume/Cap:	0.22	0.00	0.11	0.00	0.00	0.00	0.00	0.20	0.12	0.20	0.22	0.00
Delay/Veh:	27.2	0.0	26.4	0.0	0.0	0.0	0.0	5.8	5.5	6.0	5.9	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:	27.2	0.0	26.4	0.0	0.0	0.0	0.0	5.8	5.5	6.0	5.9	0.0
LOS by Move:	C	A	C	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	1	0	1	0	0	0	0	3	1	1	3	0

Note: Queue reported is the number of cars per lane.

NB AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #87 Sepulveda Blvd and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.111
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 35.8
Optimal Cycle: 180 Level Of Service: D

Sepulveda Blvd						Olympic Blvd					
North Bound			South Bound			East Bound			West Bound		
L	T	R	L	T	R	L	T	R	L	T	R
Control: Permitted			Control: Permitted			Control: Permitted			Control: Protected		
Rights: Include			Rights: Include			Rights: Include			Rights: Include		
Min. Green: 0	29	0	0	29	0	0	25	0	5	24	0
Lanes: 1	0	2	0	1	1	0	1	0	1	0	3
1	0	2	0	1	1	0	1	0	1	0	3

Volume Module:

Base Vol:	176	1039	184	83	472	114	74	2032	64	122	2146	112
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:	176	1039	184	83	472	114	74	2032	64	122	2146	112
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:	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:	185	1094	194	87	497	120	78	2139	67	128	2259	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	185	1094	194	87	497	120	78	2139	67	128	2259	118
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 Volume:	185	1094	194	87	497	120	78	2139	67	128	2259	118

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.28	0.93	0.83	0.11	0.90	0.90	0.08	0.89	0.89	0.93	0.89	0.89
Lanes:	1.00	2.00	1.00	1.00	1.61	0.39	1.00	2.91	0.09	1.00	3.80	0.20
Final Sat.:	531	3538	1583	218	2767	668	155	4903	154	1769	6396	334

Capacity Analysis Module:

Vol/Sat:	0.35	0.31	0.12	0.40	0.18	0.18	0.50	0.44	0.44	0.07	0.35	0.35
Crit Moves:				****			****			****		
Green/Cycle:	0.34	0.34	0.34	0.34	0.34	0.34	0.48	0.48	0.48	0.05	0.54	0.54
Volume/Cap:	1.02	0.91	0.36	1.18	0.53	0.53	1.04	0.90	0.90	1.33	0.65	0.65
Delay/Veh:	106.6	41.5	25.2	193.1	26.9	26.9	141.2	28.5	28.5	249.5	16.8	16.8
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:	106.6	41.5	25.2	193.1	26.9	26.9	141.2	28.5	28.5	249.5	16.8	16.8
LOS by Move:	F	D	C	F	C	C	F	C	C	F	B	B
HCM2kAvgQ:	10	21	5	7	8	8	5	26	26	10	15	15

Note: Queue reported is the number of cars per lane.

NB AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #88 Westwood Blvd and Pico Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.965
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 37.0
Optimal Cycle: 92 Level Of Service: D

Street Name:	Westwood Blvd						Pico Blvd					
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			Prot+Permit			Prot+Permit		
Rights:	Ovl			Include			Ovl			Ovl		
Min. Green:	5	27	0	5	29	0	5	27	0	5	23	0
Lanes:	1	0	2	0	1	1	0	1	0	1	0	3

Volume Module:	Westwood Blvd						Pico Blvd					
Base Vol:	141	790	121	149	404	93	142	1548	64	81	1216	225
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	790	121	149	404	93	142	1548	64	81	1216	225
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	148	832	127	157	425	98	149	1629	67	85	1280	237
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	832	127	157	425	98	149	1629	67	85	1280	237
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 Volume:	148	832	127	157	425	98	149	1629	67	85	1280	237

Saturation Flow Module:	Westwood Blvd						Pico Blvd					
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.83	0.93	0.90	0.90	0.93	0.89	0.83	0.93	0.89	0.83
Lanes:	1.00	2.00	1.00	1.00	1.63	0.37	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1769	3538	1583	1769	2795	643	1769	5083	1583	1769	5083	1583

Capacity Analysis Module:	Westwood Blvd						Pico Blvd					
Vol/Sat:	0.08	0.24	0.08	0.09	0.15	0.15	0.08	0.32	0.04	0.05	0.25	0.15
Crit Moves:	****			****			****			****		
Green/Cycle:	0.10	0.29	0.35	0.11	0.30	0.30	0.49	0.40	0.51	0.41	0.35	0.46
Volume/Cap:	0.80	0.80	0.23	0.80	0.51	0.51	0.56	0.80	0.08	0.51	0.73	0.33
Delay/Veh:	74.4	43.5	27.4	72.3	35.0	35.0	24.3	34.0	15.4	27.9	35.9	21.1
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:	74.4	43.5	27.4	72.3	35.0	35.0	24.3	34.0	15.4	27.9	35.9	21.1
LOS by Move:	E	D	C	E	D	D	C	C	B	C	D	C
HCM2kAvgQ:	7	17	3	8	9	9	5	21	1	3	16	6

Note: Queue reported is the number of cars per lane.

NB AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #89 Overland Ave and Pico Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.886

Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 71.4

Optimal Cycle: 98 Level Of Service: E

Street Name:	Overland Ave						Pico Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	29	0	0	31	0	0	34	0	5	30	0
Lanes:	2	0	1	0	2	1	0	2	1	0	2	0

Volume Module:

Base Vol:	291	582	1127	9	458	7	79	1510	181	600	1261	24
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:	291	582	1127	9	458	7	79	1510	181	600	1261	24
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:	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:	306	613	1186	9	482	7	83	1589	191	632	1327	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	306	613	1186	9	482	7	83	1589	191	632	1327	25
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 Volume:	306	613	1186	9	482	7	83	1589	191	632	1327	25

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.98	0.73	0.13	0.93	0.93	0.13	0.88	0.88	0.90	0.93	0.83
Lanes:	2.00	1.00	2.00	1.00	1.97	0.03	1.00	2.68	0.32	2.00	2.00	1.00
Final Sat.:	3432	1862	2786	240	3478	53	255	4467	535	3432	3538	1583

Capacity Analysis Module:

Vol/Sat:	0.09	0.33	0.43	0.04	0.14	0.14	0.33	0.36	0.36	0.18	0.38	0.02
Crit Moves:	****			****			****			****		
Green/Cycle:	0.06	0.41	0.54	0.34	0.34	0.34	0.32	0.32	0.32	0.13	0.46	0.46
Volume/Cap:	1.38	0.80	0.78	0.11	0.40	0.40	1.01	1.10	1.10	1.38	0.82	0.03
Delay/Veh:	236.7	29.6	19.1	20.8	22.7	22.7	131.6	85.5	85.5	221.3	24.7	13.5
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:	236.7	29.6	19.1	20.8	22.7	22.7	131.6	85.5	85.5	221.3	24.7	13.5
LOS by Move:	F	C	B	C	C	C	F	F	F	F	C	B
HCM2kAvgQ:	12	17	17	0	6	6	5	30	30	22	19	0

Note: Queue reported is the number of cars per lane.

NB AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #90 Bagley Ave and National Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.904

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 32.1

Optimal Cycle: 98 Level Of Service: C

Street Name:	Bagley Ave						National Blvd					
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	23	0	0	25	0	0	20	0	0	20	0
Lanes:	0	0	1	0	0	0	1	0	1	0	1	0

Volume Module:

Base Vol:	54	243	145	112	133	101	60	830	11	79	875	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:	54	243	145	112	133	101	60	830	11	79	875	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:	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	256	153	118	140	106	63	874	12	83	921	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	256	153	118	140	106	63	874	12	83	921	33
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 Volume:	57	256	153	118	140	106	63	874	12	83	921	33

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.86	0.86	0.58	0.58	0.58	0.08	0.98	0.83	0.10	0.98	0.83
Lanes:	0.12	0.55	0.33	0.32	0.39	0.29	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	199	894	534	358	425	323	151	1862	1583	186	1862	1583

Capacity Analysis Module:

Vol/Sat:	0.29	0.29	0.29	0.33	0.33	0.33	0.42	0.47	0.01	0.45	0.49	0.02
Crit Moves:	*****						*****					
Green/Cycle:	0.36	0.36	0.36	0.36	0.36	0.36	0.55	0.55	0.55	0.55	0.55	0.55
Volume/Cap:	0.79	0.79	0.79	0.90	0.90	0.90	0.77	0.86	0.01	0.82	0.90	0.04
Delay/Veh:	32.3	32.3	32.3	50.4	50.4	50.4	49.9	24.8	9.3	54.7	29.5	9.4
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:	32.3	32.3	32.3	50.4	50.4	50.4	49.9	24.8	9.3	54.7	29.5	9.4
LOS by Move:	C	C	C	D	D	D	D	C	A	D	C	A
HCM2kAvgQ:	13	13	13	13	13	13	3	23	0	4	27	0

Note: Queue reported is the number of cars per lane.

NB PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

Scenario Report

Scenario: NB PM

Command: NB PM

Volume: NB PM Vol

Geometry: PM

Impact Fee: Default Impact Fee

Trip Generation: Default Trip Generation

Trip Distribution: Default Trip Distribution

Paths: Default Path

Routes: Default Route

Configuration: NB PM

NB PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #1 4th St and Colorado Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 0.890

Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 34.7

Optimal Cycle: 76 Level Of Service: C

Street Name:	4th St						Colorado Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Ovl			Include		
Min. Green:	5	19	0	5	19	0	5	23	0	5	23	0
Lanes:	1	0	1	1	0	1	1	0	2	0	1	0

Volume Module:

Base Vol:	140	680	137	125	846	90	162	468	140	204	429	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	680	137	125	846	90	162	468	140	204	429	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	147	716	144	132	891	95	171	493	147	215	452	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	716	144	132	891	95	171	493	147	215	452	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	147	716	144	132	891	95	171	493	147	215	452	76

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.91	0.91	0.93	0.92	0.92	0.93	0.93	0.83	0.93	0.91	0.91
Lanes:	1.00	1.66	0.34	1.00	1.81	0.19	1.00	2.00	1.00	1.00	1.71	0.29
Final Sat.:	1769	2871	578	1769	3153	335	1769	3538	1583	1769	2963	497

Capacity Analysis Module:

Vol/Sat:	0.08	0.25	0.25	0.07	0.28	0.28	0.10	0.14	0.09	0.12	0.15	0.15
Crit Moves:	****			****			****			****		
Green/Cycle:	0.51	0.39	0.39	0.54	0.39	0.39	0.31	0.19	0.31	0.39	0.24	0.24
Volume/Cap:	0.49	0.64	0.64	0.39	0.72	0.72	0.52	0.72	0.30	0.57	0.64	0.64
Delay/Veh:	21.0	30.8	30.8	17.7	33.0	33.0	33.1	49.3	32.0	28.7	42.5	42.5
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:	21.0	30.8	30.8	17.7	33.0	33.0	33.1	49.3	32.0	28.7	42.5	42.5
LOS by Move:	C	C	C	B	C	C	C	D	C	C	D	D
HCM2kAvgQ:	4	14	14	3	17	17	6	10	4	7	10	10

Note: Queue reported is the number of cars per lane.

NB PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #2 4th St / I-10 WB and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.896
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 27.8
Optimal Cycle: 98 Level Of Service: C

4th St / I-10 WB						Olympic Blvd					
North Bound			South Bound			East Bound			West Bound		
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	21	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	0	0	0	0	0	0	2	0

Volume Module:												
Base Vol:	0	631	0	0	1641	0	0	0	0	965	0	505
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	631	0	0	1641	0	0	0	0	965	0	505
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:	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:	0	664	0	0	1727	0	0	0	0	1016	0	532
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	664	0	0	1727	0	0	0	0	1016	0	532
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 Volume:	0	664	0	0	1727	0	0	0	0	1016	0	532

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.93	1.00	1.00	0.93	1.00	1.00	1.00	1.00	0.90	1.00	0.83
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3538	0	0	3538	0	0	0	0	3432	0	1583

Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.00	0.00	0.49	0.00	0.00	0.00	0.00	0.30	0.00	0.34
Crit Moves:					****							****
Green/Cycle:	0.00	0.55	0.00	0.00	0.55	0.00	0.00	0.00	0.00	0.37	0.00	0.37
Volume/Cap:	0.00	0.34	0.00	0.00	0.90	0.00	0.00	0.00	0.00	0.79	0.00	0.90
Delay/Veh:	0.0	12.8	0.0	0.0	26.2	0.0	0.0	0.0	0.0	31.1	0.0	45.6
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:	0.0	12.8	0.0	0.0	26.2	0.0	0.0	0.0	0.0	31.1	0.0	45.6
LOS by Move:	A	B	A	A	C	A	A	A	A	C	A	D
HCM2kAvgQ:	0	6	0	0	28	0	0	0	0	16	0	19

Note: Queue reported is the number of cars per lane.

NB PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #3 4th St / I-10 EB and Olympic Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.707
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 32.6
Optimal Cycle: 71 Level Of Service: C

Street Name:	4th St / I-10 EB						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	5	27	0	5	27	0	0	27	0	0	0	0
Lanes:	1	0	1	0	1	1	0	1	1	0	0	0

Volume Module:	4th St / I-10 EB			4th St / I-10 EB			Olympic Blvd			Olympic Blvd		
Base Vol:	61	433	475	783	1497	261	19	251	35	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	433	475	783	1497	261	19	251	35	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	64	456	500	824	1576	275	20	264	37	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	456	500	824	1576	275	20	264	37	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	64	456	500	824	1576	275	20	264	37	0	0	0

Saturation Flow Module:	4th St / I-10 EB			4th St / I-10 EB			Olympic Blvd			Olympic Blvd		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.83	0.90	0.91	0.91	0.87	0.87	0.87	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	2.00	1.70	0.30	0.19	2.47	0.34	0.00	0.00	0.00
Final Sat.:	1769	1862	1583	3432	2946	514	308	4075	568	0	0	0

Capacity Analysis Module:	4th St / I-10 EB			4th St / I-10 EB			Olympic Blvd			Olympic Blvd		
Vol/Sat:	0.04	0.24	0.32	0.24	0.53	0.53	0.06	0.06	0.06	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.04	0.38	0.38	0.29	0.63	0.63	0.23	0.23	0.23	0.00	0.00	0.00
Volume/Cap:	0.85	0.64	0.82	0.82	0.85	0.85	0.29	0.29	0.29	0.00	0.00	0.00
Delay/Veh:	111.9	32.1	42.3	45.3	20.7	20.7	38.7	38.7	38.7	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:	111.9	32.1	42.3	45.3	20.7	20.7	38.7	38.7	38.7	0.0	0.0	0.0
LOS by Move:	F	C	D	D	C	C	D	D	D	A	A	A
HCM2kAvgQ:	4	14	19	17	30	30	4	4	4	0	0	0

Note: Queue reported is the number of cars per lane.

NB PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #4 Lincoln Blvd and Colorado Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 1.235
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 52.3
Optimal Cycle: 180 Level Of Service: D

Street Name:	Lincoln Blvd						Colorado Ave						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit			
Rights:	Include			Include			Include			Include			
Min. Green:	5	24	0	5	24	0	5	24	0	5	24	0	
Lanes:	1	0	1	1	0	1	1	0	2	0	1	1	0

Volume Module:	Lincoln Blvd			Lincoln Blvd			Colorado Ave			Colorado Ave		
Base Vol:	192	1315	317	54	1526	60	51	531	294	198	477	59
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:	192	1315	317	54	1526	60	51	531	294	198	477	59
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:	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:	202	1384	334	57	1606	63	54	559	309	208	502	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	202	1384	334	57	1606	63	54	559	309	208	502	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	202	1384	334	57	1606	63	54	559	309	208	502	62

Saturation Flow Module:	Lincoln Blvd			Lincoln Blvd			Colorado Ave			Colorado Ave		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.62	0.90	0.90	0.93	0.93	0.93	0.93	0.93	0.83	0.76	0.92	0.92
Lanes:	1.00	1.61	0.39	1.00	1.92	0.08	1.00	2.00	1.00	1.00	1.78	0.22
Final Sat.:	1170	2768	667	1769	3384	133	1769	3538	1583	1450	3098	383

Capacity Analysis Module:	Lincoln Blvd			Lincoln Blvd			Colorado Ave			Colorado Ave		
Vol/Sat:	0.17	0.50	0.50	0.03	0.47	0.47	0.03	0.16	0.20	0.14	0.16	0.16
Crit Moves:	****			****			****			****		
Green/Cycle:	0.60	0.52	0.52	0.50	0.46	0.46	0.25	0.20	0.20	0.35	0.25	0.25
Volume/Cap:	0.79	0.96	0.96	0.41	1.04	1.04	0.25	0.79	0.98	0.79	0.65	0.65
Delay/Veh:	26.0	40.1	40.1	26.9	66.6	66.6	35.5	51.6	92.1	46.0	42.1	42.1
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	40.1	40.1	26.9	66.6	66.6	35.5	51.6	92.1	46.0	42.1	42.1
LOS by Move:	C	D	D	C	E	E	D	D	F	D	D	D
HCM2kAvgQ:	8	37	37	2	42	42	2	12	16	9	11	11

Note: Queue reported is the number of cars per lane.

NB PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #5 Lincoln Blvd (N) / I-10 WB and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.916
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 35.2
Optimal Cycle: 117 Level Of Service: D

Street Name:	Lincoln Blvd (N) /I-10 WB						Olympic Blvd						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Permitted			Split Phase			Split Phase			
Rights:	Include			Include			Include			Include			
Min. Green:	5	18	0	0	17	0	0	0	0	0	24	0	
Lanes:	1	0	2	0	0	2	1	0	0	0	0	1	1

Volume Module:	Lincoln Blvd (N) /I-10 WB			Lincoln Blvd (S) /I-10 WB			Olympic Blvd (E)			Olympic Blvd (W)		
Base Vol:	297	928	0	0	1703	27	0	0	0	663	294	644
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:	297	928	0	0	1703	27	0	0	0	663	294	644
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:	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:	313	977	0	0	1793	28	0	0	0	698	309	678
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	313	977	0	0	1793	28	0	0	0	698	309	678
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 Volume:	313	977	0	0	1793	28	0	0	0	698	309	678

Saturation Flow Module:	Lincoln Blvd (N) /I-10 WB			Lincoln Blvd (S) /I-10 WB			Olympic Blvd (E)			Olympic Blvd (W)		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	1.00	1.00	0.89	0.89	1.00	1.00	1.00	0.82	0.82	0.82
Lanes:	1.00	2.00	0.00	0.00	2.95	0.05	0.00	0.00	0.00	1.66	0.73	1.61
Final Sat.:	1769	3538	0	0	4994	79	0	0	0	2584	1146	2510

Capacity Analysis Module:	Lincoln Blvd (N) /I-10 WB			Lincoln Blvd (S) /I-10 WB			Olympic Blvd (E)			Olympic Blvd (W)		
Vol/Sat:	0.18	0.28	0.00	0.00	0.36	0.36	0.00	0.00	0.00	0.27	0.27	0.27
Crit Moves:	****				****							****
Green/Cycle:	0.19	0.59	0.00	0.00	0.39	0.39	0.00	0.00	0.00	0.30	0.30	0.30
Volume/Cap:	0.92	0.47	0.00	0.00	0.92	0.92	0.00	0.00	0.00	0.92	0.92	0.92
Delay/Veh:	67.9	12.1	0.0	0.0	36.0	36.0	0.0	0.0	0.0	41.7	41.7	41.7
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:	67.9	12.1	0.0	0.0	36.0	36.0	0.0	0.0	0.0	41.7	41.7	41.7
LOS by Move:	E	B	A	A	D	D	A	A	A	D	D	D
HCM2kAvgQ:	13	9	0	0	24	24	0	0	0	17	17	17

Note: Queue reported is the number of cars per lane.

NB PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #6 Lincoln Blvd / I-10 EB and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.689
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 34.7
Optimal Cycle: 71 Level Of Service: C

Street Name:	Lincoln Blvd / I-10 EB						Olympic Blvd					
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	22	0	5	18	0	0	32	0	0	0	0
Lanes:	0	0	2	1	1	2	0	2	0	0	0	1

Volume Module:	Lincoln Blvd / I-10 EB			Olympic Blvd		
Base Vol:	0	1035	463	895	1377	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1035	463	895	1377	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1089	487	942	1449	0
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	0	1089	487	942	1449	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1089	487	942	1449	0

Saturation Flow Module:	Lincoln Blvd / I-10 EB			Olympic Blvd		
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.85	0.85	0.90	0.93	1.00
Lanes:	0.00	2.76	1.24	2.00	2.00	0.00
Final Sat.:	0	4467	1998	3432	3538	0

Capacity Analysis Module:	Lincoln Blvd / I-10 EB			Olympic Blvd		
Vol/Sat:	0.00	0.24	0.24	0.27	0.41	0.00
Crit Moves:	****			****		
Green/Cycle:	0.00	0.26	0.26	0.30	0.56	0.00
Volume/Cap:	0.00	0.93	0.93	0.93	0.73	0.00
Delay/Veh:	0.0	45.0	45.0	47.8	17.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	45.0	45.0	47.8	17.8	0.0
LOS by Move:	A	D	D	D	B	A
HCM2kAvgQ:	0	17	17	19	18	0

Note: Queue reported is the number of cars per lane.

NB PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #7 11th St and Colorado Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 0.961

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 29.5

Optimal Cycle: 138 Level Of Service: C

Street Name:	11th St						Colorado Ave					
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	21	0	0	21	0	0	21	0	0	21	0
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1

Volume Module:

Base Vol:	68	538	89	66	865	39	50	633	162	124	641	71
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:	68	538	89	66	865	39	50	633	162	124	641	71
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:	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	566	94	69	911	41	53	666	171	131	675	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	566	94	69	911	41	53	666	171	131	675	75
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 Volume:	72	566	94	69	911	41	53	666	171	131	675	75

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.08	0.98	0.83	0.30	0.97	0.97	0.23	0.90	0.90	0.19	0.92	0.92
Lanes:	1.00	1.00	1.00	1.00	0.96	0.04	1.00	1.59	0.41	1.00	1.80	0.20
Final Sat.:	155	1862	1583	570	1771	80	439	2730	699	361	3137	347

Capacity Analysis Module:

Vol/Sat:	0.46	0.30	0.06	0.12	0.51	0.51	0.12	0.24	0.24	0.36	0.22	0.22
Crit Moves:					****					****		
Green/Cycle:	0.54	0.54	0.54	0.54	0.54	0.54	0.38	0.38	0.38	0.38	0.38	0.38
Volume/Cap:	0.87	0.57	0.11	0.23	0.96	0.96	0.32	0.65	0.65	0.96	0.57	0.57
Delay/Veh:	74.9	14.8	10.4	11.5	39.8	39.8	21.0	24.4	24.4	92.4	22.9	22.9
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:	74.9	14.8	10.4	11.5	39.8	39.8	21.0	24.4	24.4	92.4	22.9	22.9
LOS by Move:	E	B	B	B	D	D	C	C	C	F	C	C
HCM2kAvgQ:	4	11	1	1	32	32	1	11	11	7	9	9

Note: Queue reported is the number of cars per lane.

NB PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #8 11th St (N) and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.561

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 16.7

Optimal Cycle: 66 Level Of Service: B

Street Name:	11th St (N)						Olympic Blvd					
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	35	0	0	35	0	0	23	0	0	23	0
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1

Volume Module:

Base Vol:	49	608	146	146	623	90	14	38	11	171	380	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	608	146	146	623	90	14	38	11	171	380	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	52	640	154	154	656	95	15	40	12	180	400	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	640	154	154	656	95	15	40	12	180	400	157
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 Volume:	52	640	154	154	656	95	15	40	12	180	400	157

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.29	0.98	0.83	0.30	0.98	0.83	0.29	0.90	0.90	0.71	0.89	0.89
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.55	0.45	1.00	1.44	0.56
Final Sat.:	551	1862	1583	572	1862	1583	546	2650	767	1346	2435	955

Capacity Analysis Module:

Vol/Sat:	0.09	0.34	0.10	0.27	0.35	0.06	0.03	0.02	0.02	0.13	0.16	0.16
Crit Moves:					****						****	
Green/Cycle:	0.63	0.63	0.63	0.63	0.63	0.63	0.29	0.29	0.29	0.29	0.29	0.29
Volume/Cap:	0.15	0.55	0.15	0.43	0.56	0.10	0.09	0.05	0.05	0.46	0.56	0.56
Delay/Veh:	7.9	11.1	7.8	10.3	11.3	7.4	26.0	25.4	25.4	29.7	30.7	30.7
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:	7.9	11.1	7.8	10.3	11.3	7.4	26.0	25.4	25.4	29.7	30.7	30.7
LOS by Move:	A	B	A	B	B	A	C	C	C	C	C	C
HCM2kAvgQ:	1	11	2	3	12	1	0	1	1	5	8	8

Note: Queue reported is the number of cars per lane.

NB PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #9 11th St (S) and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.731

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 17.9

Optimal Cycle: 52 Level Of Service: B

Street Name:	11th St						Olympic Blvd					
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	16	0	0	0	0	0	0	0
Lanes:	0	0	1	0	0	0	1	0	0	1	0	0

Volume Module:												
Base Vol:	0	531	0	0	826	0	279	0	116	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	531	0	0	826	0	279	0	116	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	0	559	0	0	869	0	294	0	122	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	559	0	0	869	0	294	0	122	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	559	0	0	869	0	294	0	122	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.98	1.00	1.00	0.98	1.00	0.75	1.00	0.83	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Final Sat.:	0	1862	0	0	1862	0	1432	0	1583	0	1900	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.00	0.00	0.47	0.00	0.21	0.00	0.08	0.00	0.00	0.00
Crit Moves:	*****											
Green/Cycle:	0.00	0.64	0.00	0.00	0.64	0.00	0.28	0.00	0.28	0.00	0.00	0.00
Volume/Cap:	0.00	0.47	0.00	0.00	0.73	0.00	0.73	0.00	0.27	0.00	0.00	0.00
Delay/Veh:	0.0	9.6	0.0	0.0	14.6	0.0	39.2	0.0	28.4	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	9.6	0.0	0.0	14.6	0.0	39.2	0.0	28.4	0.0	0.0	0.0
LOS by Move:	A	A	A	A	B	A	D	A	C	A	A	A
HCM2kAvgQ:	0	9	0	0	19	0	10	0	3	0	0	0

Note: Queue reported is the number of cars per lane.

NB PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #10 14th St and Colorado Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 0.665
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 19.6
Optimal Cycle: 53 Level Of Service: B

Street Name:	14th St						Colorado Ave					
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	24	0	0	22	0	0	21	0	0	21	0
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1

Volume Module:

Base Vol:	69	322	96	51	620	59	52	572	119	114	667	110
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	322	96	51	620	59	52	572	119	114	667	110
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:	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:	73	339	101	54	653	62	55	602	125	120	702	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	339	101	54	653	62	55	602	125	120	702	116
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 Volume:	73	339	101	54	653	62	55	602	125	120	702	116

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.23	0.98	0.83	0.47	0.98	0.83	0.20	0.91	0.91	0.25	0.91	0.91
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.66	0.34	1.00	1.72	0.28
Final Sat.:	438	1862	1583	901	1862	1583	385	2852	593	469	2973	490

Capacity Analysis Module:

Vol/Sat:	0.17	0.18	0.06	0.06	0.35	0.04	0.14	0.21	0.21	0.26	0.24	0.24
Crit Moves:	*****						*****					
Green/Cycle:	0.53	0.53	0.53	0.53	0.53	0.53	0.38	0.38	0.38	0.38	0.38	0.38
Volume/Cap:	0.32	0.35	0.12	0.11	0.67	0.07	0.37	0.55	0.55	0.67	0.61	0.61
Delay/Veh:	12.9	12.5	10.8	10.8	17.3	10.5	21.4	22.1	22.1	32.0	23.2	23.2
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:	12.9	12.5	10.8	10.8	17.3	10.5	21.4	22.1	22.1	32.0	23.2	23.2
LOS by Move:	B	B	B	B	B	B	C	C	C	C	C	C
HCM2kAvgQ:	1	5	1	1	14	1	2	9	9	4	10	10

Note: Queue reported is the number of cars per lane.

NB PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #11 14th St and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.523

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 18.7

Optimal Cycle: 66 Level Of Service: B

Street Name:	14th St						Olympic Blvd					
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	34	0	0	34	0	0	24	0	0	24	0
Lanes:	1	0	0	1	0	1	1	0	1	1	0	0

Volume Module:

Base Vol:	23	285	42	110	499	66	56	244	14	103	575	81
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:	23	285	42	110	499	66	56	244	14	103	575	81
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:	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:	24	300	44	116	525	69	59	257	15	108	605	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	300	44	116	525	69	59	257	15	108	605	85
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 Volume:	24	300	44	116	525	69	59	257	15	108	605	85

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.33	0.96	0.96	0.47	0.98	0.83	0.26	0.92	0.92	0.55	0.91	0.91
Lanes:	1.00	0.87	0.13	1.00	1.00	1.00	1.00	1.89	0.11	1.00	1.75	0.25
Final Sat.:	626	1592	235	896	1862	1583	493	3319	190	1039	3045	429

Capacity Analysis Module:

Vol/Sat:	0.04	0.19	0.19	0.13	0.28	0.04	0.12	0.08	0.08	0.10	0.20	0.20
Crit Moves:	*****						*****					
Green/Cycle:	0.54	0.54	0.54	0.54	0.54	0.54	0.38	0.38	0.38	0.38	0.38	0.38
Volume/Cap:	0.07	0.35	0.35	0.24	0.52	0.08	0.31	0.20	0.20	0.27	0.52	0.52
Delay/Veh:	11.1	13.3	13.3	12.4	15.3	11.1	22.8	20.9	20.9	21.8	24.3	24.3
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:	11.1	13.3	13.3	12.4	15.3	11.1	22.8	20.9	20.9	21.8	24.3	24.3
LOS by Move:	B	B	B	B	B	B	C	C	C	C	C	C
HCM2kAvgQ:	0	6	6	2	10	1	2	3	3	2	9	9

Note: Queue reported is the number of cars per lane.

NB PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #12 17th St and Colorado Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 0.554
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 17.5
Optimal Cycle: 54 Level Of Service: B

Street Name:	17th St						Colorado Ave					
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	24	0	0	24	0	0	19	0	0	22	0
Lanes:	1	0	0	1	0	1	1	0	1	0	1	0

Volume Module:

Base Vol:	43	314	71	66	436	59	70	618	93	45	775	82
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	314	71	66	436	59	70	618	93	45	775	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	45	331	75	69	459	62	74	651	98	47	816	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	331	75	69	459	62	74	651	98	47	816	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 Volume:	45	331	75	69	459	62	74	651	98	47	816	86

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.33	0.95	0.95	0.38	0.98	0.83	0.21	0.91	0.91	0.27	0.92	0.92
Lanes:	1.00	0.82	0.18	1.00	1.00	1.00	1.00	1.74	0.26	1.00	1.81	0.19
Final Sat.:	620	1476	334	719	1862	1583	402	3014	453	521	3155	334

Capacity Analysis Module:

Vol/Sat:	0.07	0.22	0.22	0.10	0.25	0.04	0.18	0.22	0.22	0.09	0.26	0.26
Crit Moves:	*****						*****					
Green/Cycle:	0.44	0.44	0.44	0.44	0.44	0.44	0.47	0.47	0.47	0.47	0.47	0.47
Volume/Cap:	0.16	0.50	0.50	0.22	0.55	0.09	0.39	0.46	0.46	0.19	0.55	0.55
Delay/Veh:	15.3	18.4	18.4	15.7	19.2	14.5	17.0	16.5	16.5	14.5	17.7	17.7
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:	15.3	18.4	18.4	15.7	19.2	14.5	17.0	16.5	16.5	14.5	17.7	17.7
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
HCM2kAvgQ:	1	8	8	1	10	1	2	8	8	1	10	10

Note: Queue reported is the number of cars per lane.

NB PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #13 17th St and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.542
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 18.9
Optimal Cycle: 67 Level Of Service: B

Street Name:	17th St						Olympic Blvd					
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	34	0	0	34	0	0	25	0	0	22	0
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1

Volume Module:												
Base Vol:	8	205	108	214	361	79	47	418	21	175	668	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	205	108	214	361	79	47	418	21	175	668	129
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:	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:	8	216	114	225	380	83	49	440	22	184	703	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	216	114	225	380	83	49	440	22	184	703	136
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 Volume:	8	216	114	225	380	83	49	440	22	184	703	136

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.34	0.98	0.83	0.56	0.95	0.95	0.22	0.92	0.92	0.42	0.91	0.91
Lanes:	1.00	1.00	1.00	1.00	0.82	0.18	1.00	1.90	0.10	1.00	1.68	0.32
Final Sat.:	641	1862	1583	1069	1486	325	426	3345	168	806	2894	559

Capacity Analysis Module:												
Vol/Sat:	0.01	0.12	0.07	0.21	0.26	0.26	0.12	0.13	0.13	0.23	0.24	0.24
Crit Moves:	*****						*****					
Green/Cycle:	0.47	0.47	0.47	0.47	0.47	0.47	0.45	0.45	0.45	0.45	0.45	0.45
Volume/Cap:	0.03	0.25	0.15	0.45	0.54	0.54	0.26	0.29	0.29	0.51	0.54	0.54
Delay/Veh:	14.2	15.9	15.1	18.3	19.5	19.5	17.9	17.6	17.6	20.9	20.5	20.5
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:	14.2	15.9	15.1	18.3	19.5	19.5	17.9	17.6	17.6	20.9	20.5	20.5
LOS by Move:	B	B	B	B	B	B	B	B	B	C	C	C
HCM2kAvgQ:	0	4	2	5	10	10	1	5	5	5	10	10

Note: Queue reported is the number of cars per lane.

NB PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #14 20th St and Colorado Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 0.640
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 18.3
Optimal Cycle: 61 Level Of Service: B

Street Name:	20th St						Colorado Ave					
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	26	0	0	24	0	0	27	0	0	22	0
Lanes:	1	0	2	0	1	0	1	0	2	0	1	0

Volume Module:

Base Vol:	49	531	82	124	999	62	30	600	119	144	780	94
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:	49	531	82	124	999	62	30	600	119	144	780	94
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:	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:	52	559	86	131	1052	65	32	632	125	152	821	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	559	86	131	1052	65	32	632	125	152	821	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 Volume:	52	559	86	131	1052	65	32	632	125	152	821	99

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.15	0.93	0.83	0.38	0.92	0.92	0.18	0.93	0.83	0.31	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	1.88	0.12	1.00	2.00	1.00	1.00	1.78	0.22
Final Sat.:	285	3538	1583	730	3301	205	339	3538	1583	594	3107	374

Capacity Analysis Module:

Vol/Sat:	0.18	0.16	0.05	0.18	0.32	0.32	0.09	0.18	0.08	0.26	0.26	0.26
Crit Moves:					****						****	
Green/Cycle:	0.50	0.50	0.50	0.50	0.50	0.50	0.41	0.41	0.41	0.41	0.41	0.41
Volume/Cap:	0.36	0.32	0.11	0.36	0.64	0.64	0.23	0.43	0.19	0.62	0.64	0.64
Delay/Veh:	15.4	13.6	12.1	14.4	17.5	17.5	17.9	19.1	17.0	25.5	22.0	22.0
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:	15.4	13.6	12.1	14.4	17.5	17.5	17.9	19.1	17.0	25.5	22.0	22.0
LOS by Move:	B	B	B	B	B	B	B	B	B	C	C	C
HCM2kAvgQ:	1	5	1	3	13	13	1	7	2	4	11	11

Note: Queue reported is the number of cars per lane.

NB PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #15 20th St and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.236
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 34.5
Optimal Cycle: 180 Level Of Service: C

Street Name:	20th St						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	35	0	5	35	0	0	25	0	0	25	0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	33	502	262	256	930	49	41	600	60	243	884	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	502	262	256	930	49	41	600	60	243	884	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	35	528	276	269	979	52	43	632	63	256	931	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	528	276	269	979	52	43	632	63	256	931	157
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 Volume:	35	528	276	269	979	52	43	632	63	256	931	157

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.88	0.88	0.50	0.92	0.92	0.11	0.92	0.92	0.27	0.91	0.91
Lanes:	1.00	1.31	0.69	1.00	1.90	0.10	1.00	1.82	0.18	1.00	1.71	0.29
Final Sat.:	1769	2206	1151	949	3337	176	205	3171	317	514	2961	499

Capacity Analysis Module:

Vol/Sat:	0.02	0.24	0.24	0.28	0.29	0.29	0.21	0.20	0.20	0.50	0.31	0.31
Crit Moves:	****			****			****			****		
Green/Cycle:	0.38	0.35	0.35	0.51	0.45	0.45	0.41	0.41	0.41	0.41	0.41	0.41
Volume/Cap:	0.20	0.68	0.68	0.79	0.65	0.65	0.52	0.49	0.49	1.23	0.77	0.77
Delay/Veh:	21.0	29.5	29.5	29.1	22.5	22.5	28.1	22.3	22.3	166.5	28.5	28.5
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:	21.0	29.5	29.5	29.1	22.5	22.5	28.1	22.3	22.3	166.5	28.5	28.5
LOS by Move:	C	C	C	C	C	C	C	C	C	F	C	C
HCM2kAvgQ:	1	12	12	9	14	14	2	8	8	16	17	17

Note: Queue reported is the number of cars per lane.

NB PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #16 Cloverfield Blvd and Colorado Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 0.563
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 37.3
Optimal Cycle: 88 Level Of Service: D

Street Name:	Cloverfield Blvd						Colorado Ave					
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	28	0	5	30	0	5	32	0	5	25	0
Lanes:	2	0	2	0	1	0	1	0	2	0	1	0

Volume Module:	Cloverfield Blvd NB			Cloverfield Blvd SB			Colorado Ave EB			Colorado Ave WB		
Base Vol:	181	771	226	88	615	31	61	523	275	272	688	55
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:	181	771	226	88	615	31	61	523	275	272	688	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	191	812	238	93	647	33	64	551	289	286	724	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	191	812	238	93	647	33	64	551	289	286	724	58
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 Volume:	191	812	238	93	647	33	64	551	289	286	724	58

Saturation Flow Module:	Cloverfield Blvd NB			Cloverfield Blvd SB			Colorado Ave EB			Colorado Ave WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.83	0.93	0.92	0.92	0.93	0.93	0.83	0.90	0.92	0.92
Lanes:	2.00	2.00	1.00	1.00	1.90	0.10	1.00	2.00	1.00	2.00	1.85	0.15
Final Sat.:	3432	3538	1583	1769	3344	169	1769	3538	1583	3432	3240	259

Capacity Analysis Module:	Cloverfield Blvd NB			Cloverfield Blvd SB			Colorado Ave EB			Colorado Ave WB		
Vol/Sat:	0.06	0.23	0.15	0.05	0.19	0.19	0.04	0.16	0.18	0.08	0.22	0.22
Crit Moves:	****			****			****			****		
Green/Cycle:	0.10	0.36	0.36	0.08	0.34	0.34	0.07	0.28	0.28	0.15	0.36	0.36
Volume/Cap:	0.56	0.64	0.42	0.65	0.56	0.56	0.54	0.56	0.66	0.56	0.62	0.62
Delay/Veh:	53.8	32.8	29.3	63.3	32.7	32.7	59.4	38.0	42.2	49.0	32.9	32.9
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:	53.8	32.8	29.3	63.3	32.7	32.7	59.4	38.0	42.2	49.0	32.9	32.9
LOS by Move:	D	C	C	E	C	C	E	D	D	D	C	C
HCM2kAvgQ:	4	13	7	4	11	11	3	10	10	6	13	13

Note: Queue reported is the number of cars per lane.

NB PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #17 Cloverfield Blvd and Olympic Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.770
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 39.3
Optimal Cycle: 99 Level Of Service: D

Street Name:	Cloverfield Blvd						Olympic Blvd									
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	37	0	5	37	0	5	36	0	5	36	0				
Lanes:	2	0	2	1	0	2	2	0	1	1	0	2	0	2	0	1

Volume Module:

Base Vol:	204	804	45	98	1114	43	76	453	346	357	847	110
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:	204	804	45	98	1114	43	76	453	346	357	847	110
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:	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:	215	846	47	103	1173	45	80	477	364	376	892	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	215	846	47	103	1173	45	80	477	364	376	892	116
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 Volume:	215	846	47	103	1173	45	80	477	364	376	892	116

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.88	0.88	0.90	0.89	0.89	0.93	0.87	0.87	0.90	0.93	0.83
Lanes:	2.00	2.84	0.16	2.00	2.89	0.11	1.00	1.13	0.87	2.00	2.00	1.00
Final Sat.:	3432	4775	267	3432	4865	188	1769	1875	1432	3432	3538	1583

Capacity Analysis Module:

Vol/Sat:	0.06	0.18	0.18	0.03	0.24	0.24	0.05	0.25	0.25	0.11	0.25	0.07
Crit Moves:	****			****			****			****		
Green/Cycle:	0.08	0.35	0.35	0.05	0.31	0.31	0.06	0.33	0.33	0.14	0.41	0.41
Volume/Cap:	0.77	0.51	0.51	0.64	0.77	0.77	0.73	0.77	0.77	0.77	0.61	0.18
Delay/Veh:	66.4	31.3	31.3	64.6	39.7	39.7	77.3	39.5	39.5	56.9	28.7	22.6
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:	66.4	31.3	31.3	64.6	39.7	39.7	77.3	39.5	39.5	56.9	28.7	22.6
LOS by Move:	E	C	C	E	D	D	E	D	D	E	C	C
HCM2kAvgQ:	6	10	10	3	16	16	4	16	16	9	14	3

Note: Queue reported is the number of cars per lane.

NB PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #18 26th St and Colorado Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 0.846

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 23.6

Optimal Cycle: 75 Level Of Service: C

Street Name:	26th St						Colorado Ave					
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	23	0	0	23	0	0	23	0	0	22	0
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1

Volume Module:

Base Vol:	49	543	118	183	580	154	104	654	144	54	768	155
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:	49	543	118	183	580	154	104	654	144	54	768	155
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:	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:	52	572	124	193	611	162	109	688	152	57	808	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	572	124	193	611	162	109	688	152	57	808	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	52	572	124	193	611	162	109	688	152	57	808	163

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.22	0.98	0.83	0.25	0.98	0.83	0.19	0.98	0.83	0.10	0.91	0.91
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.66	0.34
Final Sat.:	419	1862	1583	480	1862	1583	359	1862	1583	190	2870	579

Capacity Analysis Module:

Vol/Sat:	0.12	0.31	0.08	0.40	0.33	0.10	0.30	0.37	0.10	0.30	0.28	0.28
Crit Moves:				****						****		
Green/Cycle:	0.47	0.47	0.47	0.47	0.47	0.47	0.44	0.44	0.44	0.44	0.44	0.44
Volume/Cap:	0.26	0.65	0.17	0.85	0.69	0.22	0.70	0.85	0.22	0.68	0.64	0.64
Delay/Veh:	14.9	19.7	13.6	45.0	20.9	14.0	33.4	30.8	15.9	41.5	20.8	20.8
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:	14.9	19.7	13.6	45.0	20.9	14.0	33.4	30.8	15.9	41.5	20.8	20.8
LOS by Move:	B	B	B	D	C	B	C	C	B	D	C	C
HCM2kAvgQ:	1	13	2	7	14	3	4	20	3	3	12	12

Note: Queue reported is the number of cars per lane.

NB PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #19 26th St and Olympic Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.779
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 47.1
Optimal Cycle: 87 Level Of Service: D

Street Name:	26th St						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	34	0	0	0	0	5	25	0	0	28	0
Lanes:	1	0	1	1	0	2	1	0	2	0	0	1

Volume Module:

Base Vol:	18	314	60	443	0	319	59	876	0	0	1310	212
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:	18	314	60	443	0	319	59	876	0	0	1310	212
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:	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:	19	331	63	466	0	336	62	922	0	0	1379	223
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	331	63	466	0	336	62	922	0	0	1379	223
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 Volume:	19	331	63	466	0	336	62	922	0	0	1379	223

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.91	0.91	0.90	1.00	0.73	0.93	0.93	1.00	1.00	0.93	0.83
Lanes:	1.00	1.68	0.32	2.00	0.00	2.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	1769	2899	554	3432	0	2786	1769	3538	0	0	3538	1583

Capacity Analysis Module:

Vol/Sat:	0.01	0.11	0.11	0.14	0.00	0.12	0.04	0.26	0.00	0.00	0.39	0.14
Crit Moves:	****			****			****			****		
Green/Cycle:	0.28	0.28	0.28	0.14	0.00	0.18	0.04	0.44	0.00	0.00	0.40	0.40
Volume/Cap:	0.04	0.40	0.40	0.97	0.00	0.66	0.84	0.59	0.00	0.00	0.97	0.35
Delay/Veh:	31.2	35.1	35.1	84.8	0.0	49.0	111.9	25.7	0.0	0.0	52.5	25.3
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:	31.2	35.1	35.1	84.8	0.0	49.0	111.9	25.7	0.0	0.0	52.5	25.3
LOS by Move:	C	D	D	F	A	D	F	C	A	A	D	C
HCM2kAvgQ:	0	6	6	13	0	8	4	14	0	0	32	6

Note: Queue reported is the number of cars per lane.

NB PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #20 Stewart St and Colorado Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 0.661
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 16.4
Optimal Cycle: 43 Level Of Service: B

Stewart St						Colorado Ave					
North Bound			South Bound			East Bound			West Bound		
L	T	R	L	T	R	L	T	R	L	T	R
Split Phase			Split Phase			Permitted			Permitted		
Include			Include			Include			Include		
0	0	0	0	0	0	0	28	0	0	0	0
1	0	0	0	0	0	0	0	1	0	1	0

Volume Module:												
Base Vol:	359	0	191	0	0	0	0	661	261	171	467	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:	359	0	191	0	0	0	0	661	261	171	467	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:	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:	378	0	201	0	0	0	0	696	275	180	492	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	378	0	201	0	0	0	0	696	275	180	492	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 Volume:	378	0	201	0	0	0	0	696	275	180	492	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.83	1.00	1.00	1.00	1.00	0.98	0.83	0.24	0.98	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1769	0	1583	0	0	0	0	1862	1583	464	1862	0

Capacity Analysis Module:												
Vol/Sat:	0.21	0.00	0.13	0.00	0.00	0.00	0.00	0.37	0.17	0.39	0.26	0.00
Crit Moves:	****									****		
Green/Cycle:	0.32	0.00	0.32	0.00	0.00	0.00	0.00	0.59	0.59	0.59	0.59	0.00
Volume/Cap:	0.66	0.00	0.39	0.00	0.00	0.00	0.00	0.64	0.30	0.66	0.45	0.00
Delay/Veh:	29.1	0.0	24.1	0.0	0.0	0.0	0.0	13.5	9.4	18.4	10.7	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:	29.1	0.0	24.1	0.0	0.0	0.0	0.0	13.5	9.4	18.4	10.7	0.0
LOS by Move:	C	A	C	A	A	A	A	B	A	B	B	A
HCM2kAvgQ:	10	0	5	0	0	0	0	13	4	5	8	0

Note: Queue reported is the number of cars per lane.

NB PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #21 Stewart St and Olympic Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.124

Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 44.6

Optimal Cycle: 150 Level Of Service: D

Street Name:	Stewart St						Olympic Blvd					
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			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	5	31	0	5	31	0	0	29	0	5	29	0
Lanes:	1	0	1	1	0	0	1	0	1	1	0	0

Volume Module:

Base Vol:	49	249	74	162	412	117	75	1115	146	152	1031	103
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:	49	249	74	162	412	117	75	1115	146	152	1031	103
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:	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:	52	262	78	171	434	123	79	1174	154	160	1085	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	262	78	171	434	123	79	1174	154	160	1085	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	52	262	78	171	434	123	79	1174	154	160	1085	108

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.90	0.90	0.90	0.95	0.95	0.93	0.92	0.92	0.93	0.92	0.92
Lanes:	1.00	1.54	0.46	2.00	0.78	0.22	1.00	1.77	0.23	1.00	1.82	0.18
Final Sat.:	1769	2635	783	3432	1402	398	1769	3075	403	1769	3171	317

Capacity Analysis Module:

Vol/Sat:	0.03	0.10	0.10	0.05	0.31	0.31	0.04	0.38	0.38	0.09	0.34	0.34
Crit Moves:	****			****			****			****		
Green/Cycle:	0.04	0.31	0.31	0.06	0.33	0.33	0.46	0.40	0.40	0.53	0.44	0.44
Volume/Cap:	0.70	0.32	0.32	0.84	0.95	0.95	0.44	0.95	0.95	0.69	0.78	0.78
Delay/Veh:	82.6	32.0	32.0	80.8	64.1	64.1	23.8	48.0	48.0	36.3	31.1	31.1
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:	82.6	32.0	32.0	80.8	64.1	64.1	23.8	48.0	48.0	36.3	31.1	31.1
LOS by Move:	F	C	C	F	E	E	C	D	D	D	C	C
HCM2kAvgQ:	3	5	5	5	25	25	3	30	30	6	21	21

Note: Queue reported is the number of cars per lane.

NB PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #22 Centinela Ave (N) and Olympic Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.745
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 18.0
Optimal Cycle: 56 Level Of Service: B

Centinela Ave (N)						Olympic Blvd					
North Bound			South Bound			East Bound			West Bound		
L	T	R	L	T	R	L	T	R	L	T	R
Split Phase			Split Phase			Permitted			Permitted		
Include			Include			Include			Ovl		
0	0	0	0	35	0	0	0	0	0	32	0
0	0	0	2	0	0	1	0	1	1	0	1

Volume Module:												
Base Vol:	0	0	0	739	0	84	50	1268	0	0	1574	623
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	739	0	84	50	1268	0	0	1574	623
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:	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:	0	0	0	778	0	88	53	1335	0	0	1657	656
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	778	0	88	53	1335	0	0	1657	656
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 Volume:	0	0	0	778	0	88	53	1335	0	0	1657	656

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.90	1.00	0.83	0.07	0.93	0.95	1.00	0.93	0.83
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	3432	0	1583	138	3538	0	1900	3538	1583

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.23	0.00	0.06	0.38	0.38	0.00	0.00	0.47	0.41
Crit Moves:				****							****	
Green/Cycle:	0.00	0.00	0.00	0.30	0.00	0.30	0.63	0.63	0.00	0.00	0.63	0.93
Volume/Cap:	0.00	0.00	0.00	0.74	0.00	0.18	0.61	0.60	0.00	0.00	0.74	0.44
Delay/Veh:	0.0	0.0	0.0	40.5	0.0	30.9	25.2	13.7	0.0	0.0	16.9	0.7
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	40.5	0.0	30.9	25.2	13.7	0.0	0.0	16.9	0.7
LOS by Move:	A	A	A	D	A	C	C	B	A	A	B	A
HCM2kAvgQ:	0	0	0	15	0	2	2	15	0	0	23	3

Note: Queue reported is the number of cars per lane.

NB PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #23 Centinela Ave (S) and Olympic Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.551
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 17.7
Optimal Cycle: 39 Level Of Service: B

Centinela Ave (S)						Olympic Blvd					
North Bound			South Bound			East Bound			West Bound		
L	T	R	L	T	R	L	T	R	L	T	R
Split Phase			Split Phase			Permitted			Permitted		
Include			Include			Ovl			Include		
Min. Green:	5	30	0	0	0	0	26	0	0	26	0
Lanes:	1	0	1	0	0	0	0	3	0	1	1
	0	1	0	0	0	0	0	0	1	0	2

Volume Module:												
Base Vol:	447	0	156	0	0	0	0	1400	773	136	1806	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:	447	0	156	0	0	0	0	1400	773	136	1806	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:	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:	471	0	164	0	0	0	0	1474	814	143	1901	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	471	0	164	0	0	0	0	1474	814	143	1901	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 Volume:	471	0	164	0	0	0	0	1474	814	143	1901	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	1.00	0.91	1.00	1.00	1.00	1.00	0.89	0.83	0.16	0.89	0.91
Lanes:	1.59	0.00	0.41	0.00	0.00	0.00	1.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	2741	0	709	0	0	0	1900	5083	1583	311	5083	0

Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.23	0.00	0.00	0.00	0.00	0.29	0.51	0.46	0.37	0.00
Crit Moves:	****						****					
Green/Cycle:	0.38	0.00	0.38	0.00	0.00	0.00	0.00	0.56	0.93	0.56	0.56	0.00
Volume/Cap:	0.46	0.00	0.62	0.00	0.00	0.00	0.00	0.52	0.55	0.83	0.67	0.00
Delay/Veh:	28.4	0.0	31.5	0.0	0.0	0.0	0.0	16.8	1.0	48.6	19.5	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:	28.4	0.0	31.5	0.0	0.0	0.0	0.0	16.8	1.0	48.6	19.5	0.0
LOS by Move:	C	A	C	A	A	A	A	B	A	D	B	A
HCM2kAvgQ:	8	0	12	0	0	0	0	12	5	7	18	0

Note: Queue reported is the number of cars per lane.

NB PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #24 Centinela Ave and Exposition Blvd

Average Delay (sec/veh): 6.7 Worst Case Level Of Service: F[89.7]

Street Name:	Centinela Ave						Exposition Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	1	0	0	0	1	0	0	0	0

Volume Module:												
Base Vol:	0	620	31	79	929	0	0	0	0	50	0	74
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	620	31	79	929	0	0	0	0	50	0	74
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:	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:	0	653	33	83	978	0	0	0	0	53	0	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	653	33	83	978	0	0	0	0	53	0	78

Critical Gap Module:												
Critical Gp:xxxxx	xxxxx	xxxxx	xxxxx	4.1	xxxxx	xxxxx	7.1	6.5	6.2	6.4	6.5	6.2
FollowUpTim:xxxxx	xxxxx	xxxxx	xxxxx	2.2	xxxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:												
Cnflct Vol:	xxxxx	xxxxx	xxxxx	685	xxxxx	xxxxx	1852	1829	978	1813	1813	669
Potent Cap.:	xxxxx	xxxxx	xxxxx	908	xxxxx	xxxxx	57	77	304	86	78	458
Move Cap.:	xxxxx	xxxxx	xxxxx	908	xxxxx	xxxxx	44	69	304	80	71	458
Volume/Cap:	xxxxx	xxxxx	xxxxx	0.09	xxxxx	xxxxx	0.00	0.00	0.00	0.66	0.00	0.17

Level Of Service Module:												
2Way95thQ:	xxxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Control Del:xxxxx	xxxxx	xxxxx	xxxxx	9.4	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0	xxxxx	xxxxx	157	xxxxx
SharedQueue:xxxxx	xxxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	5.5	xxxxx
Shrd ConDel:xxxxx	xxxxx	xxxxx	xxxxx	9.4	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	89.7	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	89.7	xxxxxxx
ApproachLOS:	*	*	*	*	*	*	*	*	*	*	F	*

Note: Queue reported is the number of cars per lane.

NB PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #25 Centinela Ave and Pico Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.806

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 27.1

Optimal Cycle: 69 Level Of Service: C

Street Name:	Centinela Ave						Pico Blvd					
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	29	0	0	29	0	0	25	0	0	26	0
Lanes:	1	0	1	0	1	0	1	0	2	0	1	0

Volume Module:

Base Vol:	49	435	125	130	970	182	90	745	531	80	696	432
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:	49	435	125	130	970	182	90	745	531	80	696	432
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:	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:	52	458	132	137	1021	192	95	784	559	84	733	455
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	458	132	137	1021	192	95	784	559	84	733	455
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 Volume:	52	458	132	137	1021	192	95	784	559	84	733	455

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.10	0.98	0.83	0.29	0.91	0.91	0.12	0.93	0.83	0.26	0.88	0.88
Lanes:	1.00	1.00	1.00	1.00	1.68	0.32	1.00	2.00	1.00	1.00	1.23	0.77
Final Sat.:	190	1862	1583	542	2907	546	236	3538	1583	499	2058	1278

Capacity Analysis Module:

Vol/Sat:	0.27	0.25	0.08	0.25	0.35	0.35	0.40	0.22	0.35	0.17	0.36	0.36
Crit Moves:	****						****					
Green/Cycle:	0.44	0.44	0.44	0.44	0.44	0.44	0.50	0.50	0.50	0.50	0.50	0.50
Volume/Cap:	0.62	0.56	0.19	0.58	0.81	0.81	0.81	0.45	0.71	0.34	0.72	0.72
Delay/Veh:	40.0	26.2	21.0	29.1	32.7	32.7	57.3	19.7	26.5	19.1	25.1	25.1
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	26.2	21.0	29.1	32.7	32.7	57.3	19.7	26.5	19.1	25.1	25.1
LOS by Move:	D	C	C	C	C	C	E	B	C	B	C	C
HCM2kAvgQ:	3	13	3	5	22	22	5	10	17	2	19	19

Note: Queue reported is the number of cars per lane.

NB PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #26 Bundy Dr and Olympic Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.188
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 95.3
Optimal Cycle: 180 Level Of Service: F

Street Name:	Bundy Dr					Olympic Blvd				
Approach:	North Bound		South Bound			East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L
Control:	Protected		Protected			Protected		Protected		
Rights:	Ovl		Include			Ovl		Ovl		
Min. Green:	5	40	0	5	40	0	5	35	0	5
Lanes:	1	0	2	0	1	1	0	3	0	1

Volume Module:

Base Vol:	168	1462	342	330	1398	127	197	836	357	296	1358	371
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:	168	1462	342	330	1398	127	197	836	357	296	1358	371
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:	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:	177	1539	360	347	1472	134	207	880	376	312	1429	391
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	177	1539	360	347	1472	134	207	880	376	312	1429	391
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 Volume:	177	1539	360	347	1472	134	207	880	376	312	1429	391

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.83	0.93	0.93	0.83	0.93	0.89	0.83	0.90	0.89	0.83
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1769	3538	1583	1769	3538	1583	1769	5083	1583	3432	5083	1583

Capacity Analysis Module:

Vol/Sat:	0.10	0.44	0.23	0.20	0.42	0.08	0.12	0.17	0.24	0.09	0.28	0.25
Crit Moves:	****		****			****		****			****	
Green/Cycle:	0.09	0.33	0.42	0.15	0.39	0.39	0.09	0.29	0.39	0.09	0.29	0.44
Volume/Cap:	1.06	1.30	0.54	1.30	1.06	0.22	1.30	0.59	0.62	1.01	0.96	0.56
Delay/Veh:	142.2	182	26.6	211.4	79.7	24.5	228.5	37.1	31.6	107.9	57.5	25.8
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:	142.2	182	26.6	211.4	79.7	24.5	228.5	37.1	31.6	107.9	57.5	25.8
LOS by Move:	F	F	C	F	E	C	F	D	C	F	E	C
HCM2kAvgQ:	11	54	10	25	39	3	16	11	12	10	24	11

Note: Queue reported is the number of cars per lane.

NB PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #27 Bundy Dr and Exposition Blvd

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Bundy Dr						Exposition Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	1	1	0	0	0	1	0	0	0	0

Volume Module:												
Base Vol:	26	1770	11	84	2204	90	61	7	150	19	7	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	1770	11	84	2204	90	61	7	150	19	7	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	27	1863	12	88	2320	95	64	7	158	20	7	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	27	1863	12	88	2320	95	64	7	158	20	7	82

Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:												
Cnflct Vol:	2415	xxxx	xxxxx	1875	xxxx	xxxxx	3534	4474	1207	3264	4515	937
Potent Cap.:	194	xxxx	xxxxx	317	xxxx	xxxxx	2	1	175	4	1	266
Move Cap.:	194	xxxx	xxxxx	317	xxxx	xxxxx	0	1	175	0	1	266
Volume/Cap:	0.14	xxxx	xxxxx	0.28	xxxx	xxxxx	xxxx	8.94	0.90	xxxx	9.56	0.31

Level Of Service Module:												
2Way95thQ:	0.5	xxxx	xxxxx	1.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	26.6	xxxx	xxxxx	20.7	xxxx	xxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	D	*	*	C	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	0	xxxxx
Shared Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx				xxxxxx				xxxxxx			
ApproachLOS:	*				*				F			

Note: Queue reported is the number of cars per lane.

NB PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #28 Bundy Dr and Pico Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.274

Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 48.7

Optimal Cycle: 180 Level Of Service: D

Street Name:	Bundy Dr						Pico Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	5	29	0	5	29	0	5	29	0	5	29	0
Lanes:	1	0	2	1	0	2	1	0	1	1	0	1

Volume Module:

Base Vol:	230	1025	129	149	955	107	159	875	42	100	906	196
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:	230	1025	129	149	955	107	159	875	42	100	906	196
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:	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:	242	1079	136	157	1005	113	167	921	44	105	954	206
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	242	1079	136	157	1005	113	167	921	44	105	954	206
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 Volume:	242	1079	136	157	1005	113	167	921	44	105	954	206

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.88	0.88	0.93	0.93	0.83	0.93	0.92	0.92	0.93	0.91	0.91
Lanes:	1.00	2.66	0.34	1.00	2.00	1.00	1.00	1.91	0.09	1.00	1.64	0.36
Final Sat.:	1769	4438	559	1769	3538	1583	1769	3352	161	1769	2830	612

Capacity Analysis Module:

Vol/Sat:	0.14	0.24	0.24	0.09	0.28	0.07	0.09	0.27	0.27	0.06	0.34	0.34
Crit Moves:	****			****			****			****		
Green/Cycle:	0.46	0.31	0.31	0.40	0.29	0.29	0.47	0.36	0.36	0.42	0.34	0.34
Volume/Cap:	0.79	0.78	0.78	0.59	0.98	0.25	0.72	0.76	0.76	0.48	0.98	0.98
Delay/Veh:	43.8	39.8	39.8	29.2	66.5	33.0	37.0	36.6	36.6	26.1	61.4	61.4
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:	43.8	39.8	39.8	29.2	66.5	33.0	37.0	36.6	36.6	26.1	61.4	61.4
LOS by Move:	D	D	D	C	E	C	D	D	D	C	E	E
HCM2kAvgQ:	10	16	16	5	25	3	7	18	18	3	28	28

Note: Queue reported is the number of cars per lane.

NB PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #29 Barrington Ave and Olympic Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 2.006
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 77.4
Optimal Cycle: 180 Level Of Service: E

Street Name:	Barrington Ave						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	35	0	5	35	0	0	28	0	0	28	0
Lanes:	1	0	1	1	0	1	1	0	2	1	0	1

Volume Module:

Base Vol:	178	633	97	198	1277	60	56	1160	374	178	1699	174
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	178	633	97	198	1277	60	56	1160	374	178	1699	174
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	187	666	102	208	1344	63	59	1221	394	187	1788	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	187	666	102	208	1344	63	59	1221	394	187	1788	183
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 Volume:	187	666	102	208	1344	63	59	1221	394	187	1788	183

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.21	0.91	0.91	0.22	0.93	0.83	0.09	0.86	0.86	0.09	0.89	0.83
Lanes:	1.00	1.73	0.27	1.00	2.00	1.00	1.00	2.27	0.73	1.00	4.00	1.00
Final Sat.:	394	3006	461	409	3538	1583	168	3702	1193	177	6778	1583

Capacity Analysis Module:

Vol/Sat:	0.48	0.22	0.22	0.51	0.38	0.04	0.35	0.33	0.33	1.06	0.26	0.12
Crit Moves:	****						****					
Green/Cycle:	0.35	0.29	0.29	0.40	0.29	0.29	0.55	0.55	0.55	0.55	0.55	0.55
Volume/Cap:	1.17	0.76	0.76	1.15	1.30	0.14	0.64	0.60	0.60	1.92	0.48	0.21
Delay/Veh:	152.4	42.1	42.1	147.5	186	31.5	32.2	18.3	18.3	474.2	16.4	13.7
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:	152.4	42.1	42.1	147.5	186	31.5	32.2	18.3	18.3	474.2	16.4	13.7
LOS by Move:	F	D	D	F	F	C	C	B	B	F	B	B
HCM2kAvgQ:	13	15	15	14	48	2	3	15	15	19	11	3

Note: Queue reported is the number of cars per lane.

NB PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #30 Barrington Ave and Exposition Blvd (N)

Average Delay (sec/veh): 16.5 Worst Case Level Of Service: F[772.1]

Street Name:	Barrington Ave						Exposition Blvd (N)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	1	1	0	1	0	0	1	0	0	1

Volume Module:	Barrington Ave			Barrington Ave			Exposition Blvd (N)			Exposition Blvd (N)		
Base Vol:	35	861	37	6	1906	7	1	2	113	18	5	26
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:	35	861	37	6	1906	7	1	2	113	18	5	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	37	906	39	6	2006	7	1	2	119	19	5	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	37	906	39	6	2006	7	1	2	119	19	5	27

Critical Gap Module:	Barrington Ave			Barrington Ave			Exposition Blvd (N)			Exposition Blvd (N)		
Critical Gap:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:	Barrington Ave			Barrington Ave			Exposition Blvd (N)			Exposition Blvd (N)		
Cnflct Vol:	2014	xxxx	xxxxx	945	xxxx	xxxxx	2552	3042	1007	2016	3026	473
Potent Cap.:	279	xxxx	xxxxx	722	xxxx	xxxxx	13	13	239	34	13	538
Move Cap.:	279	xxxx	xxxxx	722	xxxx	xxxxx	7	11	239	13	11	538
Volume/Cap:	0.13	xxxx	xxxx	0.01	xxxx	xxxx	0.15	0.20	0.50	1.44	0.48	0.05

Level Of Service Module:	Barrington Ave			Barrington Ave			Exposition Blvd (N)			Exposition Blvd (N)		
2Way95thQ:	0.4	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	19.8	xxxx	xxxxx	10.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	C	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	145	xxxxx	xxxx	26	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	5.5	xxxxx	xxxxx	6.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	97.2	xxxxx	xxxxx	772	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	F	*
ApproachDel:	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	97.2	xxxxxxx	xxxxxxx	772.1	xxxxxxx	
ApproachLOS:	*	*	*	*	*	*	F	xxxxxxx	xxxxxxx	F	xxxxxxx	

Note: Queue reported is the number of cars per lane.

NB PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #31 Barrington Ave and Exposition Blvd (S)

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Barrington Ave						Exposition Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	1	1	0	1	0	0	1	0	0	1

Volume Module:	Barrington Ave NB			Barrington Ave SB			Exposition Blvd EB			Exposition Blvd WB		
Base Vol:	27	925	21	36	2230	35	10	8	182	14	6	116
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:	27	925	21	36	2230	35	10	8	182	14	6	116
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:	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:	28	974	22	38	2347	37	11	8	192	15	6	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	28	974	22	38	2347	37	11	8	192	15	6	122

Critical Gap Module:	Barrington Ave NB			Barrington Ave SB			Exposition Blvd EB			Exposition Blvd WB		
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:	Barrington Ave NB			Barrington Ave SB			Exposition Blvd EB			Exposition Blvd WB		
Cnflct Vol:	2384	xxxx	xxxxx	996	xxxx	xxxxx	2988	3494	1192	2295	3502	498
Potent Cap.:	200	xxxx	xxxxx	690	xxxx	xxxxx	6	6	180	21	6	518
Move Cap.:	200	xxxx	xxxxx	690	xxxx	xxxxx	0	5	180	0	5	518
Volume/Cap:	0.14	xxxx	xxxxx	0.05	xxxx	xxxxx	xxxx	1.66	1.07	xxxx	1.26	0.24

Level Of Service Module:	Barrington Ave NB			Barrington Ave SB			Exposition Blvd EB			Exposition Blvd WB		
2Way95thQ:	0.5	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	26.0	xxxx	xxxxx	10.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	D	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	0	xxxxx
Shared Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	
ApproachLOS:	*	*	*	*	*	*	F	F	F	F	F	

Note: Queue reported is the number of cars per lane.

NB PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #32 Barrington Ave and Pico Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.255
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 41.8
Optimal Cycle: 180 Level Of Service: D

Street Name:		Barrington Ave						Pico Blvd					
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	26	0	0	26	0	0	26	0	0	26	0
Lanes:		1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:												
Base Vol:	76	664	41	171	1554	135	149	816	119	105	761	50
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:	76	664	41	171	1554	135	149	816	119	105	761	50
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:	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	699	43	180	1636	142	157	859	125	111	801	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	699	43	180	1636	142	157	859	125	111	801	53
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 Volume:	80	699	43	180	1636	142	157	859	125	111	801	53

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.06	0.92	0.92	0.30	0.92	0.92	0.18	0.91	0.91	0.12	0.92	0.92
Lanes:	1.00	1.88	0.12	1.00	1.84	0.16	1.00	1.75	0.25	1.00	1.88	0.12
Final Sat.:	114	3302	204	564	3216	279	337	3029	442	236	3290	216

Capacity Analysis Module:												
Vol/Sat:	0.70	0.21	0.21	0.32	0.51	0.51	0.47	0.28	0.28	0.47	0.24	0.24
Crit Moves:	****									****		
Green/Cycle:	0.56	0.56	0.56	0.56	0.56	0.56	0.37	0.37	0.37	0.37	0.37	0.37
Volume/Cap:	1.26	0.38	0.38	0.57	0.91	0.91	1.25	0.76	0.76	1.26	0.65	0.65
Delay/Veh:	222.6	14.8	14.8	19.4	30.1	30.1	199.9	35.7	35.7	217.0	32.5	32.5
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:	222.6	14.8	14.8	19.4	30.1	30.1	199.9	35.7	35.7	217.0	32.5	32.5
LOS by Move:	F	B	B	B	C	C	F	D	D	F	C	C
HCM2kAvgQ:	7	8	8	5	34	34	12	18	18	9	14	14

Note: Queue reported is the number of cars per lane.

NB PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #33 Gateway Blvd/Pico Blvd and Exposition Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.505
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 156.4
Optimal Cycle: 180 Level Of Service: F

Street Name:	Gateway Blvd/Pico Blvd						Exposition Blvd					
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			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	38	0	0	0	0
Lanes:	0	0	0	0	0	0	0	0	1	1	0	2

Volume Module:	Gateway Blvd/Pico Blvd			Exposition Blvd		
Base Vol:	0	0	1109	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	1109	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	1167	0	0	0
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	0	0	1167	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	1167	0	0	0

Saturation Flow Module:	Gateway Blvd/Pico Blvd			Exposition Blvd		
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.73	1.00	1.00	1.00
Lanes:	0.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	0	2786	0	0	0

Capacity Analysis Module:	Gateway Blvd/Pico Blvd			Exposition Blvd		
Vol/Sat:	0.00	0.00	0.42	0.00	0.00	0.00
Crit Moves:	****			****		
Green/Cycle:	0.00	0.00	0.52	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.81	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	27.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	27.8	0.0	0.0	0.0
LOS by Move:	A	A	C	A	A	A
HCM2kAvgQ:	0	0	22	0	0	0

Note: Queue reported is the number of cars per lane.

NB PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #34 Sawtelle Blvd and Pico Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.611
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 131.8
Optimal Cycle: 180 Level Of Service: F

Sawtelle Blvd						Pico Blvd							
North Bound			South Bound			East Bound			West Bound				
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Permit+Prot			Permitted			Permit+Prot			
Rights:	Include			Include			Include			Include			
Min. Green:	0	30	0	5	30	0	0	26	0	5	26	0	
Lanes:	1	0	1	1	0	2	0	1	1	0	2	1	0

Volume Module:												
Base Vol:	364	1665	240	100	601	344	81	1181	291	279	1739	166
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:	364	1665	240	100	601	344	81	1181	291	279	1739	166
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:	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:	383	1753	253	105	633	362	85	1243	306	294	1831	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	383	1753	253	105	633	362	85	1243	306	294	1831	175
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 Volume:	383	1753	253	105	633	362	85	1243	306	294	1831	175

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.91	0.91	0.31	0.93	0.83	0.93	0.93	0.83	0.52	0.88	0.88
Lanes:	1.00	1.75	0.25	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.74	0.26
Final Sat.:	1769	3033	437	585	3538	1583	1769	3538	1583	987	4580	437

Capacity Analysis Module:												
Vol/Sat:	0.22	0.58	0.58	0.18	0.18	0.23	0.05	0.35	0.19	0.30	0.40	0.40
Crit Moves:	****			****			****			****		
Green/Cycle:	0.22	0.43	0.43	0.26	0.26	0.26	0.04	0.26	0.26	0.35	0.35	0.35
Volume/Cap:	0.98	1.33	1.33	0.49	0.70	0.89	1.15	1.33	0.73	0.83	1.15	1.15
Delay/Veh:	85.2	188	188.2	1.8	42.8	64.3	209.6	201	46.9	14.8	115	115.3
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:	85.2	188	188.2	1.8	42.8	64.3	209.6	201	46.9	14.8	115	115.3
LOS by Move:	F	F	F	A	D	E	F	F	D	B	F	F
HCM2kAvgQ:	19	72	72	4	12	16	7	46	12	12	42	42

Note: Queue reported is the number of cars per lane.

NB PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #35 Sawtelle Blvd and Exposition Blvd

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Sawtelle Blvd						Exposition Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	1	1	0	0	0	1	0	0	0	1

Volume Module:												
Base Vol:	7	892	124	303	1586	31	14	47	168	44	16	141
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:	7	892	124	303	1586	31	14	47	168	44	16	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	7	939	131	319	1669	33	15	49	177	46	17	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	7	939	131	319	1669	33	15	49	177	46	17	148

Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:												
Cnflct Vol:	1702	xxxx	xxxxx	1069	xxxx	xxxxx	2816	3408	851	2516	3359	535
Potent Cap.:	370	xxxx	xxxxx	647	xxxx	xxxxx	8	7	303	14	8	490
Move Cap.:	370	xxxx	xxxxx	647	xxxx	xxxxx	0	4	303	0	4	490
Volume/Cap:	0.02	xxxx	xxxxx	0.49	xxxx	xxxxx	xxxxx	13.94	0.58	xxxxx	4.40	0.30

Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	2.7	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1.3
Control Del:	14.9	xxxx	xxxxx	15.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	15.5
LOS by Move:	B	*	*	C	*	*	*	*	*	*	*	C
Movement:	LT - LTR - RT	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	0	xxxx	xxxxx
Shared Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:	*	*			*			F			F	

Note: Queue reported is the number of cars per lane.

NB PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #36 Sawtelle Blvd and National Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 1.592
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 93.5
Optimal Cycle: 180 Level Of Service: F

Street Name:	Sawtelle Blvd						National Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	22	0	5	24	0	0	23	0	0	23	0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	63	663	98	253	1449	119	128	948	198	118	654	298
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:	63	663	98	253	1449	119	128	948	198	118	654	298
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:	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:	66	698	103	266	1525	125	135	998	208	124	688	314
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	698	103	266	1525	125	135	998	208	124	688	314
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 Volume:	66	698	103	266	1525	125	135	998	208	124	688	314

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.91	0.91	0.85	0.92	0.92	0.17	0.91	0.91	0.10	0.89	0.89
Lanes:	1.00	1.74	0.26	1.00	1.85	0.15	1.00	1.65	0.35	1.00	1.37	0.63
Final Sat.:	1769	3024	447	1623	3233	266	315	2850	595	187	2316	1055

Capacity Analysis Module:

Vol/Sat:	0.04	0.23	0.23	0.16	0.47	0.47	0.43	0.35	0.35	0.66	0.30	0.30
Crit Moves:	****			****						****		
Green/Cycle:	0.30	0.24	0.24	0.44	0.34	0.34	0.47	0.47	0.47	0.47	0.47	0.47
Volume/Cap:	0.38	0.94	0.94	0.78	1.40	1.40	0.90	0.74	0.74	1.40	0.63	0.63
Delay/Veh:	23.3	52.1	52.1	30.1	215	215.0	67.8	21.0	21.0	258.1	18.5	18.5
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:	23.3	52.1	52.1	30.1	215	215.0	67.8	21.0	21.0	258.1	18.5	18.5
LOS by Move:	C	D	D	C	F	F	E	C	C	F	B	B
HCM2kAvgQ:	2	16	16	8	56	56	6	15	15	10	11	11

Note: Queue reported is the number of cars per lane.

NB PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #37 Sawtelle Blvd and Palms Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 1.773

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 67.5

Optimal Cycle: 180 Level Of Service: E

Street Name:	Sawtelle Blvd						Palms Blvd					
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	24	0	0	25	0	0	25	0	0	25	0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	87	579	315	333	1306	97	43	606	277	225	1024	212
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	579	315	333	1306	97	43	606	277	225	1024	212
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:	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:	92	609	332	351	1375	102	45	638	292	237	1078	223
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	609	332	351	1375	102	45	638	292	237	1078	223
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 Volume:	92	609	332	351	1375	102	45	638	292	237	1078	223

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.08	0.88	0.88	0.22	0.92	0.92	0.11	0.89	0.89	0.16	0.91	0.91
Lanes:	1.00	1.30	0.70	1.00	1.86	0.14	1.00	1.37	0.63	1.00	1.66	0.34
Final Sat.:	159	2170	1180	418	3260	242	212	2314	1058	305	2855	591

Capacity Analysis Module:

Vol/Sat:	0.58	0.28	0.28	0.84	0.42	0.42	0.21	0.28	0.28	0.78	0.38	0.38
Crit Moves:	****						****					
Green/Cycle:	0.47	0.47	0.47	0.47	0.47	0.47	0.44	0.44	0.44	0.44	0.44	0.44
Volume/Cap:	1.14	0.59	0.59	1.77	0.89	0.89	0.49	0.63	0.63	1.77	0.86	0.86
Delay/Veh:	168.8	18.0	18.0	391.3	28.2	28.2	22.0	20.5	20.5	401.6	28.1	28.1
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:	168.8	18.0	18.0	391.3	28.2	28.2	22.0	20.5	20.5	401.6	28.1	28.1
LOS by Move:	F	B	B	F	C	C	C	C	C	F	C	C
HCM2kAvgQ:	6	10	10	30	23	23	2	11	11	21	20	20

Note: Queue reported is the number of cars per lane.

NB PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #38 Sawtelle Blvd and Venice Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 1.320
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 102.3
Optimal Cycle: 180 Level Of Service: F

Street Name:	Sawtelle Blvd						Venice Blvd					
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	37	0	0	37	0	5	24	0	5	24	0
Lanes:	0	1	0	1	0	1	1	0	2	1	0	2

Volume Module:

Base Vol:	155	470	114	228	1205	104	110	2051	126	252	1708	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	155	470	114	228	1205	104	110	2051	126	252	1708	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	163	495	120	240	1268	109	116	2159	133	265	1798	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	163	495	120	240	1268	109	116	2159	133	265	1798	80
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 Volume:	163	495	120	240	1268	109	116	2159	133	265	1798	80

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.48	0.48	0.48	0.23	0.92	0.92	0.93	0.88	0.88	0.93	0.89	0.89
Lanes:	0.42	1.27	0.31	1.00	1.84	0.16	1.00	2.83	0.17	1.00	2.87	0.13
Final Sat.:	384	1163	282	445	3218	278	1769	4746	292	1769	4838	215

Capacity Analysis Module:

Vol/Sat:	0.43	0.43	0.43	0.54	0.39	0.39	0.07	0.45	0.45	0.15	0.37	0.37
Crit Moves:				****			****			****		
Green/Cycle:	0.41	0.41	0.41	0.41	0.41	0.41	0.07	0.34	0.34	0.11	0.39	0.39
Volume/Cap:	1.04	1.04	1.04	1.32	0.97	0.97	0.95	1.32	1.32	1.32	0.95	0.95
Delay/Veh:	70.8	70.8	70.8	203.9	42.2	42.2	108.9	178	177.7	214.5	38.0	38.0
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:	70.8	70.8	70.8	203.9	42.2	42.2	108.9	178	177.7	214.5	38.0	38.0
LOS by Move:	E	E	E	F	D	D	F	F	F	F	D	D
HCM2kAvgQ:	18	18	18	16	26	26	6	50	50	18	24	24

Note: Queue reported is the number of cars per lane.

NB PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #39 Sawtelle Blvd and I-405 SB Ramps

Cycle (sec): 90 Critical Vol./Cap.(X): 0.802
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 37.4
Optimal Cycle: 70 Level Of Service: D

Sawtelle Blvd						I-405 SB Ramps						
North Bound			South Bound			East Bound			West Bound			
L	T	R	L	T	R	L	T	R	L	T	R	
Control: Split Phase			Split Phase			Permitted			Permitted			
Rights: Include			Include			Include			Include			
Min. Green:	0	21	0	0	19	0	0	22	0	0	22	0
Lanes:	0	1	1	0	1	0	0	0	1	0	0	1

Volume Module:												
Base Vol:	19	336	107	549	560	32	10	76	19	269	44	183
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	336	107	549	560	32	10	76	19	269	44	183
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:	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:	20	354	113	578	589	34	11	80	20	283	46	193
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	354	113	578	589	34	11	80	20	283	46	193
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 Volume:	20	354	113	578	589	34	11	80	20	283	46	193

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.83	0.91	0.91	0.91	0.92	0.92	0.92	0.63	0.63	0.83
Lanes:	0.11	1.89	1.00	0.96	0.98	0.06	0.10	0.72	0.18	0.86	0.14	1.00
Final Sat.:	189	3338	1583	1656	1690	97	166	1264	316	1026	168	1583

Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.07	0.35	0.35	0.35	0.06	0.06	0.06	0.28	0.28	0.12
Crit Moves:	****			****						****		
Green/Cycle:	0.23	0.23	0.23	0.38	0.38	0.38	0.30	0.30	0.30	0.30	0.30	0.30
Volume/Cap:	0.45	0.45	0.30	0.92	0.92	0.92	0.21	0.21	0.21	0.92	0.92	0.41
Delay/Veh:	30.0	30.0	28.9	37.6	37.6	37.6	23.8	23.8	23.8	59.2	59.2	25.7
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:	30.0	30.0	28.9	37.6	37.6	37.6	23.8	23.8	23.8	59.2	59.2	25.7
LOS by Move:	C	C	C	D	D	D	C	C	C	E	E	C
HCM2kAvgQ:	5	5	3	21	21	21	2	2	2	13	13	5

Note: Queue reported is the number of cars per lane.

NB PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #40 Sepulveda Blvd and Pico Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 2.237

Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 152.9

Optimal Cycle: 180 Level Of Service: F

Street Name:	Sepulveda Blvd						Pico Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Prot+Permit		
Rights:	Include			Include			Ovl			Include		
Min. Green:	5	28	0	0	28	0	0	29	0	5	29	0
Lanes:	1	0	1	1	0	1	1	0	3	0	1	0

Volume Module:

Base Vol:	195	1481	203	129	1628	138	129	1582	268	237	1458	117
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:	195	1481	203	129	1628	138	129	1582	268	237	1458	117
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:	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:	205	1559	214	136	1714	145	136	1665	282	249	1535	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	1559	214	136	1714	145	136	1665	282	249	1535	123
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 Volume:	205	1559	214	136	1714	145	136	1665	282	249	1535	123

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.91	0.91	0.06	0.92	0.92	0.93	0.89	0.83	0.26	0.88	0.88
Lanes:	1.00	1.76	0.24	1.00	1.84	0.16	1.00	3.00	1.00	1.00	2.78	0.22
Final Sat.:	1769	3055	419	119	3222	273	1769	5083	1583	500	4654	373

Capacity Analysis Module:

Vol/Sat:	0.12	0.51	0.51	1.14	0.53	0.53	0.08	0.33	0.18	0.50	0.33	0.33
Crit Moves:	****			****						****		
Green/Cycle:	0.05	0.57	0.57	0.52	0.52	0.52	0.06	0.24	0.29	0.24	0.24	0.24
Volume/Cap:	2.46	0.90	0.90	2.19	1.02	1.02	1.36	1.36	0.62	1.52	1.36	1.36
Delay/Veh:	748.0	28.9	28.9	613.1	55.6	55.6	269.7	211	39.5	300.1	213	212.5
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:	748.0	28.9	28.9	613.1	55.6	55.6	269.7	211	39.5	300.1	213	212.5
LOS by Move:	F	C	C	F	E	E	F	F	D	F	F	F
HCM2kAvgQ:	24	34	34	15	45	45	11	44	10	21	44	44

Note: Queue reported is the number of cars per lane.

NB PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #41 Sepulveda Blvd and Exposition Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.759
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 23.0
Optimal Cycle: 59 Level Of Service: C

Sepulveda Blvd						Exposition Blvd						
North Bound			South Bound			East Bound			West Bound			
Approach:												
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	22	0	0	22	0	0	27	0	0	27	0
Lanes:	1	0	1	1	0	0	0	0	1	0	0	0

Volume Module:												
Base Vol:	76	1139	23	101	1030	61	67	207	181	32	73	54
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:	76	1139	23	101	1030	61	67	207	181	32	73	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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	1199	24	106	1084	64	71	218	191	34	77	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	1199	24	106	1084	64	71	218	191	34	77	57
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 Volume:	80	1199	24	106	1084	64	71	218	191	34	77	57

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.16	0.93	0.93	0.13	0.92	0.92	0.86	0.86	0.86	0.80	0.80	0.80
Lanes:	1.00	1.96	0.04	1.00	1.89	0.11	0.15	0.45	0.40	0.20	0.46	0.34
Final Sat.:	296	3457	70	256	3313	196	240	742	649	306	698	517

Capacity Analysis Module:												
Vol/Sat:	0.27	0.35	0.35	0.42	0.33	0.33	0.29	0.29	0.29	0.11	0.11	0.11
Crit Moves:				****			****					
Green/Cycle:	0.55	0.55	0.55	0.55	0.55	0.55	0.39	0.39	0.39	0.39	0.39	0.39
Volume/Cap:	0.49	0.63	0.63	0.76	0.60	0.60	0.76	0.76	0.76	0.28	0.28	0.28
Delay/Veh:	19.3	19.6	19.6	42.2	18.9	18.9	37.3	37.3	37.3	25.6	25.6	25.6
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:	19.3	19.6	19.6	42.2	18.9	18.9	37.3	37.3	37.3	25.6	25.6	25.6
LOS by Move:	B	B	B	D	B	B	D	D	D	C	C	C
HCM2kAvgQ:	3	17	17	5	15	15	17	17	17	4	4	4

Note: Queue reported is the number of cars per lane.

NB PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #42 Sepulveda Blvd and National Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 1.971
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 195.7
Optimal Cycle: 180 Level Of Service: F

Street Name:	Sepulveda Blvd						National Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	5	25	0	0	25	0	5	27	0	0	27	0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:	Sepulveda Blvd North Bound			Sepulveda Blvd South Bound			National Blvd East Bound			National Blvd West Bound		
Base Vol:	266	1340	153	163	1576	404	236	1308	132	83	1029	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	266	1340	153	163	1576	404	236	1308	132	83	1029	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	280	1411	161	172	1659	425	248	1377	139	87	1083	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	1411	161	172	1659	425	248	1377	139	87	1083	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	280	1411	161	172	1659	425	248	1377	139	87	1083	43

Saturation Flow Module:	Sepulveda Blvd North Bound			Sepulveda Blvd South Bound			National Blvd East Bound			National Blvd West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.23	0.92	0.92	0.53	0.90	0.90	0.39	0.92	0.92	0.39	0.93	0.93
Lanes:	1.00	1.80	0.20	1.00	1.59	0.41	1.00	1.82	0.18	1.00	1.92	0.08
Final Sat.:	445	3128	357	1001	2729	699	747	3169	320	733	3382	135

Capacity Analysis Module:	Sepulveda Blvd North Bound			Sepulveda Blvd South Bound			National Blvd East Bound			National Blvd West Bound		
Vol/Sat:	0.63	0.45	0.45	0.17	0.61	0.61	0.33	0.43	0.43	0.12	0.32	0.32
Crit Moves:	****			****			****			****		
Green/Cycle:	0.54	0.40	0.40	0.48	0.39	0.39	0.38	0.30	0.30	0.26	0.23	0.23
Volume/Cap:	1.07	1.12	1.12	0.73	1.56	1.56	0.95	1.45	1.45	0.63	1.39	1.39
Delay/Veh:	86.4	89.7	89.7	24.4	284	284.0	62.3	239	238.7	34.0	217	217.4
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:	86.4	89.7	89.7	24.4	284	284.0	62.3	239	238.7	34.0	217	217.4
LOS by Move:	F	F	F	C	F	F	E	F	F	C	F	F
HCM2kAvgQ:	14	38	38	6	79	79	11	54	54	3	39	39

Note: Queue reported is the number of cars per lane.

NB PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #43 Sepulveda Blvd and Palms Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 1.940

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 119.4

Optimal Cycle: 180 Level Of Service: F

Street Name:	Sepulveda Blvd						Palms Blvd					
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	26	0	0	26	0	0	29	0	0	29	0
Lanes:	1	0	1	1	0	1	1	0	1	0	1	0

Volume Module:

Base Vol:	118	1466	222	153	1542	205	107	1046	104	152	1134	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	1466	222	153	1542	205	107	1046	104	152	1134	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	124	1543	234	161	1623	216	113	1101	109	160	1194	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	1543	234	161	1623	216	113	1101	109	160	1194	157
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 Volume:	124	1543	234	161	1623	216	113	1101	109	160	1194	157

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.09	0.91	0.91	0.09	0.91	0.91	0.10	0.92	0.92	0.10	0.98	0.83
Lanes:	1.00	1.74	0.26	1.00	1.77	0.23	1.00	1.82	0.18	1.00	1.00	1.00
Final Sat.:	167	3011	456	167	3066	408	199	3176	316	199	1862	1583

Capacity Analysis Module:

Vol/Sat:	0.74	0.51	0.51	0.96	0.53	0.53	0.57	0.35	0.35	0.80	0.64	0.10
Crit Moves:	****						****					
Green/Cycle:	0.50	0.50	0.50	0.50	0.50	0.50	0.41	0.41	0.41	0.41	0.41	0.41
Volume/Cap:	1.50	1.03	1.03	1.94	1.07	1.07	1.37	0.84	0.84	1.94	1.55	0.24
Delay/Veh:	298.9	53.3	53.3	486.6	64.6	64.6	250.8	28.0	28.0	490.5	278	17.3
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:	298.9	53.3	53.3	486.6	64.6	64.6	250.8	28.0	28.0	490.5	278	17.3
LOS by Move:	F	D	D	F	E	E	F	C	C	F	F	B
HCM2kAvgQ:	10	36	36	16	40	40	9	18	18	15	85	3

Note: Queue reported is the number of cars per lane.

NB PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #44 Sepulveda Blvd and Charnock Rd

Cycle (sec): 90 Critical Vol./Cap.(X): 1.412
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 29.8
Optimal Cycle: 180 Level Of Service: C

Sepulveda Blvd					Charnock Rd														
North Bound					South Bound					East Bound					West Bound				
L - T - R					L - T - R					L - T - R					L - T - R				
Control: Permitted					Control: Permitted					Control: Permitted					Control: Permitted				
Rights: Include					Rights: Include					Rights: Include					Rights: Include				
Min. Green: 0 16 0					Min. Green: 0 0 0					Min. Green: 0 27 0					Min. Green: 0 27 0				
Lanes: 1 0 1 1 0					Lanes: 1 0 1 1 0					Lanes: 0 0 1! 0 0					Lanes: 0 0 1! 0 0				

Volume Module:												
Base Vol:	4	1677	109	176	1514	0	0	0	0	102	0	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:	4	1677	109	176	1514	0	0	0	0	102	0	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:	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:	4	1765	115	185	1594	0	0	0	0	107	0	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	1765	115	185	1594	0	0	0	0	107	0	120
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 Volume:	4	1765	115	185	1594	0	0	0	0	107	0	120

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.13	0.92	0.92	0.09	0.93	0.95	1.00	1.00	1.00	0.77	1.00	0.77
Lanes:	1.00	1.88	0.12	1.00	2.00	0.00	0.00	1.00	0.00	0.47	0.00	0.53
Final Sat.:	246	3292	214	164	3538	0	0	1900	0	687	0	768

Capacity Analysis Module:												
Vol/Sat:	0.02	0.54	0.54	1.13	0.45	0.00	0.00	0.00	0.00	0.16	0.00	0.16
Crit Moves:				****						****		
Green/Cycle:	0.80	0.80	0.80	0.80	0.80	0.00	0.00	0.00	0.00	0.11	0.00	0.11
Volume/Cap:	0.02	0.67	0.67	1.41	0.56	0.00	0.00	0.00	0.00	1.41	0.00	1.41
Delay/Veh:	1.9	4.5	4.5	233.5	3.5	0.0	0.0	0.0	0.0	258.2	0.0	258.2
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:	1.9	4.5	4.5	233.5	3.5	0.0	0.0	0.0	0.0	258.2	0.0	258.2
LOS by Move:	A	A	A	F	A	A	A	A	A	F	A	F
HCM2kAvgQ:	0	13	13	14	9	0	0	0	0	17	0	17

Note: Queue reported is the number of cars per lane.

NB PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #45 Sepulveda Blvd and Venice Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 2.230

Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 211.1

Optimal Cycle: 180 Level Of Service: F

Street Name:	Sepulveda Blvd										Venice Blvd									
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		37		0	0		37		0	5		29		0	5		29		0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	1	0	1	0	2	1	0

Volume Module:

Base Vol:	165	1231	242	209	1131	34	291	2084	206	306	1682	191
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:	165	1231	242	209	1131	34	291	2084	206	306	1682	191
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:	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:	174	1296	255	220	1191	36	306	2194	217	322	1771	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	1296	255	220	1191	36	306	2194	217	322	1771	201
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 Volume:	174	1296	255	220	1191	36	306	2194	217	322	1771	201

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.12	0.93	0.83	0.09	0.93	0.83	0.93	0.88	0.88	0.93	0.88	0.88
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.73	0.27	1.00	2.69	0.31
Final Sat.:	223	3538	1583	173	3538	1583	1769	4566	451	1769	4496	511

Capacity Analysis Module:

Vol/Sat:	0.78	0.37	0.16	1.27	0.34	0.02	0.17	0.48	0.48	0.18	0.39	0.39
Crit Moves:				****			****			****		
Green/Cycle:	0.48	0.48	0.48	0.48	0.48	0.48	0.12	0.32	0.32	0.07	0.27	0.27
Volume/Cap:	1.63	0.77	0.34	2.67	0.71	0.05	1.45	1.49	1.49	2.67	1.45	1.45
Delay/Veh:	346.6	21.7	15.0	807.6	20.0	12.7	267.5	255	254.8	815.6	240	240.3
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:	346.6	21.7	15.0	807.6	20.0	12.7	267.5	255	254.8	815.6	240	240.3
LOS by Move:	F	C	B	F	C	B	F	F	F	F	F	F
HCM2kAvgQ:	15	17	4	24	15	1	22	61	61	35	49	49

Note: Queue reported is the number of cars per lane.

NB PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #46 Sepulveda Blvd and 405 NB Ramps

Cycle (sec): 90 Critical Vol./Cap.(X): 0.943

Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 30.0

Optimal Cycle: 126 Level Of Service: C

Street Name:	Sepulveda Blvd						405 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	21	0	0	25	0	0	2	0
Lanes:	1	0	1	1	0	1	1	0	1	0	1	0

Volume Module:

Base Vol:	273	1151	0	0	1390	182	427	0	109	4	0	2
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:	273	1151	0	0	1390	182	427	0	109	4	0	2
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:	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:	287	1212	0	0	1463	192	449	0	115	4	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	287	1212	0	0	1463	192	449	0	115	4	0	2
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 Volume:	287	1212	0	0	1463	192	449	0	115	4	0	2

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.95	0.95	0.93	0.83	0.91	1.00	0.91	0.91	1.00	0.91
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.66	0.00	0.34	0.67	0.00	0.33
Final Sat.:	1769	3538	0	0	3538	1583	2888	0	587	1148	0	574

Capacity Analysis Module:

Vol/Sat:	0.16	0.34	0.00	0.00	0.41	0.12	0.16	0.00	0.20	0.00	0.00	0.00
Crit Moves:	****			****					****			****
Green/Cycle:	0.17	0.61	0.00	0.00	0.44	0.44	0.21	0.00	0.38	0.00	0.00	0.00
Volume/Cap:	0.94	0.56	0.00	0.00	0.94	0.28	0.75	0.00	0.51	0.94	0.00	0.94
Delay/Veh:	73.4	10.7	0.0	0.0	36.0	16.3	37.7	0.0	21.9	352.4	0.0	352.4
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:	73.4	10.7	0.0	0.0	36.0	16.3	37.7	0.0	21.9	352.4	0.0	352.4
LOS by Move:	E	B	A	A	D	B	D	A	C	F	A	F
HCM2kAvgQ:	12	11	0	0	26	3	9	0	8	1	0	1

Note: Queue reported is the number of cars per lane.

NB PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #47 Sepulveda Blvd and Washington Pl

Cycle (sec): 90 Critical Vol./Cap.(X): 0.713

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 20.0

Optimal Cycle: 63 Level Of Service: C

Street Name:	Sepulveda Blvd										Washington Pl									
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		28		0	0		28		0	0		27		0	0		27		0
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:	97	1241	26	121	1216	141	168	411	76	31	410	83
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:	97	1241	26	121	1216	141	168	411	76	31	410	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	102	1306	27	127	1280	148	177	433	80	33	432	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	1306	27	127	1280	148	177	433	80	33	432	87
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 Volume:	102	1306	27	127	1280	148	177	433	80	33	432	87

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.11	0.93	0.93	0.13	0.92	0.92	0.33	0.91	0.91	0.33	0.91	0.91
Lanes:	1.00	1.96	0.04	1.00	1.79	0.21	1.00	1.69	0.31	1.00	1.66	0.34
Final Sat.:	214	3455	72	255	3119	362	620	2917	539	629	2869	581

Capacity Analysis Module:

Vol/Sat:	0.48	0.38	0.38	0.50	0.41	0.41	0.29	0.15	0.15	0.05	0.15	0.15
Crit Moves:	****						****					
Green/Cycle:	0.61	0.61	0.61	0.61	0.61	0.61	0.30	0.30	0.30	0.30	0.30	0.30
Volume/Cap:	0.78	0.62	0.62	0.82	0.67	0.67	0.95	0.49	0.49	0.17	0.50	0.50
Delay/Veh:	38.4	11.5	11.5	41.0	12.4	12.4	82.5	26.3	26.3	23.7	26.3	26.3
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:	38.4	11.5	11.5	41.0	12.4	12.4	82.5	26.3	26.3	23.7	26.3	26.3
LOS by Move:	D	B	B	D	B	B	F	C	C	C	C	C
HCM2kAvgQ:	4	13	13	5	14	14	8	6	6	1	7	7

Note: Queue reported is the number of cars per lane.

HCM Signalized Intersection Capacity Analysis

48: Washington Pl. & N. Washington Boulevard

NB PM

												
Movement	EBL2	EBL	EBR2	NBL	NBT	SBL	SBT	SBR	SEL	SET	SER	SER2
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
Lane Util. Factor	1.00	0.97	1.00	1.00	0.95	1.00	0.91	0.91		0.95		0.95
Frt	1.00	1.00	0.85	1.00	1.00	1.00	0.98	0.85		0.89		0.85
Flt Protected	0.95	0.95	1.00	0.95	1.00	0.95	1.00	1.00		0.99		1.00
Satd. Flow (prot)	1770	3433	1583	1770	3539	1770	3322	1441		1551		1504
Flt Permitted	0.95	0.95	1.00	0.95	1.00	0.95	1.00	1.00		0.99		1.00
Satd. Flow (perm)	1770	3433	1583	1770	3539	1770	3322	1441		1551		1504
Volume (vph)	61	754	29	40	1096	11	923	595	6	0	4	35
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	64	794	31	42	1154	12	972	626	6	0	4	37
RTOR Reduction (vph)	0	0	23	0	0	0	0	0	0	13	0	22
Lane Group Flow (vph)	64	794	8	42	1154	12	1122	476	0	11	0	1
Turn Type	Split		Perm	Prot		Prot		Perm	Split			Perm
Protected Phases	4	4		5	2	1	6		3	3		
Permitted Phases			4					6				3
Actuated Green, G (s)	27.0	27.0	27.0	4.2	49.7	1.3	46.8	46.8		3.9		3.9
Effective Green, g (s)	27.0	27.0	27.0	4.2	49.7	1.3	46.8	46.8		3.9		3.9
Actuated g/C Ratio	0.26	0.26	0.26	0.04	0.48	0.01	0.45	0.45		0.04		0.04
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0		4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0		3.0
Lane Grp Cap (vph)	464	901	415	72	1709	22	1511	655		59		57
v/s Ratio Prot	0.04	c0.23		c0.02	c0.33	0.01	c0.34			c0.01		
v/s Ratio Perm			0.01					0.33				0.00
v/c Ratio	0.14	0.88	0.02	0.58	0.68	0.55	0.74	0.73		0.18		0.02
Uniform Delay, d1	29.0	36.4	28.1	48.5	20.4	50.5	23.1	22.8		47.9		47.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00		1.00
Incremental Delay, d2	0.1	10.1	0.0	11.5	2.2	24.9	3.3	6.9		1.5		0.1
Delay (s)	29.2	46.5	28.2	60.0	22.6	75.4	26.4	29.8		49.4		47.8
Level of Service	C	D	C	E	C	E	C	C		D		D
Approach Delay (s)		44.6			23.9		27.8			48.6		
Approach LOS		D			C		C			D		
Intersection Summary												
HCM Average Control Delay			30.8			HCM Level of Service				C		
HCM Volume to Capacity ratio			0.78									
Actuated Cycle Length (s)			102.9			Sum of lost time (s)				24.0		
Intersection Capacity Utilization			71.6%			ICU Level of Service				C		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
48: Washington Pl. & N. Washington Boulevard

NB PM

		
Movement	NWL2	NWR
Lane Configurations		
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	4.0	4.0
Lane Util. Factor	1.00	1.00
Frt	1.00	0.85
Flt Protected	0.95	1.00
Satd. Flow (prot)	1770	1583
Flt Permitted	1.00	1.00
Satd. Flow (perm)	1863	1583
Volume (vph)	1	4
Peak-hour factor, PHF	0.95	0.95
Adj. Flow (vph)	1	4
RTOR Reduction (vph)	0	4
Lane Group Flow (vph)	1	0
Turn Type	custom	custom
Protected Phases		
Permitted Phases	8	8
Actuated Green, G (s)	1.0	1.0
Effective Green, g (s)	1.0	1.0
Actuated g/C Ratio	0.01	0.01
Clearance Time (s)	4.0	4.0
Vehicle Extension (s)	3.0	3.0
Lane Grp Cap (vph)	18	15
v/s Ratio Prot		
v/s Ratio Perm	c0.00	0.00
v/c Ratio	0.06	0.00
Uniform Delay, d1	50.5	50.5
Progression Factor	1.00	1.00
Incremental Delay, d2	1.3	0.1
Delay (s)	51.8	50.5
Level of Service	D	D
Approach Delay (s)		
Approach LOS		
Intersection Summary		

NB PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #49 Military Ave and Exposition Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.698
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 17.3
Optimal Cycle: 0 Level Of Service: C

Street Name:	Military Ave						Exposition Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
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	1! 0 0	0	0	1! 0 0	0	0	1! 0 0

Volume Module:	Military Ave			Military Ave			Exposition Blvd			Exposition Blvd		
Base Vol:	19	84	6	36	330	50	42	285	79	9	83	1
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	84	6	36	330	50	42	285	79	9	83	1
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:	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:	20	88	6	38	347	53	44	300	83	9	87	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	88	6	38	347	53	44	300	83	9	87	1
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 Volume:	20	88	6	38	347	53	44	300	83	9	87	1

Saturation Flow Module:	Military Ave			Military Ave			Exposition Blvd			Exposition Blvd		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.17	0.77	0.06	0.09	0.79	0.12	0.10	0.71	0.19	0.10	0.89	0.01
Final Sat.:	91	403	29	54	498	75	65	439	122	49	456	5

Capacity Analysis Module:	Military Ave			Military Ave			Exposition Blvd			Exposition Blvd		
Vol/Sat:	0.22	0.22	0.22	0.70	0.70	0.70	0.68	0.68	0.68	0.19	0.19	0.19
Crit Moves:	****			****			****			****		
Delay/Veh:	10.6	10.6	10.6	19.3	19.3	19.3	18.6	18.6	18.6	10.5	10.5	10.5
Delay Adj:	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:	10.6	10.6	10.6	19.3	19.3	19.3	18.6	18.6	18.6	10.5	10.5	10.5
LOS by Move:	B	B	B	C	C	C	C	C	C	B	B	B
ApproachDel:	10.6			19.3			18.6			10.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.6			19.3			18.6			10.5		
LOS by Appr:	B			C			C			B		
AllWayAvgQ:	0.2	0.2	0.2	1.9	1.9	1.9	1.7	1.7	1.7	0.2	0.2	0.2

Note: Queue reported is the number of cars per lane.

NB PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #50 Midvale Ave / Girard Ave and Venice Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.738
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 45.3
Optimal Cycle: 67 Level Of Service: D

Street Name:	Midvale Ave / Girard Ave						Venice Blvd					
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	40	0	0	40	0	0	19	0	0	19	0
Lanes:	0	0	1	0	0	0	1	0	2	1	0	1

Volume Module:	Midvale Ave / Girard Ave			Midvale Ave / Girard Ave			Venice Blvd			Venice Blvd		
Base Vol:	99	102	53	59	91	56	53	2343	20	30	2175	40
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:	99	102	53	59	91	56	53	2343	20	30	2175	40
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:	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:	104	107	56	62	96	59	56	2466	21	32	2289	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	107	56	62	96	59	56	2466	21	32	2289	42
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 Volume:	104	107	56	62	96	59	56	2466	21	32	2289	42

Saturation Flow Module:	Midvale Ave / Girard Ave			Midvale Ave / Girard Ave			Venice Blvd			Venice Blvd		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	0.77	0.77	0.80	0.80	0.80	0.09	0.89	0.89	0.09	0.89	0.89
Lanes:	0.39	0.40	0.21	0.29	0.44	0.27	1.00	2.97	0.03	1.00	2.95	0.05
Final Sat.:	571	588	306	437	673	414	177	5035	43	177	4976	92

Capacity Analysis Module:	Midvale Ave / Girard Ave			Midvale Ave / Girard Ave			Venice Blvd			Venice Blvd		
Vol/Sat:	0.18	0.18	0.18	0.14	0.14	0.14	0.32	0.49	0.49	0.18	0.46	0.46
Crit Moves:	****			****			****			****		
Green/Cycle:	0.44	0.44	0.44	0.44	0.44	0.44	0.47	0.47	0.47	0.47	0.47	0.47
Volume/Cap:	0.41	0.41	0.41	0.32	0.32	0.32	0.68	1.05	1.05	0.38	0.99	0.99
Delay/Veh:	17.4	17.4	17.4	16.5	16.5	16.5	38.7	57.1	57.1	18.5	39.0	39.0
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:	17.4	17.4	17.4	16.5	16.5	16.5	38.7	57.1	57.1	18.5	39.0	39.0
LOS by Move:	B	B	B	B	B	B	D	E	E	B	D	D
HCM2kAvgQ:	5	5	5	4	4	4	3	36	36	1	31	31

Note: Queue reported is the number of cars per lane.

NB PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #51 Westwood Blvd and Exposition Blvd (N)

Average Delay (sec/veh): 185.0 Worst Case Level Of Service: F[1725.0]

Street Name:	Westwood Blvd						Exposition Blvd (N)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	1	0	1	0	0	1	0	0	1

Volume Module:	Westwood Blvd			Westwood Blvd			Exposition Blvd (N)			Exposition Blvd (N)		
Base Vol:	36	713	1	0	1503	38	77	0	198	1	0	1
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	713	1	0	1503	38	77	0	198	1	0	1
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:	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:	38	751	1	0	1582	40	81	0	208	1	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	38	751	1	0	1582	40	81	0	208	1	0	1

Critical Gap Module:	Westwood Blvd			Westwood Blvd			Exposition Blvd (N)			Exposition Blvd (N)		
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:	Westwood Blvd			Westwood Blvd			Exposition Blvd (N)			Exposition Blvd (N)		
Cnflct Vol:	1622	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2429	2429	811	1618	2449	751
Potent Cap.:	401	xxxx	xxxxx	xxxxx	xxxx	xxxxx	22	32	379	83	31	411
Move Cap.:	401	xxxx	xxxxx	xxxxx	xxxx	xxxxx	20	29	379	35	28	411
Volume/Cap:	0.09	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.99	0.00	0.55	0.03	0.00	0.00

Level Of Service Module:	Westwood Blvd			Westwood Blvd			Exposition Blvd (N)			Exposition Blvd (N)		
2Way95thQ:	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Control Del:	14.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	64	xxxxx	xxxx	64	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	31.6	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1725	xxxxx	xxxxx	63.1	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	F	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	1725.0		xxxxxx	xxxxxx	xxxxxx	
ApproachLOS:	*	*	*	*	*	*	F		F	F	F	

Note: Queue reported is the number of cars per lane.

NB PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #52 Westwood Blvd and Exposition Blvd (S)

Average Delay (sec/veh): 186.8 Worst Case Level Of Service: F[1749.6]

Street Name:	Westwood Blvd						Exposition Blvd (S)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	1	0	1	0	0	1	0	0	1

Volume Module:	Westwood Blvd			Westwood Blvd			Exposition Blvd (S)			Exposition Blvd (S)		
Base Vol:	50	737	1	10	1687	55	75	0	228	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	737	1	10	1687	55	75	0	228	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	53	776	1	11	1776	58	79	0	240	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	53	776	1	11	1776	58	79	0	240	0	0	0

Critical Gap Module:	Westwood Blvd			Westwood Blvd			Exposition Blvd (S)			Exposition Blvd (S)		
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	6.4	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:	Westwood Blvd			Westwood Blvd			Exposition Blvd (S)			Exposition Blvd (S)		
Cnflct Vol:	1834	xxxx	xxxxx	777	xxxx	xxxxx	2707	2708	917	1791	2736	776
Potent Cap.:	332	xxxx	xxxxx	840	xxxx	xxxxx	23	21	330	63	20	397
Move Cap.:	332	xxxx	xxxxx	840	xxxx	xxxxx	20	18	330	15	17	397
Volume/Cap:	0.16	xxxx	xxxx	0.01	xxxx	xxxx	3.89	0.00	0.73	0.00	0.00	0.00

Level Of Service Module:	Westwood Blvd			Westwood Blvd			Exposition Blvd (S)			Exposition Blvd (S)		
2Way95thQ:	0.6	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	17.9	xxxx	xxxxx	9.3	xxxx	xxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	C	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	69	xxxxx	xxxx	0	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxxx	34.7	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	1750	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	1749.6	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	
ApproachLOS:	*	*	*	*	*	*	F	*	*	*	*	*

Note: Queue reported is the number of cars per lane.

NB PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #53 Overland Ave and Ashby Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 1.002

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 37.1

Optimal Cycle: 180 Level Of Service: D

Street Name:	Overland Ave						Ashby Ave					
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	18	0	0	18	0	0	27	0	0	27	0
Lanes:	1	0	1	1	0	0	0	0	1	0	0	0

Volume Module:

Base Vol:	25	1709	61	39	1885	16	15	87	16	323	44	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	1709	61	39	1885	16	15	87	16	323	44	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	26	1799	64	41	1984	17	16	92	17	340	46	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	1799	64	41	1984	17	16	92	17	340	46	48
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 Volume:	26	1799	64	41	1984	17	16	92	17	340	46	48

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.08	0.93	0.93	0.08	0.93	0.93	0.90	0.90	0.90	0.66	0.66	0.66
Lanes:	1.00	1.93	0.07	1.00	1.98	0.02	0.13	0.74	0.13	0.78	0.11	0.11
Final Sat.:	147	3399	121	147	3505	30	217	1260	232	980	133	140

Capacity Analysis Module:

Vol/Sat:	0.18	0.53	0.53	0.28	0.57	0.57	0.07	0.07	0.07	0.35	0.35	0.35
Crit Moves:					****						****	
Green/Cycle:	0.56	0.56	0.56	0.56	0.56	0.56	0.35	0.35	0.35	0.35	0.35	0.35
Volume/Cap:	0.32	0.94	0.94	0.49	1.00	1.00	0.21	0.21	0.21	1.00	1.00	1.00
Delay/Veh:	12.6	27.3	27.3	16.4	40.3	40.3	20.9	20.9	20.9	73.2	73.2	73.2
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:	12.6	27.3	27.3	16.4	40.3	40.3	20.9	20.9	20.9	73.2	73.2	73.2
LOS by Move:	B	C	C	B	D	D	C	C	C	E	E	E
HCM2kAvgQ:	1	30	30	1	38	38	2	2	2	18	18	18

Note: Queue reported is the number of cars per lane.

NB PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #54 Overland Ave and Northvale Rd

Average Delay (sec/veh): 2.4 Worst Case Level Of Service: F[305.7]

Street Name:	Overland Ave						Northvale Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	1	0	0	1	0	0	0	0	1

Volume Module:												
Base Vol:	0	1764	77	24	2264	0	0	0	0	9	0	22
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	1764	77	24	2264	0	0	0	0	9	0	22
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:	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:	0	1857	81	25	2383	0	0	0	0	9	0	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1857	81	25	2383	0	0	0	0	9	0	23

Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3

Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	1938	xxxx	xxxxx	xxxx	xxxx	xxxxx	3139	xxxx	969
Potent Cap.:	xxxx	xxxx	xxxxx	299	xxxx	xxxxx	xxxx	xxxx	xxxxx	8	xxxx	253
Move Cap.:	xxxx	xxxx	xxxxx	299	xxxx	xxxxx	xxxx	xxxx	xxxxx	8	xxxx	253
Volume/Cap:	xxxx	xxxx	xxxx	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	1.20	xxxx	0.09

Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	2.0	xxxx	0.3
Control Del:	xxxxx	xxxx	xxxxx	18.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1003	xxxx	20.6
LOS by Move:	*	*	*	C	*	*	*	*	*	F	*	C
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx	xxxxxxx						xxxxxxx	305.7			
ApproachLOS:	*	*						*	F			

Note: Queue reported is the number of cars per lane.

NB PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #55 Overland Ave and National Blvd/I-10 WB Ramps

Cycle (sec): 90 Critical Vol./Cap.(X): 1.446
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 232.8
Optimal Cycle: 180 Level Of Service: F

Street Name:	Overland Ave						National Blvd/I-10 WB Ramps					
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			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	0	32	0	5	26	0	0	30	0	0	30	0
Lanes:	1	0	1	1	1	0	1	1	0	0	1	1

Volume Module:

Base Vol:	89	1114	741	756	1712	134	239	154	438	340	470	560
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:	89	1114	741	756	1712	134	239	154	438	340	470	560
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:	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:	94	1173	780	796	1802	141	252	162	461	358	495	589
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	1173	780	796	1802	141	252	162	461	358	495	589
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 Volume:	94	1173	780	796	1802	141	252	162	461	358	495	589

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.17	0.88	0.88	0.90	0.92	0.92	0.95	0.95	0.83	0.91	0.91	0.83
Lanes:	1.00	1.80	1.20	2.00	1.85	0.15	1.22	0.78	1.00	0.84	1.16	1.00
Final Sat.:	317	2996	1993	3432	3245	254	2197	1415	1583	1454	2010	1583

Capacity Analysis Module:

Vol/Sat:	0.30	0.39	0.39	0.23	0.56	0.56	0.11	0.11	0.29	0.25	0.25	0.37
Crit Moves:	****			****			****			****		
Green/Cycle:	0.22	0.22	0.49	0.12	0.34	0.34	0.28	0.28	0.28	0.28	0.28	0.40
Volume/Cap:	1.37	1.82	0.80	1.87	1.64	1.64	0.42	0.42	1.06	0.89	0.89	0.93
Delay/Veh:	279.9	414	25.2	447.5	326	326.2	32.6	32.6	99.0	48.8	48.8	52.2
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:	279.9	414	25.2	447.5	326	326.2	32.6	32.6	99.0	48.8	48.8	52.2
LOS by Move:	F	F	C	F	F	F	C	C	F	D	D	D
HCM2kAvgQ:	8	61	21	38	83	83	6	6	23	18	18	23

Note: Queue reported is the number of cars per lane.

NB PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #56 Overland Ave and I-10 EB On-Ramp

Cycle (sec): 90 Critical Vol./Cap.(X): 0.928

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 20.5

Optimal Cycle: 111 Level Of Service: C

Street Name:	Overland Ave						I-10 EB On-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	26	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	1	0	2	0	2	0	0	0	0

Volume Module:

Base Vol:	0	2103	418	1010	1441	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2103	418	1010	1441	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	0	2214	440	1063	1517	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2214	440	1063	1517	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2214	440	1063	1517	0	0	0	0	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.87	0.87	0.90	0.93	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.50	0.50	2.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	4134	822	3432	3538	0	0	0	0	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.54	0.54	0.31	0.43	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****			****								
Green/Cycle:	0.00	0.58	0.58	0.33	0.91	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.93	0.93	0.93	0.47	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	23.3	23.3	41.7	0.7	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	23.3	23.3	41.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	C	C	D	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	29	29	19	4	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

NB PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #57 Overland Ave an National Blvd/National Pl

Cycle (sec): 90 Critical Vol./Cap.(X): 1.589
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 48.6
Optimal Cycle: 180 Level Of Service: D

Street Name:	Overland Ave						National Blvd/National Pl					
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	29	0	0	29	0	0	33	0	0	33	0
Lanes:	1	0	2	1	0	1	1	0	1	1	0	2

Volume Module:	Overland Ave			Overland Ave			National Blvd			National Blvd		
	Base Vol:	Growth Adj:	Initial Bse:	User Adj:	PHF Adj:	PHF Volume:	Reduct Vol:	Reduced Vol:	PCE Adj:	MLF Adj:	Final Volume:	
	150	1457	150	1.00	0.95	158	0	158	1.00	1.00	158	
	35	1457	150	1.00	0.95	153	0	153	1.00	1.00	153	
	146	1352	146	1.00	0.95	142	0	142	1.00	1.00	142	
	38	1352	146	1.00	0.95	142	0	142	1.00	1.00	142	
	191	344	191	1.00	0.95	201	0	201	1.00	1.00	201	
	344	344	344	1.00	0.95	362	0	362	1.00	1.00	362	
	378	347	378	1.00	0.95	398	0	398	1.00	1.00	398	
	187	347	187	1.00	0.95	197	0	197	1.00	1.00	197	
	347	347	347	1.00	0.95	365	0	365	1.00	1.00	365	
	670	670	670	1.00	0.95	705	0	705	1.00	1.00	705	

Saturation Flow Module:	Overland Ave			Overland Ave			National Blvd			National Blvd		
	Sat/Lane:	Adjustment:	Lanes:	Final Sat.:	Sat/Lane:	Adjustment:	Lanes:	Final Sat.:	Sat/Lane:	Adjustment:	Lanes:	Final Sat.:
	1900	0.10	1.00	195	1900	0.089	2.93	4949	1900	0.13	1.00	247
	1900	0.089	0.07	119	1900	0.093	1.95	3427	1900	0.093	0.05	96
	1900	0.086	1.00	422	1900	0.086	1.00	1629	1900	0.086	1.00	1629
	1900	0.16	1.00	309	1900	0.098	1.00	1862	1900	0.073	2.00	2786

Capacity Analysis Module:	Overland Ave			Overland Ave			National Blvd			National Blvd								
	Vol/Sat:	Crit Moves:	Green/Cycle:	Volume/Cap:	Delay/Veh:	User DelAdj:	AdjDel/Veh:	LOS by Move:	HCM2kAvgQ:	Vol/Sat:	Crit Moves:	Green/Cycle:	Volume/Cap:	Delay/Veh:	User DelAdj:	AdjDel/Veh:	LOS by Move:	HCM2kAvgQ:
	0.81	****	0.51	1.59	329.2	1.00	329.2	F	13	0.42	****	0.51	1.59	329.2	1.00	329.2	F	12
	0.31	****	0.51	0.61	16.1	1.00	16.1	B	12	0.42	****	0.51	0.81	21.5	1.00	21.5	C	20
	0.31	****	0.51	0.61	16.1	1.00	16.1	B	12	0.42	****	0.51	0.81	21.5	1.00	21.5	C	20
	0.62	****	0.51	1.22	172.4	1.00	172.4	F	10	0.42	****	0.51	1.19	155.7	1.00	155.7	F	12
	0.42	****	0.51	0.81	21.5	1.00	21.5	C	20	0.42	****	0.51	0.55	21.2	1.00	21.2	C	9
	0.42	****	0.51	0.81	21.5	1.00	21.5	C	20	0.42	****	0.51	0.61	22.2	1.00	22.2	C	10
	0.48	****	0.40	1.19	155.7	1.00	155.7	F	12	0.48	****	0.40	1.59	326.6	1.00	326.6	F	16
	0.22	****	0.40	0.55	21.2	1.00	21.2	C	9	0.22	****	0.40	0.49	20.6	1.00	20.6	C	8
	0.24	****	0.40	0.61	22.2	1.00	22.2	C	10	0.24	****	0.40	0.63	22.8	1.00	22.8	C	10

Note: Queue reported is the number of cars per lane.

NB PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #58 I-10 EB Off-Ramp and National Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.668

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 21.0

Optimal Cycle: 44 Level Of Service: C

Street Name:	I-10 EB Off-Ramp						National Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	21	0
Lanes:	0	0	0	0	0	0	1	0	0	0	0	0

Volume Module:												
Base Vol:	0	0	0	677	0	610	0	681	0	0	633	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	677	0	610	0	681	0	0	633	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:	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:	0	0	0	713	0	642	0	717	0	0	666	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	713	0	642	0	717	0	0	666	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 Volume:	0	0	0	713	0	642	0	717	0	0	666	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	0.93	1.00	0.83	1.00	0.93	1.00	1.00	0.93	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	1769	0	1583	0	3538	0	0	3538	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.40	0.00	0.41	0.00	0.20	0.00	0.00	0.19	0.00
Crit Moves:				****			****					
Green/Cycle:	0.00	0.00	0.00	0.61	0.00	0.61	0.00	0.30	0.00	0.00	0.30	0.00
Volume/Cap:	0.00	0.00	0.00	0.66	0.00	0.67	0.00	0.67	0.00	0.00	0.62	0.00
Delay/Veh:	0.0	0.0	0.0	13.2	0.0	13.5	0.0	29.0	0.0	0.0	28.0	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	13.2	0.0	13.5	0.0	29.0	0.0	0.0	28.0	0.0
LOS by Move:	A	A	A	B	A	B	A	C	A	A	C	A
HCM2kAvgQ:	0	0	0	14	0	13	0	10	0	0	9	0

Note: Queue reported is the number of cars per lane.

NB PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #59 Overland Ave and Venice Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 1.574

Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 144.0

Optimal Cycle: 180 Level Of Service: F

Street Name:	Overland Ave						Venice Blvd					
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:	Ovl			Ovl			Include			Include		
Min. Green:	0	37	0	0	37	0	5	28	0	5	28	0
Lanes:	1	0	2	0	1	1	2	0	2	1	0	2

Volume Module:

Base Vol:	133	1085	132	129	1628	171	463	1787	228	482	1578	196
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:	133	1085	132	129	1628	171	463	1787	228	482	1578	196
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:	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:	140	1142	139	136	1714	180	487	1881	240	507	1661	206
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	1142	139	136	1714	180	487	1881	240	507	1661	206
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 Volume:	140	1142	139	136	1714	180	487	1881	240	507	1661	206

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.09	0.93	0.83	0.13	0.93	0.83	0.90	0.88	0.88	0.90	0.88	0.88
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.66	0.34	2.00	2.67	0.33
Final Sat.:	177	3538	1583	244	3538	1583	3432	4431	565	3432	4449	553

Capacity Analysis Module:

Vol/Sat:	0.79	0.32	0.09	0.56	0.48	0.11	0.14	0.42	0.42	0.15	0.37	0.37
Crit Moves:	****							****		****		
Green/Cycle:	0.47	0.47	0.56	0.47	0.47	0.58	0.11	0.31	0.31	0.09	0.29	0.29
Volume/Cap:	1.69	0.69	0.16	1.19	1.03	0.20	1.29	1.36	1.36	1.69	1.29	1.29
Delay/Veh:	381.1	20.1	9.8	167.8	55.6	9.2	190.4	199	199.2	365.9	169	169.2
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:	381.1	20.1	9.8	167.8	55.6	9.2	190.4	199	199.2	365.9	169	169.2
LOS by Move:	F	C	A	F	E	A	F	F	F	F	F	F
HCM2kAvgQ:	13	14	2	9	35	2	16	49	49	22	40	40

Note: Queue reported is the number of cars per lane.

NB PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #60 Overland Ave and Washington Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.531
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 108.0
Optimal Cycle: 180 Level Of Service: F

Street Name:	Overland Ave						Washington Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permit+Prot			Permit+Prot		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	5	29	0	5	30	0	5	33	0	5	30	0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0

Volume Module:	Overland Ave			Overland Ave			Washington Blvd			Washington Blvd		
Base Vol:	363	1102	132	219	1020	168	219	1430	330	121	1025	386
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:	363	1102	132	219	1020	168	219	1430	330	121	1025	386
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:	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:	382	1160	139	231	1074	177	231	1505	347	127	1079	406
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	382	1160	139	231	1074	177	231	1505	347	127	1079	406
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 Volume:	382	1160	139	231	1074	177	231	1505	347	127	1079	406

Saturation Flow Module:	Overland Ave			Overland Ave			Washington Blvd			Washington Blvd		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.37	0.93	0.83	0.62	0.93	0.83	0.26	0.93	0.83	0.16	0.89	0.89
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.45	0.55
Final Sat.:	705	3538	1583	1170	3538	1583	491	3538	1583	310	2465	928

Capacity Analysis Module:	Overland Ave			Overland Ave			Washington Blvd			Washington Blvd		
Vol/Sat:	0.54	0.33	0.09	0.20	0.30	0.11	0.47	0.43	0.22	0.41	0.44	0.44
Crit Moves:	****			****			****			****		
Green/Cycle:	0.46	0.30	0.37	0.37	0.25	0.35	0.48	0.38	0.38	0.44	0.34	0.34
Volume/Cap:	1.05	1.09	0.24	0.84	1.21	0.32	0.76	1.11	0.57	0.54	1.27	1.27
Delay/Veh:	83.0	97.9	26.7	48.0	152	28.6	10.9	98.9	30.7	2.5	168	168.4
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:	83.0	97.9	26.7	48.0	152	28.6	10.9	98.9	30.7	2.5	168	168.4
LOS by Move:	F	F	C	D	F	C	B	F	C	A	F	F
HCM2kAvgQ:	21	33	4	10	36	5	9	43	10	4	51	51

Note: Queue reported is the number of cars per lane.

NB PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #61 Motor Ave and National Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 1.133
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 27.1
Optimal Cycle: 79 Level Of Service: C

Street Name:	Motor Ave						National Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permit+Prot			Permit+Prot			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	23	0	5	22	0	0	24	0	0	24	0
Lanes:	1	0	0	1	0	1	0	0	1	0	1	0

Volume Module:	Motor Ave			Motor Ave			National Blvd			National Blvd		
Base Vol:	120	370	14	84	714	97	117	759	199	50	268	56
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:	120	370	14	84	714	97	117	759	199	50	268	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	126	389	15	88	752	102	123	799	209	53	282	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	389	15	88	752	102	123	799	209	53	282	59
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 Volume:	126	389	15	88	752	102	123	799	209	53	282	59

Saturation Flow Module:	Motor Ave			Motor Ave			National Blvd			National Blvd		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.19	0.98	0.98	0.22	0.91	0.91	0.76	0.76	0.76	0.63	0.63	0.63
Lanes:	1.00	0.96	0.04	1.00	1.76	0.24	0.22	1.41	0.37	0.27	1.43	0.30
Final Sat.:	358	1785	68	424	3059	416	313	2030	532	321	1718	359

Capacity Analysis Module:	Motor Ave			Motor Ave			National Blvd			National Blvd		
Vol/Sat:	0.35	0.22	0.22	0.21	0.25	0.25	0.39	0.39	0.39	0.16	0.16	0.16
Crit Moves:	****			****			****			****		
Green/Cycle:	0.43	0.32	0.32	0.41	0.30	0.30	0.48	0.48	0.48	0.48	0.48	0.48
Volume/Cap:	0.40	0.69	0.69	0.27	0.82	0.82	0.82	0.82	0.82	0.34	0.34	0.34
Delay/Veh:	31.2	30.2	30.2	28.6	34.5	34.5	24.1	24.1	24.1	14.7	14.7	14.7
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:	31.2	30.2	30.2	28.6	34.5	34.5	24.1	24.1	24.1	14.7	14.7	14.7
LOS by Move:	C	C	C	C	C	C	C	C	C	B	B	B
HCM2kAvgQ:	3	11	11	2	14	14	16	16	16	4	4	4

Note: Queue reported is the number of cars per lane.

NB PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #62 Motor Ave and Venice Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 1.098

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 27.0

Optimal Cycle: 180 Level Of Service: C

Street Name:	Motor Ave						Venice Blvd					
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	37	0	0	37	0	0	27	0	0	27	0
Lanes:	1	0	1	1	0	1	1	0	2	1	0	0

Volume Module:												
Base Vol:	38	249	44	204	556	231	108	1823	42	77	1831	127
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	249	44	204	556	231	108	1823	42	77	1831	127
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:	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:	40	262	46	215	585	243	114	1919	44	81	1927	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	262	46	215	585	243	114	1919	44	81	1927	134
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 Volume:	40	262	46	215	585	243	114	1919	44	81	1927	134

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.15	0.91	0.91	0.54	0.98	0.83	0.09	0.89	0.89	0.09	0.88	0.88
Lanes:	1.00	1.70	0.30	1.00	1.00	1.00	1.00	2.93	0.07	1.00	2.81	0.19
Final Sat.:	289	2940	520	1030	1862	1583	166	4954	114	166	4706	326

Capacity Analysis Module:												
Vol/Sat:	0.14	0.09	0.09	0.21	0.31	0.15	0.69	0.39	0.39	0.49	0.41	0.41
Crit Moves:	****						****					
Green/Cycle:	0.41	0.41	0.41	0.41	0.41	0.41	0.50	0.50	0.50	0.50	0.50	0.50
Volume/Cap:	0.34	0.22	0.22	0.51	0.76	0.37	1.37	0.77	0.77	0.98	0.82	0.82
Delay/Veh:	19.8	17.2	17.2	20.7	27.4	18.8	249.1	19.9	19.9	113.3	21.3	21.3
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:	19.8	17.2	17.2	20.7	27.4	18.8	249.1	19.9	19.9	113.3	21.3	21.3
LOS by Move:	B	B	B	C	C	B	F	B	B	F	C	C
HCM2kAvgQ:	1	3	3	5	15	5	9	18	18	5	20	20

Note: Queue reported is the number of cars per lane.

NB PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #63 Motor Ave and Washington Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.783

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 18.5

Optimal Cycle: 62 Level Of Service: B

Street Name:	Motor Ave						Washington Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Permitted		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	27	0	0	0	0	0	24	0
Lanes:	0	0	0	0	0	0	1	0	2	0	0	0

Volume Module:

Base Vol:	0	0	0	137	0	494	375	1292	0	0	1071	214
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	137	0	494	375	1292	0	0	1071	214
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:	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:	0	0	0	144	0	520	395	1360	0	0	1127	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	144	0	520	395	1360	0	0	1127	225
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	144	0	520	395	1360	0	0	1127	225

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.83	0.93	0.93	1.00	1.00	0.91	0.91
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.67	0.33
Final Sat.:	0	0	0	1769	0	1583	1769	3538	0	0	2875	574

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.33	0.22	0.38	0.00	0.00	0.39	0.39
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.13	0.00	0.42	0.79	0.79	0.00	0.00	0.50	0.50
Volume/Cap:	0.00	0.00	0.00	0.61	0.00	0.78	0.68	0.49	0.00	0.00	0.78	0.78
Delay/Veh:	0.0	0.0	0.0	45.2	0.0	31.2	27.2	3.9	0.0	0.0	22.9	22.9
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:	0.0	0.0	0.0	45.2	0.0	31.2	27.2	3.9	0.0	0.0	22.9	22.9
LOS by Move:	A	A	A	D	A	C	C	A	A	A	C	C
HCM2kAvgQ:	0	0	0	5	0	16	7	8	0	0	19	19

Note: Queue reported is the number of cars per lane.

NB PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #64 Clarington Ave and Venice Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 1.450
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 40.7
Optimal Cycle: 180 Level Of Service: D

Clarington Ave						Venice Blvd							
North Bound			South Bound			East Bound			West Bound				
L	T	R	L	T	R	L	T	R	L	T	R		
Control: Permitted			Control: Permitted			Control: Permitted			Control: Permitted				
Rights: Include			Rights: Include			Rights: Include			Rights: Include				
Min. Green:	0	37	0	0	37	0	0	22	0	0	22	0	
Lanes:	0	0	1	0	0	0	0	1	0	0	2	1	0

Volume Module:												
Base Vol:	120	216	50	60	189	54	162	1670	114	83	1904	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:	120	216	50	60	189	54	162	1670	114	83	1904	42
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:	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:	126	227	53	63	199	57	171	1758	120	87	2004	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	227	53	63	199	57	171	1758	120	87	2004	44
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 Volume:	126	227	53	63	199	57	171	1758	120	87	2004	44

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.73	0.73	0.73	0.82	0.82	0.82	0.09	0.88	0.88	0.09	0.89	0.89
Lanes:	0.31	0.56	0.13	0.20	0.62	0.18	1.00	2.81	0.19	1.00	2.94	0.06
Final Sat.:	433	779	180	310	976	279	166	4711	322	166	4959	109

Capacity Analysis Module:												
Vol/Sat:	0.29	0.29	0.29	0.20	0.20	0.20	1.03	0.37	0.37	0.53	0.40	0.40
Crit Moves:	****						****					
Green/Cycle:	0.41	0.41	0.41	0.41	0.41	0.41	0.50	0.50	0.50	0.50	0.50	0.50
Volume/Cap:	0.71	0.71	0.71	0.50	0.50	0.50	2.06	0.75	0.75	1.05	0.81	0.81
Delay/Veh:	26.2	26.2	26.2	20.2	20.2	20.2	537.7	19.2	19.2	137.0	20.9	20.9
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:	26.2	26.2	26.2	20.2	20.2	20.2	537.7	19.2	19.2	137.0	20.9	20.9
LOS by Move:	C	C	C	C	C	C	F	B	B	F	C	C
HCM2kAvgQ:	11	11	11	7	7	7	17	16	16	6	19	19

Note: Queue reported is the number of cars per lane.

NB PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #65 Clarington Ave / Madison Ave and Washington Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.766
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 27.4
Optimal Cycle: 79 Level Of Service: C

Clarington Ave / Madison Ave						Washington Blvd						
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	30	0	0	26	0	5	32	0	5	23	0
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1

Volume Module:												
Base Vol:	10	53	20	113	103	270	183	1218	32	23	1105	82
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:	10	53	20	113	103	270	183	1218	32	23	1105	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	11	56	21	119	108	284	193	1282	34	24	1163	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	56	21	119	108	284	193	1282	34	24	1163	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 Volume:	11	56	21	119	108	284	193	1282	34	24	1163	86

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.26	0.98	0.83	0.71	0.87	0.87	0.93	0.93	0.93	0.93	0.93	0.83
Lanes:	1.00	1.00	1.00	1.00	0.28	0.72	1.00	1.95	0.05	1.00	2.00	1.00
Final Sat.:	497	1862	1583	1346	458	1201	1769	3433	90	1769	3538	1583

Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.01	0.09	0.24	0.24	0.11	0.37	0.37	0.01	0.33	0.05
Crit Moves:				****			****			****		
Green/Cycle:	0.31	0.31	0.31	0.31	0.31	0.31	0.14	0.50	0.50	0.07	0.43	0.43
Volume/Cap:	0.07	0.10	0.04	0.29	0.77	0.77	0.77	0.74	0.74	0.20	0.77	0.13
Delay/Veh:	24.6	24.7	24.2	26.6	38.1	38.1	54.5	21.4	21.4	44.9	26.7	17.3
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:	24.6	24.7	24.2	26.6	38.1	38.1	54.5	21.4	21.4	44.9	26.7	17.3
LOS by Move:	C	C	C	C	D	D	D	C	C	D	C	B
HCM2kAvgQ:	0	1	0	3	13	13	8	18	18	1	17	2

Note: Queue reported is the number of cars per lane.

NB PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #66 Palms Blvd/National Blvd and Exposition Blvd/ National Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 1.583
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 60.8
Optimal Cycle: 180 Level Of Service: E

Street Name:	Palms Blvd / National Blvd					Exposition Blvd / National Blvd				
Approach:	North Bound					South Bound				
Movement:	L	-	T	-	R	L	-	T	-	R
Control:	Permitted					Permitted				
Rights:	Include					Include				
Min. Green:	0		26		0	0		24		0
Lanes:	1	0	1	1	0	1	0	1	1	0

Control:	Permitted					Permitted						
Rights:	Include					Include						
Min. Green:	0		26		0	0		29		0		
Lanes:	1	0	1	1	0	1	0	1	0	1		
Volume Module:												
Base Vol:	24	1111	297	238	1669	222	434	435	35	71	140	154
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:	24	1111	297	238	1669	222	434	435	35	71	140	154
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:	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:	25	1169	313	251	1757	234	457	458	37	75	147	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	1169	313	251	1757	234	457	458	37	75	147	162
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 Volume:	25	1169	313	251	1757	234	457	458	37	75	147	162

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.06	0.90	0.90	0.13	0.91	0.91	0.56	0.98	0.83	0.22	0.98	0.83
Lanes:	1.00	1.58	0.42	1.00	1.77	0.23	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	116	2702	722	248	3066	408	1060	1862	1583	417	1862	1583

Capacity Analysis Module:												
Vol/Sat:	0.22	0.43	0.43	1.01	0.57	0.57	0.43	0.25	0.02	0.18	0.08	0.10
Crit Moves:	*****											
Green/Cycle:	0.64	0.64	0.64	0.64	0.64	0.64	0.27	0.27	0.27	0.27	0.27	0.27
Volume/Cap:	0.32	0.68	0.68	1.58	0.90	0.90	1.58	0.90	0.09	0.66	0.29	0.38
Delay/Veh:	9.6	11.2	11.2	306.4	19.1	19.1	310.9	50.9	24.5	42.4	26.2	27.1
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:	9.6	11.2	11.2	306.4	19.1	19.1	310.9	50.9	24.5	42.4	26.2	27.1
LOS by Move:	A	B	B	F	B	B	F	D	C	D	C	C
HCM2kAvgQ:	1	14	14	20	28	28	35	16	1	3	3	4

Note: Queue reported is the number of cars per lane.

NB PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #67 Hughes Ave and Venice Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 1.693

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 52.9

Optimal Cycle: 180 Level Of Service: D

Street Name:	Hughes Ave						Venice Blvd					
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	37	0	0	37	0	0	20	0	0	20	0
Lanes:	0	0	1	0	0	0	1	0	2	1	0	0

Volume Module:												
Base Vol:	66	260	119	54	320	65	102	1907	123	195	1848	59
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	260	119	54	320	65	102	1907	123	195	1848	59
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:	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:	69	274	125	57	337	68	107	2007	129	205	1945	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	274	125	57	337	68	107	2007	129	205	1945	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	69	274	125	57	337	68	107	2007	129	205	1945	62

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.81	0.81	0.86	0.86	0.86	0.09	0.88	0.88	0.09	0.89	0.89
Lanes:	0.15	0.58	0.27	0.12	0.73	0.15	1.00	2.82	0.18	1.00	2.91	0.09
Final Sat.:	229	902	413	201	1192	242	166	4732	305	166	4901	156

Capacity Analysis Module:												
Vol/Sat:	0.30	0.30	0.30	0.28	0.28	0.28	0.65	0.42	0.42	1.24	0.40	0.40
Crit Moves:	****									****		
Green/Cycle:	0.41	0.41	0.41	0.41	0.41	0.41	0.50	0.50	0.50	0.50	0.50	0.50
Volume/Cap:	0.74	0.74	0.74	0.69	0.69	0.69	1.30	0.85	0.85	2.48	0.79	0.79
Delay/Veh:	27.0	27.0	27.0	24.8	24.8	24.8	219.8	22.4	22.4	721.9	20.5	20.5
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:	27.0	27.0	27.0	24.8	24.8	24.8	219.8	22.4	22.4	721.9	20.5	20.5
LOS by Move:	C	C	C	C	C	C	F	C	C	F	C	C
HCM2kAvgQ:	12	12	12	12	12	12	8	21	21	22	19	19

Note: Queue reported is the number of cars per lane.

NB PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #68 Hughes Ave / Duquesne Ave and Washington Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.738
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 18.1
Optimal Cycle: 64 Level Of Service: B

Street Name:	Hughes Ave / Duquesne Ave						Washington Blvd					
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	27	0	0	28	0	0	28	0	0	25	0
Lanes:	1	0	0	1	0	0	1	0	1	1	0	1

Volume Module:	Hughes Ave / Duquesne Ave			Washington Blvd		
Base Vol:	58	203	32	156	285	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	203	32	156	285	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	61	214	34	164	300	119
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	61	214	34	164	300	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	61	214	34	164	300	119

Saturation Flow Module:	Hughes Ave / Duquesne Ave			Washington Blvd		
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.24	0.96	0.96	0.46	0.94	0.94
Lanes:	1.00	0.86	0.14	1.00	0.72	0.28
Final Sat.:	458	1576	248	875	1276	506

Capacity Analysis Module:	Hughes Ave / Duquesne Ave			Washington Blvd		
Vol/Sat:	0.13	0.14	0.14	0.19	0.24	0.24
Crit Moves:	****			****		
Green/Cycle:	0.32	0.32	0.32	0.32	0.32	0.32
Volume/Cap:	0.42	0.43	0.43	0.59	0.74	0.74
Delay/Veh:	28.7	27.3	27.3	31.8	35.4	35.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.7	27.3	27.3	31.8	35.4	35.4
LOS by Move:	C	C	C	D	D	D
HCM2kAvgQ:	2	6	6	5	13	13

Note: Queue reported is the number of cars per lane.

NB PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #69 National Blvd and Manning Ave / I-10 WB Ramp

Cycle (sec): 90 Critical Vol./Cap.(X): 1.301
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 57.4
Optimal Cycle: 180 Level Of Service: E

Street Name:	National Blvd						Manning Ave / I-10 WB Ramp						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Permitted			Split Phase			Split Phase			
Rights:	Include			Include			Include			Include			
Min. Green:	0	21	0	0	31	0	0	0	0	0	28	0	
Lanes:	1	0	2	0	0	1	1	0	1	0	0	1	0

Volume Module:	National Blvd			National Blvd			Manning Ave / I-10 WB Ramp			Manning Ave / I-10 WB Ramp		
Base Vol:	135	1139	0	0	1002	211	143	0	121	542	196	123
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	1139	0	0	1002	211	143	0	121	542	196	123
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:	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:	142	1199	0	0	1055	222	151	0	127	571	206	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	1199	0	0	1055	222	151	0	127	571	206	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
FinalVolume:	142	1199	0	0	1055	222	151	0	127	571	206	129

Saturation Flow Module:	National Blvd			National Blvd			Manning Ave / I-10 WB Ramp			Manning Ave / I-10 WB Ramp		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.10	0.93	1.00	1.00	0.91	0.91	0.93	1.00	0.83	0.93	0.92	0.92
Lanes:	1.00	2.00	0.00	0.00	1.65	0.35	1.00	0.00	1.00	1.00	0.61	0.39
Final Sat.:	197	3538	0	0	2846	599	1769	0	1583	1769	1078	676

Capacity Analysis Module:	National Blvd			National Blvd			Manning Ave / I-10 WB Ramp			Manning Ave / I-10 WB Ramp		
Vol/Sat:	0.72	0.34	0.00	0.00	0.37	0.37	0.09	0.00	0.08	0.32	0.19	0.19
Crit Moves:	****			****			****			****		
Green/Cycle:	0.50	0.50	0.00	0.00	0.50	0.50	0.06	0.00	0.06	0.31	0.31	0.31
Volume/Cap:	1.45	0.68	0.00	0.00	0.75	0.75	1.45	0.00	1.37	1.04	0.62	0.62
Delay/Veh:	272.6	18.3	0.0	0.0	19.9	19.9	290.1	0.0	263.2	79.2	28.5	28.5
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:	272.6	18.3	0.0	0.0	19.9	19.9	290.1	0.0	263.2	79.2	28.5	28.5
LOS by Move:	F	B	A	A	B	B	F	A	F	E	C	C
HCM2kAvgQ:	11	14	0	0	16	16	12	0	10	24	9	9

Note: Queue reported is the number of cars per lane.

NB PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #70 Culver Blvd and Washington Blvd/Irving Pl

Cycle (sec): 120 Critical Vol./Cap.(X): 0.808

Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 67.8

Optimal Cycle: 180 Level Of Service: E

Street Name:	Culver Blvd						Washington Blvd/Irving Pl					
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	21	0	5	26	0	0	28	0	0	0	0
Lanes:	0	1	1	1	0	1	1	0	1	0	0	1

Volume Module:

Base Vol:	2	1165	17	85	967	759	31	839	6	61	0	123
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:	2	1165	17	85	967	759	31	839	6	61	0	123
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:	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:	2	1226	18	89	1018	799	33	883	6	64	0	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	1226	18	89	1018	799	33	883	6	64	0	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 Volume:	2	1226	18	89	1018	799	33	883	6	64	0	129

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.83	0.83	0.93	0.87	0.87	0.93	0.93	0.93	0.93	1.00	0.83
Lanes:	0.01	2.95	0.04	1.00	1.68	1.32	1.00	1.99	0.01	1.00	0.00	1.00
Final Sat.:	8	4677	68	1769	2777	2180	1769	3509	25	1769	0	1583

Capacity Analysis Module:

Vol/Sat:	0.26	0.26	0.26	0.05	0.37	0.37	0.02	0.25	0.25	0.04	0.00	0.08
Crit Moves:					****			****				****
Green/Cycle:	0.24	0.24	0.24	0.32	0.56	0.56	0.23	0.23	0.23	0.07	0.00	0.07
Volume/Cap:	1.11	1.11	1.11	0.16	0.65	0.65	0.08	1.08	1.08	0.50	0.00	1.12
Delay/Veh:	108.6	109	108.6	29.0	18.9	18.9	36.0	101	100.8	56.5	0.0	176.0
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:	108.6	109	108.6	29.0	18.9	18.9	36.0	101	100.8	56.5	0.0	176.0
LOS by Move:	F	F	F	C	B	B	D	F	F	E	A	F
HCM2kAvgQ:	26	26	26	2	17	17	1	26	26	3	0	9

Note: Queue reported is the number of cars per lane.

NB PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #71 Bagley Ave and Exposition Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.059
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 52.4
Optimal Cycle: 0 Level Of Service: F

Bagley Ave						Exposition Blvd					
North Bound			South Bound			East Bound			West Bound		
L	T	R	L	T	R	L	T	R	L	T	R
Control: Stop Sign			Control: Stop Sign			Control: Stop Sign			Control: Stop Sign		
Rights: Include			Rights: Include			Rights: Include			Rights: 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

Volume Module:												
Base Vol:	19	180	34	80	326	101	198	149	87	15	89	150
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	180	34	80	326	101	198	149	87	15	89	150
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:	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:	20	189	36	84	343	106	208	157	92	16	94	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	189	36	84	343	106	208	157	92	16	94	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	20	189	36	84	343	106	208	157	92	16	94	158

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.08	0.77	0.15	0.16	0.64	0.20	0.46	0.34	0.20	0.06	0.35	0.59
Final Sat.:	35	335	63	79	324	100	223	168	98	27	159	268

Capacity Analysis Module:												
Vol/Sat:	0.57	0.57	0.57	1.06	1.06	1.06	0.94	0.94	0.94	0.59	0.59	0.59
Crit Moves:	****			****			****			****		
Delay/Veh:	19.9	19.9	19.9	83.4	83.4	83.4	52.3	52.3	52.3	20.2	20.2	20.2
Delay Adj:	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:	19.9	19.9	19.9	83.4	83.4	83.4	52.3	52.3	52.3	20.2	20.2	20.2
LOS by Move:	C	C	C	F	F	F	F	F	F	C	C	C
ApproachDel:	19.9			83.4			52.3			20.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	19.9			83.4			52.3			20.2		
LOS by Appr:	C			F			F			C		
AllWayAvgQ:	1.1	1.1	1.1	10.2	10.2	10.2	5.7	5.7	5.7	1.2	1.2	1.2

Note: Queue reported is the number of cars per lane.

NB PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #72 Bagley Ave / Main St and Venice Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.933
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 95.8
Optimal Cycle: 119 Level Of Service: F

Street Name:	Bagley Ave / Main St						Venice Blvd						
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	38	0	0	38	0	5	22	0	5	18	0	
Lanes:	1	0	0	1	0	0	1	0	2	1	0	1	0

Volume Module:	Bagley Ave / Main St			Bagley Ave / Main St			Venice Blvd			Venice Blvd		
Base Vol:	66	130	18	53	280	83	130	1871	79	72	2250	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	130	18	53	280	83	130	1871	79	72	2250	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	69	137	19	56	295	87	137	1969	83	76	2368	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	137	19	56	295	87	137	1969	83	76	2368	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	69	137	19	56	295	87	137	1969	83	76	2368	39

Saturation Flow Module:	Bagley Ave / Main St			Bagley Ave / Main St			Venice Blvd			Venice Blvd		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.66	0.96	0.96	0.90	0.90	0.90	0.93	0.89	0.89	0.93	0.89	0.89
Lanes:	1.00	0.88	0.12	0.13	0.67	0.20	1.00	2.88	0.12	1.00	2.95	0.05
Final Sat.:	1259	1606	222	217	1149	341	1769	4848	205	1769	4991	82

Capacity Analysis Module:	Bagley Ave / Main St			Bagley Ave / Main St			Venice Blvd			Venice Blvd		
Vol/Sat:	0.06	0.09	0.09	0.26	0.26	0.26	0.08	0.41	0.41	0.04	0.47	0.47
Crit Moves:				****			****			****		
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.06	0.39	0.39	0.06	0.38	0.38
Volume/Cap:	0.13	0.20	0.20	0.61	0.61	0.61	1.24	1.04	1.04	0.77	1.24	1.24
Delay/Veh:	16.0	16.6	16.6	21.7	21.7	21.7	206.5	60.6	60.6	72.4	141	141.2
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:	16.0	16.6	16.6	21.7	21.7	21.7	206.5	60.6	60.6	72.4	141	141.2
LOS by Move:	B	B	B	C	C	C	F	E	E	E	F	F
HCM2kAvgQ:	1	3	3	10	10	10	10	31	31	4	48	48

Note: Queue reported is the number of cars per lane.

NB PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #73 Main St / Washington Blvd and Culver Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.222
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 290.0
Optimal Cycle: 180 Level Of Service: F

Main St / Washington Blvd						Culver Blvd							
North Bound			South Bound			East Bound			West Bound				
L	T	R	L	T	R	L	T	R	L	T	R		
Control: Split Phase			Split Phase			Protected			Protected				
Rights: Include			Include			Include			Include				
Min. Green:	0	33	0	0	33	0	5	30	0	5	26	0	
Lanes:	2	0	0	1	0	0	1	0	2	0	1	1	0

Volume Module:												
Base Vol:	1054	77	0	0	219	228	276	0	1564	6	643	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1054	77	0	0	219	228	276	0	1564	6	643	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	1109	81	0	0	231	240	291	0	1646	6	677	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1109	81	0	0	231	240	291	0	1646	6	677	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1109	81	0	0	231	240	291	0	1646	6	677	39

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.98	1.00	0.95	0.86	0.86	0.93	0.95	0.73	0.93	0.92	0.92
Lanes:	2.00	1.00	0.00	0.00	1.00	1.00	1.00	2.00	2.00	1.00	1.89	0.11
Final Sat.:	3432	1862	0	0	1634	1634	1769	3610	2786	1769	3319	191

Capacity Analysis Module:												
Vol/Sat:	0.32	0.04	0.00	0.00	0.14	0.15	0.16	0.00	0.59	0.00	0.20	0.20
Crit Moves:	****				****				****	****		
Green/Cycle:	0.28	0.28	0.00	0.00	0.28	0.28	0.10	0.00	0.28	0.04	0.22	0.22
Volume/Cap:	1.18	0.16	0.00	0.00	0.51	0.53	1.64	0.00	2.15	0.09	0.94	0.94
Delay/Veh:	133.7	33.1	0.0	0.0	37.2	37.6	367.1	0.0	565.0	55.8	66.0	66.0
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:	133.7	33.1	0.0	0.0	37.2	37.6	367.1	0.0	565.0	55.8	66.0	66.0
LOS by Move:	F	C	A	A	D	D	F	A	F	E	E	E
HCM2kAvgQ:	34	2	0	0	8	8	26	0	96	0	18	18

Note: Queue reported is the number of cars per lane.

NB PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #74 Culver Blvd and Venice Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 1.056
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 266.4
Optimal Cycle: 180 Level Of Service: F

Street Name:	Culver Blvd						Venice Blvd									
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
----- ----- ----- ----- ----- -----																
Control:	Split Phase			Split Phase			Permitted			Protected						
Rights:	Ovl			Include			Include			Include						
Min. Green:	0		0		0	0	36		0	0	40		0	5	21	0
Lanes:	1	0	1	0	2	1	0	1	0	0	1	0	2	1	0	0
----- ----- ----- ----- ----- -----																

Volume Module:

Base Vol:	77	94	644	371	52	47	31	1707	14	365	2027	139
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	94	644	371	52	47	31	1707	14	365	2027	139
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:	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:	81	99	678	391	55	49	33	1797	15	384	2134	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	99	678	391	55	49	33	1797	15	384	2134	146
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 Volume:	81	99	678	391	55	49	33	1797	15	384	2134	146

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.73	0.93	0.93	0.93	0.10	0.89	0.89	0.90	0.88	0.88
Lanes:	1.00	1.00	2.00	1.65	0.18	0.17	1.00	2.98	0.02	2.00	2.81	0.19
Final Sat.:	1769	1862	2786	2915	322	291	186	5037	41	3432	4709	323

Capacity Analysis Module:

Vol/Sat:	0.05	0.05	0.24	0.13	0.17	0.17	0.18	0.36	0.36	0.11	0.45	0.45
Crit Moves:	****			****			****			****		
Green/Cycle:	0.00	0.00	0.05	0.37	0.37	0.37	0.41	0.41	0.41	0.05	0.46	0.46
Volume/Cap:	xxxx	xxxx	4.73	0.36	0.46	0.46	0.42	0.87	0.87	2.17	0.98	0.98
Delay/Veh:	0.0	0.0	1738	22.3	23.4	23.4	24.1	30.1	30.1	592.5	39.0	39.0
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	1738	22.3	23.4	23.4	24.1	30.1	30.1	592.5	39.0	39.0
LOS by Move:	A	A	F	C	C	C	C	C	C	F	D	D
HCM2kAvgQ:	13	16	50	5	7	7	1	21	21	20	31	31

Note: Queue reported is the number of cars per lane.

NB PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #75 Sawtelle Blvd and Washington Pl

Cycle (sec): 90 Critical Vol./Cap.(X): 0.805

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 21.8

Optimal Cycle: 65 Level Of Service: C

Street Name:	Sawtelle Blvd						Washington Pl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R		L	-	T	-	R	
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	26	0	0	28	0	0	26	0	0	22	0
Lanes:	0	1	0	1	0		1	0	1	1	0	

Volume Module:												
Base Vol:	49	652	161	106	448	52	152	966	64	123	936	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	652	161	106	448	52	152	966	64	123	936	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	52	686	169	112	472	55	160	1017	67	129	985	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	686	169	112	472	55	160	1017	67	129	985	135
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 Volume:	52	686	169	112	472	55	160	1017	67	129	985	135

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.79	0.79	0.79	0.53	0.53	0.53	0.20	0.92	0.92	0.17	0.93	0.83
Lanes:	0.11	1.52	0.37	0.35	1.48	0.17	1.00	1.88	0.12	1.00	2.00	1.00
Final Sat.:	171	2275	562	352	1487	173	384	3288	218	320	3538	1583

Capacity Analysis Module:												
Vol/Sat:	0.30	0.30	0.30	0.32	0.32	0.32	0.42	0.31	0.31	0.40	0.28	0.09
Crit Moves:	****						****					
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.52	0.52	0.52	0.52	0.52	0.52
Volume/Cap:	0.77	0.77	0.77	0.81	0.81	0.81	0.81	0.60	0.60	0.78	0.54	0.16
Delay/Veh:	26.7	26.7	26.7	30.2	30.2	30.2	38.8	15.7	15.7	38.7	14.9	11.6
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:	26.7	26.7	26.7	30.2	30.2	30.2	38.8	15.7	15.7	38.7	14.9	11.6
LOS by Move:	C	C	C	C	C	C	D	B	B	D	B	B
HCM2kAvgQ:	13	13	13	11	11	11	6	11	11	5	10	2

Note: Queue reported is the number of cars per lane.

NB PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #76 Sepulveda Blvd and Queensland St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.776
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 32.5
Optimal Cycle: 59 Level Of Service: C

Sepulveda Blvd						Queensland St					
North Bound			South Bound			East Bound			West Bound		
L	T	R	L	T	R	L	T	R	L	T	R
Control: Permitted			Control: Permitted			Control: Permitted			Control: Permitted		
Rights: Include			Rights: Include			Rights: Include			Rights: Include		
Min. Green: 0	17	0	0	0	0	0	30	0	0	30	0
Lanes: 1	0	1	1	0	0	0	0	1	0	0	0

Volume Module:												
Base Vol:	67	1616	55	41	1855	105	68	13	30	100	10	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	1616	55	41	1855	105	68	13	30	100	10	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	71	1701	58	43	1953	111	72	14	32	105	11	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	1701	58	43	1953	111	72	14	32	105	11	45
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 Volume:	71	1701	58	43	1953	111	72	14	32	105	11	45

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.08	0.93	0.93	0.08	0.92	0.92	0.73	0.73	0.73	0.71	0.71	0.71
Lanes:	1.00	1.93	0.07	1.00	1.89	0.11	0.61	0.12	0.27	0.65	0.07	0.28
Final Sat.:	143	3404	116	143	3321	188	845	161	373	885	89	381

Capacity Analysis Module:												
Vol/Sat:	0.49	0.50	0.50	0.30	0.59	0.59	0.08	0.08	0.08	0.12	0.12	0.12
Crit Moves:					****						****	
Green/Cycle:	0.58	0.58	0.58	0.58	0.58	0.58	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.85	0.86	0.86	0.52	1.02	1.02	0.25	0.25	0.25	0.36	0.36	0.36
Delay/Veh:	68.7	20.2	20.2	17.3	43.5	43.5	22.1	22.1	22.1	23.2	23.2	23.2
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:	68.7	20.2	20.2	17.3	43.5	43.5	22.1	22.1	22.1	23.2	23.2	23.2
LOS by Move:	E	C	C	B	D	D	C	C	C	C	C	C
HCM2kAvgQ:	4	25	25	2	40	40	2	2	2	4	4	4

Note: Queue reported is the number of cars per lane.

NB PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #77 Sepulveda Blvd and Rose Ave

Average Delay (sec/veh): 64.2 Worst Case Level Of Service: F[2734.8]

Street Name:	Sepulveda Blvd						Rose Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	1	1	0	0	0	1	0	0	0	0

Volume Module:												
Base Vol:	0	1688	90	72	1877	0	0	0	0	51	0	38
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	1688	90	72	1877	0	0	0	0	51	0	38
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:	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:	0	1777	95	76	1976	0	0	0	0	54	0	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	1777	95	76	1976	0	0	0	0	54	0	40

Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	6.8	6.5	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	1872	xxxx	xxxxx	3016	3999	988	2964	3952	936
Potent Cap.:	xxxx	xxxx	xxxxx	318	xxxx	xxxxx	6	3	246	11	3	267
Move Cap.:	xxxx	xxxx	xxxxx	318	xxxx	xxxxx	4	2	246	9	2	267
Volume/Cap:	xxxx	xxxx	xxxx	0.24	xxxx	xxxx	0.00	0.00	0.00	5.85	0.00	0.15

Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.9	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	19.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	C	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	16	xxxxx
Shared Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.6	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2735	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			2734.8		
ApproachLOS:	*			*			*			F		

Note: Queue reported is the number of cars per lane.

NB PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #78 Sepulveda Blvd and Washington Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 1.212
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 32.8
Optimal Cycle: 180 Level Of Service: C

Sepulveda Blvd						Washington Blvd							
North Bound			South Bound			East Bound			West Bound				
Approach:													
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	37	0	0	39	0	0	37	0	0	37	0	
Lanes:	1	0	1	1	0	0	1	0	2	1	0	1	0

Volume Module:												
Base Vol:	110	1033	78	129	928	258	158	881	176	107	785	71
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:	110	1033	78	129	928	258	158	881	176	107	785	71
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:	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:	116	1087	82	136	977	272	166	927	185	113	826	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	1087	82	136	977	272	166	927	185	113	826	75
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 Volume:	116	1087	82	136	977	272	166	927	185	113	826	75

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.10	0.92	0.92	0.12	0.90	0.90	0.19	0.87	0.87	0.19	0.92	0.92
Lanes:	1.00	1.86	0.14	1.00	1.56	0.44	1.00	2.50	0.50	1.00	1.83	0.17
Final Sat.:	181	3257	246	225	2677	744	357	4131	825	360	3205	290

Capacity Analysis Module:												
Vol/Sat:	0.64	0.33	0.33	0.60	0.36	0.36	0.47	0.22	0.22	0.31	0.26	0.26
Crit Moves:	****						****					
Green/Cycle:	0.53	0.53	0.53	0.53	0.53	0.53	0.38	0.38	0.38	0.38	0.38	0.38
Volume/Cap:	1.21	0.63	0.63	1.15	0.69	0.69	1.21	0.58	0.58	0.81	0.67	0.67
Delay/Veh:	181.2	15.8	15.8	148.7	17.0	17.0	172.7	22.5	22.5	54.3	24.3	24.3
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:	181.2	15.8	15.8	148.7	17.0	17.0	172.7	22.5	22.5	54.3	24.3	24.3
LOS by Move:	F	B	B	F	B	B	F	C	C	D	C	C
HCM2kAvgQ:	8	13	13	9	14	14	11	9	9	5	12	12

Note: Queue reported is the number of cars per lane.

NB PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #79 Military Ave / Huron Ave and Venice Blvd

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Military Ave / Huron Ave						Venice Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1! 0 0	0	0	1! 0 0	1	0	2 1 0	1	0	2 1 0

Volume Module:												
Base Vol:	2	1	17	4	2	32	123	2335	14	232	2122	5
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:	2	1	17	4	2	32	123	2335	14	232	2122	5
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:	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:	2	1	18	4	2	34	129	2458	15	244	2234	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	2	1	18	4	2	34	129	2458	15	244	2234	5

Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:												
Cnflct Vol:	3958	5452	827	3804	5456	747	2239	xxxx	xxxxx	2473	xxxx	xxxxx
Potent Cap.:	1	0	315	1	0	355	228	xxxx	xxxxx	184	xxxx	xxxxx
Move Cap.:	0	0	315	0	0	355	228	xxxx	xxxxx	184	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.06	xxxx	xxxx	0.09	0.57	xxxx	xxxx	1.33	xxxx	xxxx

Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	3.1	xxxx	xxxxx	14.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	39.8	xxxx	xxxxx	229.0	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	E	*	*	F	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	0	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shared Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

Note: Queue reported is the number of cars per lane.

NB PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #80 Girard Ave and Washington Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.709
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 14.4
Optimal Cycle: 61 Level Of Service: B

Street Name:	Girard Ave						Washington Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	15	0
Lanes:	0	0	0	0	0	1	0	2	0	0	2	1

Volume Module:												
Base Vol:	0	0	0	43	0	168	123	1453	0	0	1396	105
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	43	0	168	123	1453	0	0	1396	105
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:	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:	0	0	0	45	0	177	129	1529	0	0	1469	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	45	0	177	129	1529	0	0	1469	111
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 Volume:	0	0	0	45	0	177	129	1529	0	0	1469	111

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.87	1.00	0.87	0.93	0.93	1.00	1.00	0.93	0.83
Lanes:	0.00	0.00	0.00	0.20	0.00	0.80	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	335	0	1311	1769	3538	0	0	3538	1583

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.13	0.07	0.43	0.00	0.00	0.42	0.07
Crit Moves:				****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.19	0.00	0.19	0.69	0.69	0.00	0.00	0.59	0.59
Volume/Cap:	0.00	0.00	0.00	0.71	0.00	0.71	0.47	0.63	0.00	0.00	0.71	0.12
Delay/Veh:	0.0	0.0	0.0	45.2	0.0	45.2	14.4	9.0	0.0	0.0	15.8	9.3
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:	0.0	0.0	0.0	45.2	0.0	45.2	14.4	9.0	0.0	0.0	15.8	9.3
LOS by Move:	A	A	A	D	A	D	B	A	A	A	B	A
HCM2kAvgQ:	0	0	0	8	0	8	3	14	0	0	18	2

Note: Queue reported is the number of cars per lane.

NB PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #81 Robertson Blvd / Higuera St and Washington Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.657
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 33.9
Optimal Cycle: 89 Level Of Service: C

Street Name:	Robertson Blvd / Higuera St					Washington Blvd						
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			Permitted		Permitted				
Rights:	Include		Include			Include		Include				
Min. Green:	5	36	0	5	32	0	0	33	0	0	36	0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	0

Volume Module:

Base Vol:	100	197	44	32	323	4	193	1019	237	73	770	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:	100	197	44	32	323	4	193	1019	237	73	770	48
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:	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:	105	207	46	34	340	4	203	1073	249	77	811	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	207	46	34	340	4	203	1073	249	77	811	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 Volume:	105	207	46	34	340	4	203	1073	249	77	811	51

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.91	0.91	0.93	0.98	0.83	0.23	0.90	0.90	0.08	0.92	0.92
Lanes:	1.00	1.63	0.37	1.00	1.00	1.00	1.00	1.62	0.38	1.00	1.88	0.12
Final Sat.:	1769	2814	628	1769	1862	1583	428	2790	649	158	3300	206

Capacity Analysis Module:

Vol/Sat:	0.06	0.07	0.07	0.02	0.18	0.00	0.47	0.38	0.38	0.49	0.25	0.25
Crit Moves:	****		****						****			
Green/Cycle:	0.06	0.36	0.36	0.05	0.35	0.35	0.47	0.47	0.47	0.47	0.47	0.47
Volume/Cap:	0.93	0.20	0.20	0.38	0.53	0.01	1.01	0.82	0.82	1.03	0.52	0.52
Delay/Veh:	107.8	22.2	22.2	48.7	27.0	21.5	92.4	26.2	26.2	140.2	18.9	18.9
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:	107.8	22.2	22.2	48.7	27.0	21.5	92.4	26.2	26.2	140.2	18.9	18.9
LOS by Move:	F	C	C	D	C	C	F	C	C	F	B	B
HCM2kAvgQ:	6	3	3	1	9	0	11	20	20	5	10	10

Note: Queue reported is the number of cars per lane.

NB PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #82 20th St and Broadway

Cycle (sec): 90 Critical Vol./Cap.(X): 0.695
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 19.3
Optimal Cycle: 54 Level Of Service: B

Street Name:	20th St						Broadway					
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	24	0	0	24	0	0	22	0	0	22	0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:												
Base Vol:	30	1120	52	52	595	58	39	406	140	166	499	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1120	52	52	595	58	39	406	140	166	499	125
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:	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:	32	1179	55	55	626	61	41	427	147	175	525	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	1179	55	55	626	61	41	427	147	175	525	132
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 Volume:	32	1179	55	55	626	61	41	427	147	175	525	132

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.32	0.92	0.92	0.12	0.92	0.92	0.23	0.98	0.83	0.33	0.98	0.83
Lanes:	1.00	1.91	0.09	1.00	1.82	0.18	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	601	3357	156	225	3182	310	439	1862	1583	624	1862	1583

Capacity Analysis Module:												
Vol/Sat:	0.05	0.35	0.35	0.24	0.20	0.20	0.09	0.23	0.09	0.28	0.28	0.08
Crit Moves:	****									****		
Green/Cycle:	0.51	0.51	0.51	0.51	0.51	0.51	0.41	0.41	0.41	0.41	0.41	0.41
Volume/Cap:	0.10	0.70	0.70	0.48	0.39	0.39	0.23	0.57	0.23	0.69	0.70	0.20
Delay/Veh:	11.8	18.2	18.2	17.7	13.9	13.9	18.2	21.6	17.7	29.9	25.0	17.5
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:	11.8	18.2	18.2	17.7	13.9	13.9	18.2	21.6	17.7	29.9	25.0	17.5
LOS by Move:	B	B	B	B	B	B	B	C	B	C	C	B
HCM2kAvgQ:	1	15	15	2	6	6	1	10	3	5	13	2

Note: Queue reported is the number of cars per lane.

NB PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #83 14th St and Broadway

Cycle (sec): 90 Critical Vol./Cap.(X): 0.708
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 20.8
Optimal Cycle: 53 Level Of Service: C

Street Name:	14th St						Broadway					
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	23	0	0	23	0	0	22	0	0	22	0
Lanes:	1	0	0	1	0	0	1	0	1	1	0	1

Volume Module:

Base Vol:	56	412	69	41	456	86	45	546	47	46	586	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	412	69	41	456	86	45	546	47	46	586	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	59	434	73	43	480	91	47	575	49	48	617	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	434	73	43	480	91	47	575	49	48	617	45
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 Volume:	59	434	73	43	480	91	47	575	49	48	617	45

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.23	0.96	0.96	0.28	0.96	0.96	0.21	0.98	0.83	0.24	0.98	0.83
Lanes:	1.00	0.86	0.14	1.00	0.84	0.16	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	430	1561	261	536	1529	288	398	1862	1583	464	1862	1583

Capacity Analysis Module:

Vol/Sat:	0.14	0.28	0.28	0.08	0.31	0.31	0.12	0.31	0.03	0.10	0.33	0.03
Crit Moves:	****						****					
Green/Cycle:	0.44	0.44	0.44	0.44	0.44	0.44	0.47	0.47	0.47	0.47	0.47	0.47
Volume/Cap:	0.31	0.63	0.63	0.18	0.71	0.71	0.25	0.66	0.07	0.22	0.71	0.06
Delay/Veh:	17.1	20.9	20.9	15.5	23.3	23.3	15.2	20.3	13.2	14.8	21.8	13.2
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:	17.1	20.9	20.9	15.5	23.3	23.3	15.2	20.3	13.2	14.8	21.8	13.2
LOS by Move:	B	C	C	B	C	C	B	C	B	B	C	B
HCM2kAvgQ:	1	11	11	1	14	14	1	13	1	1	15	1

Note: Queue reported is the number of cars per lane.

NB PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #84 Lincoln Blvd and Broadway

Cycle (sec): 90 Critical Vol./Cap.(X): 0.860

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 20.7

Optimal Cycle: 79 Level Of Service: C

Street Name:	Lincoln Blvd						Broadway					
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	21	0	0	22	0	0	23	0	0	23	0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	114	1033	86	36	1234	55	56	427	191	94	331	70
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:	114	1033	86	36	1234	55	56	427	191	94	331	70
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:	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:	120	1087	91	38	1299	58	59	449	201	99	348	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	1087	91	38	1299	58	59	449	201	99	348	74
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 Volume:	120	1087	91	38	1299	58	59	449	201	99	348	74

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.14	0.92	0.92	0.18	0.93	0.93	0.28	0.98	0.83	0.16	0.98	0.83
Lanes:	1.00	1.85	0.15	1.00	1.91	0.09	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	261	3227	269	346	3367	150	530	1862	1583	305	1862	1583

Capacity Analysis Module:

Vol/Sat:	0.46	0.34	0.34	0.11	0.39	0.39	0.11	0.24	0.13	0.32	0.19	0.05
Crit Moves:	****									****		
Green/Cycle:	0.53	0.53	0.53	0.53	0.53	0.53	0.38	0.38	0.38	0.38	0.38	0.38
Volume/Cap:	0.86	0.63	0.63	0.21	0.72	0.72	0.30	0.64	0.34	0.86	0.50	0.12
Delay/Veh:	56.2	15.4	15.4	11.5	17.3	17.3	20.5	25.1	20.4	69.7	22.1	18.4
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:	56.2	15.4	15.4	11.5	17.3	17.3	20.5	25.1	20.4	69.7	22.1	18.4
LOS by Move:	E	B	B	B	B	B	C	C	C	E	C	B
HCM2kAvgQ:	5	13	13	1	16	16	1	11	4	5	8	1

Note: Queue reported is the number of cars per lane.

NB PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #85 4th St and Broadway

Cycle (sec): 120 Critical Vol./Cap.(X): 0.998

Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 29.2

Optimal Cycle: 72 Level Of Service: C

Street Name:	4th St						Broadway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	5	22	0	5	22	0	0	23	0	5	23	0
Lanes:	1	0	1	0	1	0	0	0	1	0	1	0

Volume Module:

Base Vol:	128	643	37	68	401	52	0	224	140	123	175	70
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:	128	643	37	68	401	52	0	224	140	123	175	70
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:	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:	135	677	39	72	422	55	0	236	147	129	184	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	677	39	72	422	55	0	236	147	129	184	74
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 Volume:	135	677	39	72	422	55	0	236	147	129	184	74

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.83	0.93	0.92	0.92	1.00	0.98	0.83	0.93	0.98	0.83
Lanes:	1.00	1.00	1.00	1.00	1.77	0.23	0.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1769	1862	1583	1769	3078	399	0	1862	1583	1769	1862	1583

Capacity Analysis Module:

Vol/Sat:	0.08	0.36	0.02	0.04	0.14	0.14	0.00	0.13	0.09	0.07	0.10	0.05
Crit Moves:	****			****			****			****		
Green/Cycle:	0.60	0.51	0.51	0.46	0.40	0.40	0.00	0.19	0.19	0.30	0.30	0.30
Volume/Cap:	0.22	0.71	0.05	0.27	0.34	0.34	0.00	0.66	0.49	0.49	0.34	0.16
Delay/Veh:	10.9	24.7	14.5	20.7	24.9	24.9	0.0	49.4	44.5	34.6	33.4	31.4
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:	10.9	24.7	14.5	20.7	24.9	24.9	0.0	49.4	44.5	34.6	33.4	31.4
LOS by Move:	B	C	B	C	C	C	A	D	D	C	C	C
HCM2kAvgQ:	2	19	1	2	6	6	0	9	5	4	5	2

Note: Queue reported is the number of cars per lane.

NB PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #86 Main St and Colorado Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 0.537
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 12.6
Optimal Cycle: 39 Level Of Service: B

Street Name:	Main St						Colorado Ave					
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	20	0	0	0	0	0	31	0	0	0	0
Lanes:	2	0	0	0	0	0	0	0	2	0	1	1

Volume Module:												
Base Vol:	311	0	145	0	0	0	0	498	279	266	383	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:	311	0	145	0	0	0	0	498	279	266	383	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:	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:	327	0	153	0	0	0	0	524	294	280	403	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	327	0	153	0	0	0	0	524	294	280	403	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 Volume:	327	0	153	0	0	0	0	524	294	280	403	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.59	1.00	0.83	1.00	1.00	1.00	1.00	0.93	0.83	0.43	0.93	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	2232	0	1583	0	0	0	0	3538	1583	817	3538	0

Capacity Analysis Module:												
Vol/Sat:	0.15	0.00	0.10	0.00	0.00	0.00	0.00	0.15	0.19	0.34	0.11	0.00
Crit Moves:	****									****		
Green/Cycle:	0.27	0.00	0.27	0.00	0.00	0.00	0.00	0.64	0.64	0.64	0.64	0.00
Volume/Cap:	0.54	0.00	0.35	0.00	0.00	0.00	0.00	0.23	0.29	0.54	0.18	0.00
Delay/Veh:	28.8	0.0	26.8	0.0	0.0	0.0	0.0	7.0	7.4	10.1	6.7	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:	28.8	0.0	26.8	0.0	0.0	0.0	0.0	7.0	7.4	10.1	6.7	0.0
LOS by Move:	C	A	C	A	A	A	A	A	A	B	A	A
HCM2kAvgQ:	5	0	4	0	0	0	0	3	4	5	2	0

Note: Queue reported is the number of cars per lane.

NB PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #87 Sepulveda Blvd and Olympic Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.489

Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 93.7

Optimal Cycle: 180 Level Of Service: F

Street Name:	Sepulveda Blvd						Olympic Blvd					
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			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	29	0	0	29	0	0	25	0	5	24	0
Lanes:	1	0	2	0	1	0	1	0	2	1	0	0

Volume Module:

Base Vol:	81	1092	120	75	991	127	89	1815	80	173	2665	132
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	1092	120	75	991	127	89	1815	80	173	2665	132
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:	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:	85	1149	126	79	1043	134	94	1911	84	182	2805	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	1149	126	79	1043	134	94	1911	84	182	2805	139
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 Volume:	85	1149	126	79	1043	134	94	1911	84	182	2805	139

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.14	0.93	0.83	0.14	0.92	0.92	0.05	0.89	0.89	0.93	0.89	0.89
Lanes:	1.00	2.00	1.00	1.00	1.77	0.23	1.00	2.87	0.13	1.00	3.81	0.19
Final Sat.:	257	3538	1583	257	3083	395	104	4839	213	1769	6413	318

Capacity Analysis Module:

Vol/Sat:	0.33	0.32	0.08	0.31	0.34	0.34	0.90	0.39	0.39	0.10	0.44	0.44
Crit Moves:				****			****			****		
Green/Cycle:	0.24	0.24	0.24	0.24	0.24	0.24	0.60	0.60	0.60	0.06	0.66	0.66
Volume/Cap:	1.37	1.34	0.33	1.27	1.40	1.40	1.51	0.66	0.66	1.66	0.66	0.66
Delay/Veh:	287.3	208	38.0	249.0	233	232.7	319.1	16.7	16.7	387.8	12.8	12.8
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:	287.3	208	38.0	249.0	233	232.7	319.1	16.7	16.7	387.8	12.8	12.8
LOS by Move:	F	F	D	F	F	F	F	B	B	F	B	B
HCM2kAvgQ:	8	43	4	7	46	46	9	18	18	17	18	18

Note: Queue reported is the number of cars per lane.

NB PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #88 Westwood Blvd and Pico Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.138
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 52.8
Optimal Cycle: 180 Level Of Service: D

Street Name:	Westwood Blvd						Pico Blvd					
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			Prot+Permit			Prot+Permit		
Rights:	Ovl			Include			Ovl			Ovl		
Min. Green:	5	27	0	5	29	0	5	27	0	5	23	0
Lanes:	1	0	2	0	1	1	0	1	0	1	0	3

Volume Module:	Westwood Blvd			Westwood Blvd			Pico Blvd			Pico Blvd		
Base Vol:	144	610	81	218	935	161	161	1285	206	230	1651	244
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:	144	610	81	218	935	161	161	1285	206	230	1651	244
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:	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:	152	642	85	229	984	169	169	1353	217	242	1738	257
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	642	85	229	984	169	169	1353	217	242	1738	257
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 Volume:	152	642	85	229	984	169	169	1353	217	242	1738	257

Saturation Flow Module:	Westwood Blvd			Westwood Blvd			Pico Blvd			Pico Blvd		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.83	0.93	0.91	0.91	0.93	0.89	0.83	0.93	0.89	0.83
Lanes:	1.00	2.00	1.00	1.00	1.71	0.29	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1769	3538	1583	1769	2952	508	1769	5083	1583	1769	5083	1583

Capacity Analysis Module:	Westwood Blvd			Westwood Blvd			Pico Blvd			Pico Blvd		
Vol/Sat:	0.09	0.18	0.05	0.13	0.33	0.33	0.10	0.27	0.14	0.14	0.34	0.16
Crit Moves:	****			****			****			****		
Green/Cycle:	0.09	0.27	0.42	0.16	0.34	0.34	0.39	0.29	0.38	0.48	0.35	0.50
Volume/Cap:	0.99	0.67	0.13	0.84	0.99	0.99	0.73	0.91	0.36	0.74	0.99	0.32
Delay/Veh:	123.8	41.1	21.5	68.8	63.1	63.1	40.2	49.6	27.2	38.2	57.8	18.1
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:	123.8	41.1	21.5	68.8	63.1	63.1	40.2	49.6	27.2	38.2	57.8	18.1
LOS by Move:	F	D	C	E	E	E	D	D	C	D	E	B
HCM2kAvgQ:	9	12	2	11	28	28	7	21	6	9	30	6

Note: Queue reported is the number of cars per lane.

NB PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #89 Overland Ave and Pico Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 1.065
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 213.0
Optimal Cycle: 180 Level Of Service: F

Street Name:	Overland Ave						Pico Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	29	0	0	31	0	0	34	0	5	30	0
Lanes:	2	0	1	0	1	1	1	0	2	2	0	1

Volume Module:	Overland Ave			Overland Ave			Pico Blvd			Pico Blvd		
Base Vol:	363	581	629	50	711	33	52	1027	365	942	1625	44
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:	363	581	629	50	711	33	52	1027	365	942	1625	44
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:	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:	382	612	662	53	748	35	55	1081	384	992	1711	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	382	612	662	53	748	35	55	1081	384	992	1711	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 Volume:	382	612	662	53	748	35	55	1081	384	992	1711	46

Saturation Flow Module:	Overland Ave			Overland Ave			Pico Blvd			Pico Blvd		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.98	0.73	0.13	0.92	0.92	0.12	0.86	0.86	0.90	0.93	0.83
Lanes:	2.00	1.00	2.00	1.00	1.91	0.09	1.00	2.21	0.79	2.00	2.00	1.00
Final Sat.:	3432	1862	2786	240	3357	156	220	3604	1281	3432	3538	1583

Capacity Analysis Module:	Overland Ave			Overland Ave			Pico Blvd			Pico Blvd		
Vol/Sat:	0.11	0.33	0.24	0.22	0.22	0.22	0.25	0.30	0.30	0.29	0.48	0.03
Crit Moves:	****			****			****			****		
Green/Cycle:	0.06	0.40	0.49	0.34	0.34	0.34	0.38	0.38	0.38	0.09	0.47	0.47
Volume/Cap:	2.00	0.82	0.49	0.64	0.65	0.65	0.66	0.79	0.79	3.25	1.04	0.06
Delay/Veh:	511.8	31.4	15.7	40.0	26.1	26.1	41.1	27.3	27.3	1062	56.1	13.2
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:	511.8	31.4	15.7	40.0	26.1	26.1	41.1	27.3	27.3	1062	56.1	13.2
LOS by Move:	F	C	B	D	C	C	D	C	C	F	E	B
HCM2kAvgQ:	19	17	7	2	10	10	3	15	15	58	35	1

Note: Queue reported is the number of cars per lane.

NB PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #90 Bagley Ave and National Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 1.080

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 31.7

Optimal Cycle: 180 Level Of Service: C

Street Name:	Bagley Ave						National Blvd					
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	23	0	0	25	0	0	20	0	0	20	0
Lanes:	0	0	1	0	0	0	1	0	1	0	1	0

Volume Module:

Base Vol:	42	172	149	86	172	70	64	957	41	96	674	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	172	149	86	172	70	64	957	41	96	674	32
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:	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:	44	181	157	91	181	74	67	1007	43	101	709	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	181	157	91	181	74	67	1007	43	101	709	34
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 Volume:	44	181	157	91	181	74	67	1007	43	101	709	34

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.85	0.85	0.85	0.67	0.67	0.67	0.24	0.98	0.83	0.07	0.98	0.83
Lanes:	0.12	0.47	0.41	0.26	0.53	0.21	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	188	769	666	335	670	273	449	1862	1583	142	1862	1583

Capacity Analysis Module:

Vol/Sat:	0.24	0.24	0.24	0.27	0.27	0.27	0.15	0.54	0.03	0.71	0.38	0.02
Crit Moves:	*****						*****					
Green/Cycle:	0.28	0.28	0.28	0.28	0.28	0.28	0.63	0.63	0.63	0.63	0.63	0.63
Volume/Cap:	0.85	0.85	0.85	0.97	0.97	0.97	0.24	0.85	0.04	1.13	0.60	0.03
Delay/Veh:	44.7	44.7	44.7	72.4	72.4	72.4	7.6	19.4	6.2	150.1	10.7	6.2
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:	44.7	44.7	44.7	72.4	72.4	72.4	7.6	19.4	6.2	150.1	10.7	6.2
LOS by Move:	D	D	D	E	E	E	A	B	A	F	B	A
HCM2kAvgQ:	13	13	13	15	15	15	1	25	0	7	12	0

Note: Queue reported is the number of cars per lane.

TSM AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

Scenario Report

Scenario:	TSM AM (2)
Command:	TSM AM
Volume:	TSM AM Vol
Geometry:	AM
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	TSM AM

TSM AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #1 4th St and Colorado Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 0.875
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 31.1
Optimal Cycle: 68 Level Of Service: C

Street Name:	4th St						Colorado Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Ovl			Include		
Min. Green:	5	19	0	5	19	0	5	23	0	5	23	0
Lanes:	1	0	1	1	0	1	1	0	2	1	0	1

Volume Module:	4th St NB			4th St SB			Colorado Ave EB			Colorado Ave WB		
Base Vol:	282	727	278	104	485	70	101	323	61	124	275	81
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:	282	727	278	104	485	70	101	323	61	124	275	81
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:	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:	297	765	293	109	511	74	106	340	64	131	289	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	297	765	293	109	511	74	106	340	64	131	289	85
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 Volume:	297	765	293	109	511	74	106	340	64	131	289	85

Saturation Flow Module:	4th St NB			4th St SB			Colorado Ave EB			Colorado Ave WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.89	0.89	0.93	0.91	0.91	0.93	0.93	0.83	0.93	0.90	0.90
Lanes:	1.00	1.45	0.55	1.00	1.75	0.25	1.00	2.00	1.00	1.00	1.54	0.46
Final Sat.:	1769	2452	938	1769	3033	438	1769	3538	1583	1769	2640	778

Capacity Analysis Module:	4th St NB			4th St SB			Colorado Ave EB			Colorado Ave WB		
Vol/Sat:	0.17	0.31	0.31	0.06	0.17	0.17	0.06	0.10	0.04	0.07	0.11	0.11
Crit Moves:	****			****			****			****		
Green/Cycle:	0.60	0.47	0.47	0.38	0.28	0.28	0.26	0.19	0.47	0.34	0.23	0.23
Volume/Cap:	0.47	0.66	0.66	0.37	0.60	0.60	0.36	0.50	0.09	0.39	0.48	0.48
Delay/Veh:	14.3	25.5	25.5	25.7	38.2	38.2	35.4	44.0	17.4	29.8	40.3	40.3
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:	14.3	25.5	25.5	25.7	38.2	38.2	35.4	44.0	17.4	29.8	40.3	40.3
LOS by Move:	B	C	C	C	D	D	D	D	B	C	D	D
HCM2kAvgQ:	6	16	16	3	10	10	3	6	1	4	7	7

Note: Queue reported is the number of cars per lane.

TSM AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #2 4th St / I-10 WB and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.858
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 25.7
Optimal Cycle: 82 Level Of Service: C

4th St / I-10 WB						Olympic Blvd						
North Bound			South Bound			East Bound			West Bound			
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	21	0	0	0	0	0	0	0	0	0	
Lanes:	0	0	2	0	0	0	0	0	0	2	0	0

Volume Module:												
Base Vol:	0	689	0	0	859	0	0	0	0	989	0	802
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	689	0	0	859	0	0	0	0	989	0	802
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:	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:	0	725	0	0	904	0	0	0	0	1041	0	844
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	725	0	0	904	0	0	0	0	1041	0	844
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 Volume:	0	725	0	0	904	0	0	0	0	1041	0	844

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.93	1.00	1.00	0.93	1.00	1.00	1.00	1.00	0.90	1.00	0.83
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3538	0	0	3538	0	0	0	0	3432	0	1583

Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.00	0.00	0.26	0.00	0.00	0.00	0.00	0.30	0.00	0.53
Crit Moves:					****							****
Green/Cycle:	0.00	0.30	0.00	0.00	0.30	0.00	0.00	0.00	0.00	0.62	0.00	0.62
Volume/Cap:	0.00	0.69	0.00	0.00	0.86	0.00	0.00	0.00	0.00	0.49	0.00	0.86
Delay/Veh:	0.0	32.9	0.0	0.0	40.2	0.0	0.0	0.0	0.0	10.4	0.0	22.9
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:	0.0	32.9	0.0	0.0	40.2	0.0	0.0	0.0	0.0	10.4	0.0	22.9
LOS by Move:	A	C	A	A	D	A	A	A	A	B	A	C
HCM2kAvgQ:	0	11	0	0	17	0	0	0	0	9	0	24

Note: Queue reported is the number of cars per lane.

TSM AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #3 4th St / I-10 EB and Olympic Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.945
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 67.2
Optimal Cycle: 152 Level Of Service: E

Street Name:	4th St / I-10 EB						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	5	27	0	5	27	0	0	27	0	0	0	0
Lanes:	1	0	1	0	1	1	0	1	1	0	0	0

Volume Module:	4th St / I-10 EB			4th St / I-10 EB			Olympic Blvd			Olympic Blvd		
Base Vol:	13	652	884	641	759	282	21	265	25	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	652	884	641	759	282	21	265	25	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	14	686	931	675	799	297	22	279	26	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	686	931	675	799	297	22	279	26	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	14	686	931	675	799	297	22	279	26	0	0	0

Saturation Flow Module:	4th St / I-10 EB			4th St / I-10 EB			Olympic Blvd			Olympic Blvd		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.83	0.90	0.89	0.89	0.87	0.87	0.87	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	2.00	1.46	0.54	0.20	2.56	0.24	0.00	0.00	0.00
Final Sat.:	1769	1862	1583	3432	2474	919	336	4237	400	0	0	0

Capacity Analysis Module:	4th St / I-10 EB			4th St / I-10 EB			Olympic Blvd			Olympic Blvd		
Vol/Sat:	0.01	0.37	0.59	0.20	0.32	0.32	0.07	0.07	0.07	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.08	0.51	0.51	0.17	0.60	0.60	0.23	0.23	0.23	0.00	0.00	0.00
Volume/Cap:	0.10	0.73	1.16	1.16	0.54	0.54	0.29	0.29	0.29	0.00	0.00	0.00
Delay/Veh:	51.8	26.1	116.3	140.7	14.6	14.6	38.7	38.7	38.7	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:	51.8	26.1	116.3	140.7	14.6	14.6	38.7	38.7	38.7	0.0	0.0	0.0
LOS by Move:	D	C	F	F	B	B	D	D	D	A	A	A
HCM2kAvgQ:	1	20	53	22	13	13	4	4	4	0	0	0

Note: Queue reported is the number of cars per lane.

TSM AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #4 Lincoln Blvd and Colorado Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 1.246
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 51.5
Optimal Cycle: 151 Level Of Service: D

Street Name:	Lincoln Blvd						Colorado Ave						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit			
Rights:	Include			Include			Include			Include			
Min. Green:	5	24	0	5	24	0	5	24	0	5	24	0	
Lanes:	1	0	1	1	0	1	1	0	2	0	1	1	0

Volume Module:	Lincoln Blvd North Bound			Lincoln Blvd South Bound			Colorado Ave East Bound			Colorado Ave West Bound		
Base Vol:	126	1503	360	52	1371	27	61	365	247	171	311	40
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:	126	1503	360	52	1371	27	61	365	247	171	311	40
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:	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:	133	1582	379	55	1443	28	64	384	260	180	327	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	1582	379	55	1443	28	64	384	260	180	327	42
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 Volume:	133	1582	379	55	1443	28	64	384	260	180	327	42

Saturation Flow Module:	Lincoln Blvd North Bound			Lincoln Blvd South Bound			Colorado Ave East Bound			Colorado Ave West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.90	0.90	0.93	0.93	0.93	0.93	0.93	0.83	0.81	0.92	0.92
Lanes:	1.00	1.61	0.39	1.00	1.96	0.04	1.00	2.00	1.00	1.00	1.77	0.23
Final Sat.:	1769	2771	664	1769	3459	68	1769	3538	1583	1530	3081	396

Capacity Analysis Module:	Lincoln Blvd North Bound			Lincoln Blvd South Bound			Colorado Ave East Bound			Colorado Ave West Bound		
Vol/Sat:	0.07	0.57	0.57	0.03	0.42	0.42	0.04	0.11	0.16	0.12	0.11	0.11
Crit Moves:	****			****			****			****		
Green/Cycle:	0.61	0.53	0.53	0.53	0.48	0.48	0.25	0.20	0.20	0.33	0.24	0.24
Volume/Cap:	0.61	1.08	1.08	0.40	0.86	0.86	0.23	0.54	0.82	0.61	0.44	0.44
Delay/Veh:	30.3	73.1	73.1	15.8	32.0	32.0	35.4	43.9	61.6	34.5	38.8	38.8
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:	30.3	73.1	73.1	15.8	32.0	32.0	35.4	43.9	61.6	34.5	38.8	38.8
LOS by Move:	C	E	E	B	C	C	D	D	E	C	D	D
HCM2kAvgQ:	4	51	51	2	28	28	2	7	11	6	6	6

Note: Queue reported is the number of cars per lane.

TSM AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #5 Lincoln Blvd (N) / I-10 WB and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.937
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 38.0
Optimal Cycle: 130 Level Of Service: D

Lincoln Blvd (N) /I-10 WB						Olympic Blvd							
North Bound			South Bound			East Bound			West Bound				
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Permitted			Split Phase			Split Phase			
Rights:	Include			Include			Include			Include			
Min. Green:	5	18	0	0	17	0	0	0	0	0	24	0	
Lanes:	1	0	2	0	0	2	1	0	0	0	0	1	1

Volume Module:												
Base Vol:	313	1004	0	0	1441	32	0	0	0	740	297	922
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:	313	1004	0	0	1441	32	0	0	0	740	297	922
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:	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:	329	1057	0	0	1517	34	0	0	0	779	313	971
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	329	1057	0	0	1517	34	0	0	0	779	313	971
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	329	1057	0	0	1517	34	0	0	0	779	313	971

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	1.00	1.00	0.89	0.89	1.00	1.00	1.00	0.82	0.82	0.82
Lanes:	1.00	2.00	0.00	0.00	2.93	0.07	0.00	0.00	0.00	1.51	0.61	1.88
Final Sat.:	1769	3538	0	0	4958	110	0	0	0	2341	940	2917

Capacity Analysis Module:												
Vol/Sat:	0.19	0.30	0.00	0.00	0.31	0.31	0.00	0.00	0.00	0.33	0.33	0.33
Crit Moves:	****				****					****		
Green/Cycle:	0.20	0.53	0.00	0.00	0.33	0.33	0.00	0.00	0.00	0.35	0.35	0.35
Volume/Cap:	0.94	0.57	0.00	0.00	0.94	0.94	0.00	0.00	0.00	0.94	0.94	0.94
Delay/Veh:	71.6	16.5	0.0	0.0	43.3	43.3	0.0	0.0	0.0	39.7	39.7	39.7
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:	71.6	16.5	0.0	0.0	43.3	43.3	0.0	0.0	0.0	39.7	39.7	39.7
LOS by Move:	E	B	A	A	D	D	A	A	A	D	D	D
HCM2kAvgQ:	14	12	0	0	22	22	0	0	0	21	21	21

Note: Queue reported is the number of cars per lane.

TSM AM Peak Hour
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Expo Light Rail

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

Intersection #6 Lincoln Blvd / I-10 EB and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.951
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 111.8
Optimal Cycle: 140 Level Of Service: F

Street Name:	Lincoln Blvd / I-10 EB						Olympic Blvd					
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	22	0	5	18	0	0	32	0	0	0	0
Lanes:	0	0	2	1	1	2	0	2	0	0	0	1

Volume Module:	Lincoln Blvd / I-10 EB			Olympic Blvd		
Base Vol:	0	1202	708	1260	946	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1202	708	1260	946	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1265	745	1326	996	0
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	0	1265	745	1326	996	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1265	745	1326	996	0

Saturation Flow Module:	Lincoln Blvd / I-10 EB			Olympic Blvd		
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.84	0.84	0.90	0.93	1.00
Lanes:	0.00	2.52	1.48	2.00	2.00	0.00
Final Sat.:	0	4026	2372	3432	3538	0

Capacity Analysis Module:	Lincoln Blvd / I-10 EB			Olympic Blvd		
Vol/Sat:	0.00	0.31	0.31	0.39	0.28	0.00
Crit Moves:	****			****		
Green/Cycle:	0.00	0.25	0.25	0.31	0.56	0.00
Volume/Cap:	0.00	1.25	1.25	1.25	0.50	0.00
Delay/Veh:	0.0	156	155.9	155.5	13.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	156	155.9	155.5	13.7	0.0
LOS by Move:	A	F	F	F	B	A
HCM2kAvgQ:	0	33	33	40	10	0

Note: Queue reported is the number of cars per lane.

TSM AM Peak Hour
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 11th St and Colorado Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 0.774

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 20.6

Optimal Cycle: 58 Level Of Service: C

Street Name:	11th St						Colorado Ave					
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	21	0	0	21	0	0	21	0	0	21	0
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1

Volume Module:

Base Vol:	80	729	147	84	559	45	56	645	103	113	430	47
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:	80	729	147	84	559	45	56	645	103	113	430	47
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:	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:	84	767	155	88	588	47	59	679	108	119	453	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	767	155	88	588	47	59	679	108	119	453	49
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 Volume:	84	767	155	88	588	47	59	679	108	119	453	49

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.25	0.98	0.83	0.16	0.97	0.97	0.38	0.91	0.91	0.21	0.92	0.92
Lanes:	1.00	1.00	1.00	1.00	0.93	0.07	1.00	1.72	0.28	1.00	1.80	0.20
Final Sat.:	471	1862	1583	296	1704	137	721	2987	477	406	3141	343

Capacity Analysis Module:

Vol/Sat:	0.18	0.41	0.10	0.30	0.35	0.35	0.08	0.23	0.23	0.29	0.14	0.14
Crit Moves:	****									****		
Green/Cycle:	0.53	0.53	0.53	0.53	0.53	0.53	0.38	0.38	0.38	0.38	0.38	0.38
Volume/Cap:	0.34	0.77	0.18	0.56	0.65	0.65	0.22	0.60	0.60	0.77	0.38	0.38
Delay/Veh:	12.8	20.6	11.0	18.5	16.6	16.6	19.3	23.3	23.3	45.9	20.5	20.5
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:	12.8	20.6	11.0	18.5	16.6	16.6	19.3	23.3	23.3	45.9	20.5	20.5
LOS by Move:	B	C	B	B	B	B	B	C	C	D	C	C
HCM2kAvgQ:	2	18	2	3	13	13	1	10	10	5	5	5

Note: Queue reported is the number of cars per lane.

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

Intersection #8 11th St (N) and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.638
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 14.0
Optimal Cycle: 66 Level Of Service: B

11th St (N)						Olympic Blvd							
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	35	0	0	35	0	0	23	0	0	23	0	
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1	0

Volume Module:												
Base Vol:	59	838	250	105	450	120	17	22	11	116	252	111
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:	59	838	250	105	450	120	17	22	11	116	252	111
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:	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:	62	882	263	111	474	126	18	23	12	122	265	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	882	263	111	474	126	18	23	12	122	265	117
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 Volume:	62	882	263	111	474	126	18	23	12	122	265	117

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.43	0.98	0.83	0.20	0.98	0.83	0.39	0.88	0.88	0.72	0.89	0.89
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	0.67	1.00	1.39	0.61
Final Sat.:	816	1862	1583	387	1862	1583	737	2241	1120	1374	2343	1032

Capacity Analysis Module:												
Vol/Sat:	0.08	0.47	0.17	0.29	0.25	0.08	0.02	0.01	0.01	0.09	0.11	0.11
Crit Moves:	****						****					
Green/Cycle:	0.69	0.69	0.69	0.69	0.69	0.69	0.23	0.23	0.23	0.23	0.23	0.23
Volume/Cap:	0.11	0.69	0.24	0.41	0.37	0.12	0.11	0.04	0.04	0.39	0.49	0.49
Delay/Veh:	5.3	10.7	5.9	7.8	6.6	5.3	30.7	30.0	30.0	33.3	33.9	33.9
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:	5.3	10.7	5.9	7.8	6.6	5.3	30.7	30.0	30.0	33.3	33.9	33.9
LOS by Move:	A	B	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	1	17	3	2	6	1	1	0	0	3	6	6

Note: Queue reported is the number of cars per lane.

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

Intersection #9 11th St (S) and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.639
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 11.1
Optimal Cycle: 42 Level Of Service: B

11th St					Olympic Blvd														
North Bound					South Bound					East Bound					West Bound				
Approach:					Approach:					Approach:					Approach:				
Movement:					Movement:					Movement:					Movement:				
L - T - R					L - T - R					L - T - R					L - T - R				
Control: Permitted					Control: Permitted					Control: Permitted					Control: Permitted				
Rights: Include					Rights: Include					Rights: Include					Rights: Include				
Min. Green: 0 0 0					Min. Green: 0 16 0					Min. Green: 0 0 0					Min. Green: 0 0 0				
Lanes: 0 0 1 0 0					Lanes: 0 0 1 0 0					Lanes: 1 0 0 1 0					Lanes: 0 0 1! 0 0				

Volume Module:												
Base Vol:	0	838	0	0	450	0	155	0	45	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	838	0	0	450	0	155	0	45	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	0	882	0	0	474	0	163	0	47	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	882	0	0	474	0	163	0	47	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	882	0	0	474	0	163	0	47	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.98	1.00	1.00	0.98	1.00	0.75	1.00	0.83	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Final Sat.:	0	1862	0	0	1862	0	1432	0	1583	0	1900	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.47	0.00	0.00	0.25	0.00	0.11	0.00	0.03	0.00	0.00	0.00
Crit Moves:	****						****					
Green/Cycle:	0.00	0.74	0.00	0.00	0.74	0.00	0.18	0.00	0.18	0.00	0.00	0.00
Volume/Cap:	0.00	0.64	0.00	0.00	0.34	0.00	0.64	0.00	0.17	0.00	0.00	0.00
Delay/Veh:	0.0	7.4	0.0	0.0	4.6	0.0	43.4	0.0	35.1	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	7.4	0.0	0.0	4.6	0.0	43.4	0.0	35.1	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	D	A	A	A
HCM2kAvgQ:	0	14	0	0	5	0	6	0	1	0	0	0

Note: Queue reported is the number of cars per lane.

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

Intersection #10 14th St and Colorado Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 0.507
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 17.0
Optimal Cycle: 53 Level Of Service: B

14th St					Colorado Ave														
North Bound					South Bound					East Bound					West Bound				
Approach:					Approach:					Approach:					Approach:				
Movement:					Movement:					Movement:					Movement:				
L - T - R					L - T - R					L - T - R					L - T - R				
Control: Permitted					Control: Permitted					Control: Permitted					Control: Permitted				
Rights: Include					Rights: Include					Rights: Include					Rights: Include				
Min. Green: 0 24 0					Min. Green: 0 22 0					Min. Green: 0 21 0					Min. Green: 0 21 0				
Lanes: 1 0 1 0 1					Lanes: 1 0 1 0 1					Lanes: 1 0 1 1 0					Lanes: 1 0 1 1 0				

Volume Module:												
Base Vol:	70	431	96	61	449	30	76	600	85	56	362	50
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:	70	431	96	61	449	30	76	600	85	56	362	50
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:	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:	74	454	101	64	473	32	80	632	89	59	381	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	454	101	64	473	32	80	632	89	59	381	53
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 Volume:	74	454	101	64	473	32	80	632	89	59	381	53

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.35	0.98	0.83	0.37	0.98	0.83	0.44	0.91	0.91	0.26	0.91	0.91
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.75	0.25	1.00	1.76	0.24
Final Sat.:	668	1862	1583	698	1862	1583	830	3040	431	499	3053	422

Capacity Analysis Module:													
Vol/Sat:	0.11	0.24	0.06	0.09	0.25	0.02	0.10	0.21	0.21	0.12	0.12	0.12	
Crit Moves:	****						****						
Green/Cycle:	0.50	0.50	0.50	0.50	0.50	0.50	0.41	0.41	0.41	0.41	0.41	0.41	
Volume/Cap:	0.22	0.49	0.13	0.18	0.51	0.04	0.23	0.51	0.51	0.29	0.30	0.30	
Delay/Veh:	12.9	15.2	12.0	12.6	15.5	11.5	17.7	20.1	20.1	18.5	18.0	18.0	
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:	12.9	15.2	12.0	12.6	15.5	11.5	17.7	20.1	20.1	18.5	18.0	18.0	
LOS by Move:	B	B	B	B	B	B	B	C	C	B	B	B	
HCM2kAvgQ:	1	8	1	1	9	0	2	8	8	1	4	4	

Note: Queue reported is the number of cars per lane.

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

Intersection #11 14th St and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.581
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 19.3
Optimal Cycle: 66 Level Of Service: B

14th St						Olympic Blvd						
North Bound			South Bound			East Bound			West Bound			
L	T	R	L	T	R	L	T	R	L	T	R	
Control: Permitted			Control: Permitted			Control: Permitted			Control: Permitted			
Rights: Include			Rights: Include			Rights: Include			Rights: Include			
Min. Green:	0	34	0	0	34	0	0	24	0	0	24	0
Lanes:	1	0	0	1	0	1	0	1	1	0	1	0

Volume Module:												
Base Vol:	31	492	135	179	293	74	56	312	14	66	423	123
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:	31	492	135	179	293	74	56	312	14	66	423	123
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:	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:	33	518	142	188	308	78	59	328	15	69	445	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	518	142	188	308	78	59	328	15	69	445	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 Volume:	33	518	142	188	308	78	59	328	15	69	445	129

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.52	0.95	0.95	0.29	0.98	0.83	0.27	0.93	0.93	0.46	0.90	0.90
Lanes:	1.00	0.78	0.22	1.00	1.00	1.00	1.00	1.91	0.09	1.00	1.55	0.45
Final Sat.:	996	1414	388	551	1862	1583	518	3366	151	875	2648	770

Capacity Analysis Module:												
Vol/Sat:	0.03	0.37	0.37	0.34	0.17	0.05	0.11	0.10	0.10	0.08	0.17	0.17
Crit Moves:	****						****					
Green/Cycle:	0.63	0.63	0.63	0.63	0.63	0.63	0.29	0.29	0.29	0.29	0.29	0.29
Volume/Cap:	0.05	0.58	0.58	0.54	0.26	0.08	0.39	0.34	0.34	0.27	0.58	0.58
Delay/Veh:	7.1	11.5	11.5	12.1	8.3	7.2	30.2	28.2	28.2	28.0	31.2	31.2
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:	7.1	11.5	11.5	12.1	8.3	7.2	30.2	28.2	28.2	28.0	31.2	31.2
LOS by Move:	A	B	B	B	A	A	C	C	C	C	C	C
HCM2kAvgQ:	0	12	12	4	4	1	2	4	4	2	8	8

Note: Queue reported is the number of cars per lane.

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

Intersection #12 17th St and Colorado Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 0.527
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 17.1
Optimal Cycle: 54 Level Of Service: B

17th St						Colorado Ave					
North Bound			South Bound			East Bound			West Bound		
L	T	R	L	T	R	L	T	R	L	T	R
Control: Permitted			Control: Permitted			Control: Permitted			Control: Permitted		
Rights: Include			Rights: Include			Rights: Include			Rights: Include		
Min. Green: 0	24	0	0	24	0	0	19	0	0	22	0
Lanes: 1	0	0	1	0	1	1	0	1	1	0	1

Volume Module:												
Base Vol:	47	317	100	89	294	36	61	738	47	26	476	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	317	100	89	294	36	61	738	47	26	476	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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	334	105	94	309	38	64	777	49	27	501	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	334	105	94	309	38	64	777	49	27	501	80
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 Volume:	49	334	105	94	309	38	64	777	49	27	501	80

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.48	0.94	0.94	0.36	0.98	0.83	0.36	0.92	0.92	0.23	0.91	0.91
Lanes:	1.00	0.76	0.24	1.00	1.00	1.00	1.00	1.88	0.12	1.00	1.72	0.28
Final Sat.:	905	1365	430	681	1862	1583	676	3296	210	441	2987	477

Capacity Analysis Module:												
Vol/Sat:	0.05	0.24	0.24	0.14	0.17	0.02	0.09	0.24	0.24	0.06	0.17	0.17
Crit Moves:	****			****								
Green/Cycle:	0.46	0.46	0.46	0.46	0.46	0.46	0.45	0.45	0.45	0.45	0.45	0.45
Volume/Cap:	0.12	0.53	0.53	0.30	0.36	0.05	0.21	0.53	0.53	0.14	0.38	0.38
Delay/Veh:	13.8	17.7	17.7	15.5	15.8	13.3	15.6	18.3	18.3	15.0	16.7	16.7
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:	13.8	17.7	17.7	15.5	15.8	13.3	15.6	18.3	18.3	15.0	16.7	16.7
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
HCM2kAvgQ:	1	9	9	2	6	1	1	9	9	1	6	6

Note: Queue reported is the number of cars per lane.

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

Intersection #13 17th St and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.421
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 18.1
Optimal Cycle: 67 Level Of Service: B

Street Name: 17th St					Olympic Blvd														
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 34 0					0 34 0					0 25 0					0 22 0				
Lanes: 1 0 1 0 1					1 0 0 1 0					1 0 1 1 0					1 0 1 1 0				

Volume Module:												
Base Vol:	18	254	72	224	158	52	50	554	3	169	536	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	254	72	224	158	52	50	554	3	169	536	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	19	267	76	236	166	55	53	583	3	178	564	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	267	76	236	166	55	53	583	3	178	564	135
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 Volume:	19	267	76	236	166	55	53	583	3	178	564	135

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.51	0.98	0.83	0.45	0.94	0.94	0.33	0.93	0.93	0.38	0.90	0.90
Lanes:	1.00	1.00	1.00	1.00	0.75	0.25	1.00	1.99	0.01	1.00	1.61	0.39
Final Sat.:	966	1862	1583	855	1349	444	622	3515	19	730	2773	662

Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.05	0.28	0.12	0.12	0.08	0.17	0.17	0.24	0.20	0.20
Crit Moves:	****									****		
Green/Cycle:	0.34	0.34	0.34	0.34	0.34	0.34	0.58	0.58	0.58	0.58	0.58	0.58
Volume/Cap:	0.06	0.42	0.14	0.81	0.36	0.36	0.15	0.29	0.29	0.42	0.35	0.35
Delay/Veh:	22.2	25.8	22.9	45.4	25.1	25.1	9.9	10.7	10.7	12.4	11.2	11.2
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:	22.2	25.8	22.9	45.4	25.1	25.1	9.9	10.7	10.7	12.4	11.2	11.2
LOS by Move:	C	C	C	D	C	C	A	B	B	B	B	B
HCM2kAvgQ:	0	6	2	9	5	5	1	5	5	3	6	6

Note: Queue reported is the number of cars per lane.

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

Intersection #14 20th St and Colorado Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 0.908
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 21.3
Optimal Cycle: 99 Level Of Service: C

20th St						Colorado Ave						
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	26	0	0	24	0	0	27	0	0	22	0
Lanes:	1	0	2	0	1	0	1	0	2	0	1	0

Volume Module:												
Base Vol:	80	1007	216	114	681	41	50	831	79	147	499	237
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:	80	1007	216	114	681	41	50	831	79	147	499	237
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:	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:	84	1060	227	120	717	43	53	875	83	155	525	249
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	1060	227	120	717	43	53	875	83	155	525	249
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 Volume:	84	1060	227	120	717	43	53	875	83	155	525	249

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.25	0.93	0.83	0.13	0.92	0.92	0.27	0.93	0.83	0.23	0.89	0.89
Lanes:	1.00	2.00	1.00	1.00	1.89	0.11	1.00	2.00	1.00	1.00	1.36	0.64
Final Sat.:	482	3538	1583	256	3307	199	509	3538	1583	433	2283	1085

Capacity Analysis Module:												
Vol/Sat:	0.17	0.30	0.14	0.47	0.22	0.22	0.10	0.25	0.05	0.36	0.23	0.23
Crit Moves:				****							****	
Green/Cycle:	0.52	0.52	0.52	0.52	0.52	0.52	0.39	0.39	0.39	0.39	0.39	0.39
Volume/Cap:	0.34	0.58	0.28	0.91	0.42	0.42	0.26	0.63	0.13	0.91	0.58	0.58
Delay/Veh:	13.5	15.4	12.4	70.9	13.6	13.6	19.1	22.9	17.5	69.1	22.1	22.1
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:	13.5	15.4	12.4	70.9	13.6	13.6	19.1	22.9	17.5	69.1	22.1	22.1
LOS by Move:	B	B	B	E	B	B	B	C	B	E	C	C
HCM2kAvgQ:	2	11	4	6	7	7	1	11	1	7	9	9

Note: Queue reported is the number of cars per lane.

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

Intersection #15 20th St and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.377
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 58.2
Optimal Cycle: 180 Level Of Service: E

20th St						Olympic Blvd									
North Bound			South Bound			East Bound			West Bound						
L	T	R	L	T	R	L	T	R	L	T	R				
Control: Prot+Permit			Prot+Permit			Permitted			Permitted						
Rights: Include			Include			Include			Include						
Min. Green:	0	35	0	5	35	0	0	25	0	0	25	0			
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0

Volume Module:												
Base Vol:	115	985	312	307	552	68	45	758	40	156	838	211
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:	115	985	312	307	552	68	45	758	40	156	838	211
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:	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:	121	1037	328	323	581	72	47	798	42	164	882	222
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	1037	328	323	581	72	47	798	42	164	882	222
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 Volume:	121	1037	328	323	581	72	47	798	42	164	882	222

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.90	0.90	0.38	0.92	0.92	0.10	0.92	0.92	0.19	0.90	0.90
Lanes:	1.00	1.52	0.48	1.00	1.78	0.22	1.00	1.90	0.10	1.00	1.60	0.40
Final Sat.:	1769	2590	820	717	3099	382	196	3337	176	356	2741	690

Capacity Analysis Module:												
Vol/Sat:	0.07	0.40	0.40	0.45	0.19	0.19	0.24	0.24	0.24	0.46	0.32	0.32
Crit Moves:	****			****						****		
Green/Cycle:	0.43	0.35	0.35	0.54	0.42	0.42	0.38	0.38	0.38	0.38	0.38	0.38
Volume/Cap:	0.32	1.14	1.14	0.95	0.45	0.45	0.64	0.63	0.63	1.22	0.85	0.85
Delay/Veh:	17.9	108	107.5	48.6	21.0	21.0	42.4	26.3	26.3	177.8	33.7	33.7
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:	17.9	108	107.5	48.6	21.0	21.0	42.4	26.3	26.3	177.8	33.7	33.7
LOS by Move:	B	F	F	D	C	C	D	C	C	F	C	C
HCM2kAvgQ:	3	37	37	14	8	8	2	12	12	11	19	19

Note: Queue reported is the number of cars per lane.

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

Intersection #16 Cloverfield Blvd and Colorado Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 0.715
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 37.8
Optimal Cycle: 88 Level Of Service: D

Street Name:	Cloverfield Blvd						Colorado Ave					
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	28	0	5	30	0	5	32	0	5	25	0
Lanes:	2	0	2	0	1	0	1	0	2	0	1	0

Volume Module:	Cloverfield Blvd NB			Cloverfield Blvd SB			Colorado Ave EB			Colorado Ave WB		
Base Vol:	247	847	246	49	650	45	129	543	440	139	571	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:	247	847	246	49	650	45	129	543	440	139	571	48
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:	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:	260	892	259	52	684	47	136	572	463	146	601	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	892	259	52	684	47	136	572	463	146	601	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 Volume:	260	892	259	52	684	47	136	572	463	146	601	51

Saturation Flow Module:	Cloverfield Blvd NB			Cloverfield Blvd SB			Colorado Ave EB			Colorado Ave WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.83	0.93	0.92	0.92	0.93	0.93	0.83	0.90	0.92	0.92
Lanes:	2.00	2.00	1.00	1.00	1.87	0.13	1.00	2.00	1.00	2.00	1.84	0.16
Final Sat.:	3432	3538	1583	1769	3276	227	1769	3538	1583	3432	3224	271

Capacity Analysis Module:	Cloverfield Blvd NB			Cloverfield Blvd SB			Colorado Ave EB			Colorado Ave WB		
Vol/Sat:	0.08	0.25	0.16	0.03	0.21	0.21	0.08	0.16	0.29	0.04	0.19	0.19
Crit Moves:	****			****			****			****		
Green/Cycle:	0.11	0.34	0.34	0.06	0.29	0.29	0.13	0.41	0.41	0.06	0.34	0.34
Volume/Cap:	0.72	0.74	0.48	0.52	0.72	0.72	0.61	0.39	0.72	0.72	0.54	0.54
Delay/Veh:	58.5	37.2	31.8	59.7	40.5	40.5	54.4	25.2	33.4	66.8	32.4	32.4
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:	58.5	37.2	31.8	59.7	40.5	40.5	54.4	25.2	33.4	66.8	32.4	32.4
LOS by Move:	E	D	C	E	D	D	D	C	C	E	C	C
HCM2kAvgQ:	6	16	8	3	14	14	6	8	15	4	10	10

Note: Queue reported is the number of cars per lane.

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

Intersection #17 Cloverfield Blvd and Olympic Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.769
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 46.8
Optimal Cycle: 99 Level Of Service: D

Cloverfield Blvd						Olympic Blvd							
North Bound			South Bound			East Bound			West Bound				
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	37	0	5	37	0	5	36	0	5	36	0	
Lanes:	2	0	2	1	0	2	0	2	1	0	2	0	2

Volume Module:												
Base Vol:	322	1585	49	94	756	28	164	631	359	304	655	202
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:	322	1585	49	94	756	28	164	631	359	304	655	202
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:	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:	339	1668	52	99	796	29	173	664	378	320	689	213
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	339	1668	52	99	796	29	173	664	378	320	689	213
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 Volume:	339	1668	52	99	796	29	173	664	378	320	689	213

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.89	0.89	0.90	0.89	0.89	0.93	0.88	0.88	0.90	0.93	0.83
Lanes:	2.00	2.91	0.09	2.00	2.89	0.11	1.00	1.27	0.73	2.00	2.00	1.00
Final Sat.:	3432	4911	152	3432	4877	181	1769	2133	1214	3432	3538	1583

Capacity Analysis Module:												
Vol/Sat:	0.10	0.34	0.34	0.03	0.16	0.16	0.10	0.31	0.31	0.09	0.19	0.13
Crit Moves:	****			****			****			****		
Green/Cycle:	0.11	0.37	0.37	0.05	0.31	0.31	0.11	0.35	0.35	0.10	0.34	0.34
Volume/Cap:	0.90	0.91	0.91	0.63	0.53	0.53	0.89	0.90	0.90	0.90	0.58	0.40
Delay/Veh:	76.8	43.1	43.1	64.4	34.6	34.6	87.6	47.2	47.2	78.2	33.3	30.8
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:	76.8	43.1	43.1	64.4	34.6	34.6	87.6	47.2	47.2	78.2	33.3	30.8
LOS by Move:	E	D	D	E	C	C	F	D	D	E	C	C
HCM2kAvgQ:	9	26	26	3	9	9	9	23	23	9	11	6

Note: Queue reported is the number of cars per lane.

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

Intersection #18 26th St and Colorado Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 0.717
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 20.0
Optimal Cycle: 54 Level Of Service: B

Street Name:	26th St						Colorado Ave					
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	23	0	0	23	0	0	23	0	0	22	0
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1

Volume Module:

Base Vol:	60	495	81	97	632	146	123	453	278	99	590	203
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:	60	495	81	97	632	146	123	453	278	99	590	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:	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:	63	521	85	102	665	154	129	477	293	104	621	214
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	521	85	102	665	154	129	477	293	104	621	214
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 Volume:	63	521	85	102	665	154	129	477	293	104	621	214

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.20	0.98	0.83	0.31	0.98	0.83	0.23	0.98	0.83	0.26	0.90	0.90
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.49	0.51
Final Sat.:	378	1862	1583	590	1862	1583	438	1862	1583	493	2532	871

Capacity Analysis Module:

Vol/Sat:	0.17	0.28	0.05	0.17	0.36	0.10	0.30	0.26	0.18	0.21	0.25	0.25
Crit Moves:				****			****					
Green/Cycle:	0.50	0.50	0.50	0.50	0.50	0.50	0.41	0.41	0.41	0.41	0.41	0.41
Volume/Cap:	0.34	0.56	0.11	0.35	0.72	0.19	0.72	0.62	0.45	0.51	0.59	0.59
Delay/Veh:	14.7	16.5	12.0	14.4	20.3	12.7	35.0	22.4	19.5	21.9	21.3	21.3
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:	14.7	16.5	12.0	14.4	20.3	12.7	35.0	22.4	19.5	21.9	21.3	21.3
LOS by Move:	B	B	B	B	C	B	C	C	B	C	C	C
HCM2kAvgQ:	1	10	1	2	15	2	5	11	6	3	10	10

Note: Queue reported is the number of cars per lane.

TSM AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #19 26th St and Olympic Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.695
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 38.3
Optimal Cycle: 83 Level Of Service: D

Street Name:	26th St						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	34	0	0	0	0	5	25	0	0	28	0
Lanes:	1	0	1	1	0	2	1	0	2	0	0	1

Volume Module:

Base Vol:	11	299	59	225	0	343	100	760	0	0	909	457
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:	11	299	59	225	0	343	100	760	0	0	909	457
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:	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:	12	315	62	237	0	361	105	800	0	0	957	481
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	315	62	237	0	361	105	800	0	0	957	481
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 Volume:	12	315	62	237	0	361	105	800	0	0	957	481

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.91	0.91	0.90	1.00	0.73	0.93	0.93	1.00	1.00	0.93	0.83
Lanes:	1.00	1.67	0.33	2.00	0.00	2.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	1769	2881	568	3432	0	2786	1769	3538	0	0	3538	1583

Capacity Analysis Module:

Vol/Sat:	0.01	0.11	0.11	0.07	0.00	0.13	0.06	0.23	0.00	0.00	0.27	0.30
Crit Moves:	****			****			****			****		
Green/Cycle:	0.28	0.28	0.28	0.15	0.00	0.22	0.07	0.43	0.00	0.00	0.36	0.36
Volume/Cap:	0.02	0.39	0.39	0.45	0.00	0.58	0.85	0.53	0.00	0.00	0.75	0.85
Delay/Veh:	31.0	34.9	34.9	46.8	0.0	42.9	93.5	25.5	0.0	0.0	36.3	46.5
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:	31.0	34.9	34.9	46.8	0.0	42.9	93.5	25.5	0.0	0.0	36.3	46.5
LOS by Move:	C	C	C	D	A	D	F	C	A	A	D	D
HCM2kAvgQ:	0	6	6	4	0	7	6	11	0	0	17	19

Note: Queue reported is the number of cars per lane.

TSM AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #20 Stewart St and Colorado Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 0.626
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 17.0
Optimal Cycle: 40 Level Of Service: B

Street Name:	Stewart St						Colorado Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	28	0	0	0	0
Lanes:	1	0	0	0	0	0	0	0	1	1	0	1

Volume Module:	Stewart St NB			Stewart St SB			Colorado Ave EB			Colorado Ave WB		
Base Vol:	407	0	120	0	0	0	0	434	174	144	581	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:	407	0	120	0	0	0	0	434	174	144	581	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:	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:	428	0	126	0	0	0	0	457	183	152	612	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	428	0	126	0	0	0	0	457	183	152	612	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 Volume:	428	0	126	0	0	0	0	457	183	152	612	0

Saturation Flow Module:	Stewart St NB			Stewart St SB			Colorado Ave EB			Colorado Ave WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.83	1.00	1.00	1.00	1.00	0.98	0.83	0.38	0.98	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1769	0	1583	0	0	0	0	1862	1583	717	1862	0

Capacity Analysis Module:	Stewart St NB			Stewart St SB			Colorado Ave EB			Colorado Ave WB		
Vol/Sat:	0.24	0.00	0.08	0.00	0.00	0.00	0.00	0.25	0.12	0.21	0.33	0.00
Crit Moves:	****									****		
Green/Cycle:	0.39	0.00	0.39	0.00	0.00	0.00	0.00	0.52	0.52	0.52	0.52	0.00
Volume/Cap:	0.63	0.00	0.21	0.00	0.00	0.00	0.00	0.47	0.22	0.40	0.63	0.00
Delay/Veh:	24.2	0.0	18.6	0.0	0.0	0.0	0.0	13.8	11.6	13.6	16.5	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:	24.2	0.0	18.6	0.0	0.0	0.0	0.0	13.8	11.6	13.6	16.5	0.0
LOS by Move:	C	A	B	A	A	A	A	B	B	B	B	A
HCM2kAvgQ:	10	0	2	0	0	0	0	8	3	3	12	0

Note: Queue reported is the number of cars per lane.

TSM AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #21 Stewart St and Olympic Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.155
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 33.7
Optimal Cycle: 86 Level Of Service: C

Street Name:	Stewart St						Olympic Blvd					
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			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	5	31	0	5	31	0	0	29	0	5	29	0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:	Stewart St NB			Stewart St SB			Olympic Blvd EB			Olympic Blvd WB		
Base Vol:	100	326	98	88	152	64	62	940	60	78	1246	208
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:	100	326	98	88	152	64	62	940	60	78	1246	208
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:	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:	105	343	103	93	160	67	65	989	63	82	1312	219
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	343	103	93	160	67	65	989	63	82	1312	219
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	105	343	103	93	160	67	65	989	63	82	1312	219

Saturation Flow Module:	Stewart St NB			Stewart St SB			Olympic Blvd EB			Olympic Blvd WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.90	0.90	0.90	0.94	0.94	0.93	0.92	0.92	0.93	0.91	0.91
Lanes:	1.00	1.54	0.46	2.00	0.70	0.30	1.00	1.88	0.12	1.00	1.71	0.29
Final Sat.:	1769	2625	789	3432	1253	527	1769	3296	210	1769	2968	495

Capacity Analysis Module:	Stewart St NB			Stewart St SB			Olympic Blvd EB			Olympic Blvd WB		
Vol/Sat:	0.06	0.13	0.13	0.03	0.13	0.13	0.04	0.30	0.30	0.05	0.44	0.44
Crit Moves:	****			****			****			****		
Green/Cycle:	0.07	0.28	0.28	0.05	0.26	0.26	0.51	0.47	0.47	0.57	0.50	0.50
Volume/Cap:	0.88	0.47	0.47	0.60	0.49	0.49	0.48	0.64	0.64	0.31	0.88	0.88
Delay/Veh:	104.3	36.1	36.1	62.4	38.7	38.7	25.7	25.1	25.1	16.1	32.8	32.8
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:	104.3	36.1	36.1	62.4	38.7	38.7	25.7	25.1	25.1	16.1	32.8	32.8
LOS by Move:	F	D	D	E	D	D	C	C	C	B	C	C
HCM2kAvgQ:	6	7	7	3	7	7	2	16	16	2	30	30

Note: Queue reported is the number of cars per lane.

TSM AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #22 Centinela Ave (N) and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.862
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 16.8
Optimal Cycle: 83 Level Of Service: B

Centinela Ave (N)						Olympic Blvd					
North Bound			South Bound			East Bound			West Bound		
L	T	R	L	T	R	L	T	R	L	T	R
Split Phase			Split Phase			Permitted			Permitted		
Include			Include			Include			Ovl		
0	0	0	0	35	0	0	0	0	0	32	0
0	0	0	2	0	0	1	1	0	1	0	2

Volume Module:												
Base Vol:	0	0	0	733	0	45	25	735	0	0	1910	942
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	733	0	45	25	735	0	0	1910	942
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:	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:	0	0	0	772	0	47	26	774	0	0	2011	992
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	772	0	47	26	774	0	0	2011	992
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 Volume:	0	0	0	772	0	47	26	774	0	0	2011	992

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.90	1.00	0.83	0.06	0.93	0.95	1.00	0.93	0.83
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	3432	0	1583	114	3538	0	1900	3538	1583

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.22	0.00	0.03	0.23	0.22	0.00	0.00	0.57	0.63
Crit Moves:	****						****					
Green/Cycle:	0.00	0.00	0.00	0.26	0.00	0.26	0.66	0.66	0.00	0.00	0.66	0.92
Volume/Cap:	0.00	0.00	0.00	0.86	0.00	0.11	0.35	0.33	0.00	0.00	0.86	0.68
Delay/Veh:	0.0	0.0	0.0	43.9	0.0	28.3	10.4	7.5	0.0	0.0	17.0	2.2
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:	0.0	0.0	0.0	43.9	0.0	28.3	10.4	7.5	0.0	0.0	17.0	2.2
LOS by Move:	A	A	A	D	A	C	B	A	A	A	B	A
HCM2kAvgQ:	0	0	0	15	0	1	1	5	0	0	28	8

Note: Queue reported is the number of cars per lane.

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Expo Light Rail

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

Intersection #23 Centinela Ave (S) and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.845
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 21.3
Optimal Cycle: 77 Level Of Service: C

Centinela Ave (S)						Olympic Blvd					
North Bound			South Bound			East Bound			West Bound		
L	T	R	L	T	R	L	T	R	L	T	R
Split Phase			Split Phase			Permitted			Permitted		
Include			Include			Ovl			Include		
Min. Green:	5	30	0	0	0	0	26	0	0	26	0
Lanes:	1	0	1	0	0	0	0	1	1	0	2

Volume Module:												
Base Vol:	965	0	155	0	0	0	0	815	634	186	1845	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:	965	0	155	0	0	0	0	815	634	186	1845	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:	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:	1016	0	163	0	0	0	0	858	667	196	1942	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1016	0	163	0	0	0	0	858	667	196	1942	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 Volume:	1016	0	163	0	0	0	0	858	667	196	1942	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	1.00	1.00	1.00	1.00	0.89	0.83	0.26	0.89	0.91
Lanes:	1.76	0.00	0.24	0.00	1.00	0.00	1.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	3071	0	425	0	1900	0	1900	5083	1583	497	5083	0

Capacity Analysis Module:												
Vol/Sat:	0.33	0.00	0.38	0.00	0.00	0.00	0.00	0.17	0.42	0.39	0.38	0.00
Crit Moves:	****									****		
Green/Cycle:	0.45	0.00	0.45	0.00	0.00	0.00	0.00	0.47	0.92	0.47	0.47	0.00
Volume/Cap:	0.73	0.00	0.85	0.00	0.00	0.00	0.00	0.36	0.46	0.85	0.82	0.00
Delay/Veh:	24.0	0.0	29.1	0.0	0.0	0.0	0.0	17.3	0.8	47.3	25.5	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:	24.0	0.0	29.1	0.0	0.0	0.0	0.0	17.3	0.8	47.3	25.5	0.0
LOS by Move:	C	A	C	A	A	A	A	B	A	D	C	A
HCM2kAvgQ:	16	0	21	0	0	0	0	6	3	8	21	0

Note: Queue reported is the number of cars per lane.

TSM AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #24 Centinela Ave and Exposition Blvd

Average Delay (sec/veh): 3.2 Worst Case Level Of Service: F[68.0]

Street Name: Centinela Ave Exposition Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
-----|-----|-----|-----|
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 0 1 0 0 1 0 0 0 0 0 1! 0 0 0 0 1! 0 0
-----|-----|-----|-----|

Volume Module:
Base Vol: 0 1263 24 18 647 0 0 0 0 11 0 83
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 1263 24 18 647 0 0 0 0 11 0 83
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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: 0 1329 25 19 681 0 0 0 0 12 0 87
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 1329 25 19 681 0 0 0 0 12 0 87
-----|-----|-----|-----|

Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx 4.1 xxxx xxxxx 7.1 6.5 6.2 6.4 6.5 6.2
FollowUpTim:xxxxx xxxx xxxxx 2.2 xxxx xxxxx 3.5 4.0 3.3 3.5 4.0 3.3
-----|-----|-----|-----|

Capacity Module:
Cnflct Vol: xxxx xxxx xxxxx 1355 xxxx xxxxx 2105 2074 681 2061 2061 1342
Potent Cap.: xxxx xxxx xxxxx 508 xxxx xxxxx 38 54 450 60 55 186
Move Cap.: xxxx xxxx xxxxx 508 xxxx xxxxx 19 52 450 59 53 186
Volume/Cap: xxxx xxxx xxxxx 0.04 xxxx xxxxx 0.00 0.00 0.00 0.20 0.00 0.47
-----|-----|-----|-----|

Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxx 0.1 xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx 12.4 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: * * * B * * * * * * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx 0 xxxxx xxxx 148 xxxxx
SharedQueue:xxxxx xxxx xxxxx 0.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 3.7 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx 12.4 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 68.0 xxxxx
Shared LOS: * * * B * * * * * * * * * * F *
ApproachDel: xxxxxx xxxxxx xxxxxx 68.0
ApproachLOS: * * * * F

Note: Queue reported is the number of cars per lane.

TSM AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #25 Centinela Ave and Pico Blvd

Cycle (sec): 85 Critical Vol./Cap.(X): 0.962
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 26.3
Optimal Cycle: 134 Level Of Service: C

Street Name:	Centinela Ave						Pico Blvd					
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	29	0	0	29	0	0	25	0	0	26	0
Lanes:	1	0	1	0	1	1	1	0	2	0	1	1

Volume Module:	Centinela Ave NB			Centinela Ave SB			Pico Blvd EB			Pico Blvd WB		
Base Vol:	82	581	65	58	633	276	123	759	382	74	740	481
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:	82	581	65	58	633	276	123	759	382	74	740	481
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:	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:	86	612	68	61	666	291	129	799	402	78	779	506
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	612	68	61	666	291	129	799	402	78	779	506
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 Volume:	86	612	68	61	666	291	129	799	402	78	779	506

Saturation Flow Module:	Centinela Ave NB			Centinela Ave SB			Pico Blvd EB			Pico Blvd WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.15	0.98	0.83	0.13	0.89	0.89	0.13	0.93	0.83	0.28	0.88	0.88
Lanes:	1.00	1.00	1.00	1.00	1.39	0.61	1.00	2.00	1.00	1.00	1.21	0.79
Final Sat.:	277	1862	1583	247	2350	1025	238	3538	1583	537	2018	1311

Capacity Analysis Module:	Centinela Ave NB			Centinela Ave SB			Pico Blvd EB			Pico Blvd WB		
Vol/Sat:	0.31	0.33	0.04	0.25	0.28	0.28	0.54	0.23	0.25	0.15	0.39	0.39
Crit Moves:	****			****			****			****		
Green/Cycle:	0.34	0.34	0.34	0.34	0.34	0.34	0.56	0.56	0.56	0.56	0.56	0.56
Volume/Cap:	0.91	0.96	0.13	0.72	0.83	0.83	0.96	0.40	0.45	0.26	0.68	0.68
Delay/Veh:	91.4	53.9	19.4	50.3	30.9	30.9	83.3	10.5	11.2	9.9	14.2	14.2
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:	91.4	53.9	19.4	50.3	30.9	30.9	83.3	10.5	11.2	9.9	14.2	14.2
LOS by Move:	F	D	B	D	C	C	F	B	B	A	B	B
HCM2kAvgQ:	5	22	1	3	15	15	7	6	6	1	13	13

Note: Queue reported is the number of cars per lane.

TSM AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #26 Bundy Dr and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.248
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 216.6
Optimal Cycle: 180 Level Of Service: F

Street Name:	Bundy Dr					Olympic Blvd														
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:	Ovl					Include					Ovl					Ovl				
Min. Green:	5		40		0	5		40		0	5		35		0	5		35		0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	3	0	1	2	0	3	0	1

Volume Module:

Base Vol:	312	1273	300	393	1218	146	182	600	214	244	1590	459
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:	312	1273	300	393	1218	146	182	600	214	244	1590	459
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:	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:	328	1340	316	414	1282	154	192	632	225	257	1674	483
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	328	1340	316	414	1282	154	192	632	225	257	1674	483
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 Volume:	328	1340	316	414	1282	154	192	632	225	257	1674	483

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.83	0.93	0.93	0.83	0.93	0.89	0.83	0.90	0.89	0.83
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1769	3538	1583	1769	3538	1583	1769	5083	1583	3432	5083	1583

Capacity Analysis Module:

Vol/Sat:	0.19	0.38	0.20	0.23	0.36	0.10	0.11	0.12	0.14	0.07	0.33	0.31
Crit Moves:	****			****			****			****		
Green/Cycle:	0.05	0.40	0.45	0.05	0.40	0.40	0.05	0.35	0.40	0.05	0.35	0.40
Volume/Cap:	3.75	0.96	0.45	4.72	0.92	0.25	2.19	0.36	0.36	1.51	0.95	0.77
Delay/Veh:	1313	44.5	19.8	1750	38.5	20.6	618.0	24.7	21.8	306.3	43.9	32.4
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:	1313	44.5	19.8	1750	38.5	20.6	618.0	24.7	21.8	306.3	43.9	32.4
LOS by Move:	F	D	B	F	D	C	F	C	C	F	D	C
HCM2kAvgQ:	41	27	7	54	24	3	20	5	5	11	24	15

Note: Queue reported is the number of cars per lane.

TSM AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #27 Bundy Dr and Exposition Blvd

Average Delay (sec/veh): 2.8 Worst Case Level Of Service: F[201.1]

Street Name:	Bundy Dr						Exposition Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	1	1	0	0	0	1	0	0	0	0

Volume Module:												
Base Vol:	29	1871	5	14	1192	51	8	0	24	0	1	45
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:	29	1871	5	14	1192	51	8	0	24	0	1	45
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:	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:	31	1969	5	15	1255	54	8	0	25	0	1	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	31	1969	5	15	1255	54	8	0	25	0	1	47

Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	xxxxx	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	4.0	3.3

Capacity Module:												
Cnflct Vol:	1308	xxxx	xxxxx	1975	xxxx	xxxxx	2357	3347	654	xxxx	3371	987
Potent Cap.:	525	xxxx	xxxxx	289	xxxx	xxxxx	19	8	409	xxxx	8	246
Move Cap.:	525	xxxx	xxxxx	289	xxxx	xxxxx	12	7	409	xxxx	7	246
Volume/Cap:	0.06	xxxx	xxxx	0.05	xxxx	xxxx	0.68	0.00	0.06	xxxx	0.16	0.19

Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	12.3	xxxx	xxxxx	18.1	xxxx	xxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	B	*	*	C	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	45	xxxxx	xxxx	xxxx	139
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.9	xxxxx	xxxxx	xxxx	1.4
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	201	xxxxx	xxxxx	xxxx	44.1
Shared LOS:	*	*	*	*	*	*	*	F	*	*	*	E
ApproachDel:	xxxxxx			xxxxxx			201.1			44.1		
ApproachLOS:	*			*			F			E		

Note: Queue reported is the number of cars per lane.

TSM AM Peak Hour
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Expo Light Rail

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

Intersection #28 Bundy Dr and Pico Blvd

Cycle (sec): 85 Critical Vol./Cap.(X): 1.713

Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 61.9

Optimal Cycle: 136 Level Of Service: E

Street Name:	Bundy Dr						Pico Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	5	29	0	5	29	0	5	29	0	5	29	0
Lanes:	1	0	2	1	0	2	1	0	1	1	0	1

Volume Module:

Base Vol:	205	1668	243	96	1160	15	101	747	62	134	930	83
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:	205	1668	243	96	1160	15	101	747	62	134	930	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	216	1756	256	101	1221	16	106	786	65	141	979	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	216	1756	256	101	1221	16	106	786	65	141	979	87
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 Volume:	216	1756	256	101	1221	16	106	786	65	141	979	87

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.24	0.87	0.87	0.93	0.93	0.83	0.81	0.92	0.92	0.37	0.92	0.92
Lanes:	1.00	2.62	0.38	1.00	2.00	1.00	1.00	1.85	0.15	1.00	1.84	0.16
Final Sat.:	456	4353	634	1769	3538	1583	1544	3227	268	695	3209	286

Capacity Analysis Module:

Vol/Sat:	0.47	0.40	0.40	0.06	0.35	0.01	0.07	0.24	0.24	0.20	0.31	0.31
Crit Moves:	****						****				****	
Green/Cycle:	0.47	0.35	0.35	0.40	0.34	0.34	0.46	0.34	0.34	0.40	0.34	0.34
Volume/Cap:	1.00	1.14	1.14	0.53	1.01	0.03	0.55	0.71	0.71	0.74	0.89	0.89
Delay/Veh:	76.3	99.2	99.2	19.0	56.8	18.7	21.3	26.5	26.5	33.0	35.5	35.5
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:	76.3	99.2	99.2	19.0	56.8	18.7	21.3	26.5	26.5	33.0	35.5	35.5
LOS by Move:	E	F	F	B	E	B	C	C	C	C	D	D
HCM2kAvgQ:	10	34	34	3	25	0	3	11	11	5	18	18

Note: Queue reported is the number of cars per lane.

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Expo Light Rail

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

Intersection #29 Barrington Ave and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.176
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 53.8
Optimal Cycle: 99 Level Of Service: D

Barrington Ave						Olympic Blvd									
North Bound			South Bound			East Bound			West Bound						
L	T	R	L	T	R	L	T	R	L	T	R				
Control: Prot+Permit			Prot+Permit			Permitted			Permitted						
Rights: Include			Include			Include			Include						
Min. Green:	5	35	0	5	35	0	0	28	0	0	28	0			
Lanes:	1	0	1	1	0	1	0	2	0	1	1	0	4	0	1

Volume Module:

Base Vol:	471	943	250	361	572	77	32	1295	80	80	1890	181
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:	471	943	250	361	572	77	32	1295	80	80	1890	181
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:	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:	496	993	263	380	602	81	34	1363	84	84	1989	191
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	496	993	263	380	602	81	34	1363	84	84	1989	191
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 Volume:	496	993	263	380	602	81	34	1363	84	84	1989	191

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.72	0.90	0.90	0.93	0.93	0.83	0.14	0.88	0.88	0.14	0.89	0.83
Lanes:	1.00	1.58	0.42	1.00	2.00	1.00	1.00	2.83	0.17	1.00	4.00	1.00
Final Sat.:	1372	2710	718	1769	3538	1583	264	4744	293	264	6778	1583

Capacity Analysis Module:

Vol/Sat:	0.36	0.37	0.37	0.21	0.17	0.05	0.13	0.29	0.29	0.32	0.29	0.12
Crit Moves:	****			****						****		
Green/Cycle:	0.64	0.38	0.38	0.57	0.35	0.35	0.28	0.28	0.28	0.28	0.28	0.28
Volume/Cap:	0.78	0.97	0.97	0.82	0.49	0.15	0.45	1.02	1.02	1.13	1.04	0.43
Delay/Veh:	18.0	49.2	49.2	36.8	25.8	22.4	33.9	64.7	64.7	179.7	68.1	30.0
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:	18.0	49.2	49.2	36.8	25.8	22.4	33.9	64.7	64.7	179.7	68.1	30.0
LOS by Move:	B	D	D	D	C	C	C	E	E	F	E	C
HCM2kAvgQ:	13	26	26	12	8	2	1	24	24	6	25	5

Note: Queue reported is the number of cars per lane.

TSM AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #30 Barrington Ave and Exposition Blvd (N)

Average Delay (sec/veh): 19.7 Worst Case Level Of Service: F[2434.1]

Street Name:	Barrington Ave						Exposition Blvd (N)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	1	1	0	1	0	0	1	0	0	1

Volume Module:	Barrington Ave NB			Barrington Ave SB			Exposition Blvd NB			Exposition Blvd WB		
Base Vol:	40	2203	8	19	923	17	2	2	145	11	0	12
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:	40	2203	8	19	923	17	2	2	145	11	0	12
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:	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:	42	2319	8	20	972	18	2	2	153	12	0	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	42	2319	8	20	972	18	2	2	153	12	0	13

Critical Gap Module:	Barrington Ave NB			Barrington Ave SB			Exposition Blvd NB			Exposition Blvd WB		
Critical Gap:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:	Barrington Ave NB			Barrington Ave SB			Exposition Blvd NB			Exposition Blvd WB		
Cnflct Vol:	989	xxxx	xxxxx	2327	xxxx	xxxxx	2264	3432	495	2934	3437	1164
Potent Cap.:	694	xxxx	xxxxx	210	xxxx	xxxxx	22	7	520	7	7	188
Move Cap.:	694	xxxx	xxxxx	210	xxxx	xxxxx	18	6	520	3	6	188
Volume/Cap:	0.06	xxxx	xxxx	0.10	xxxx	xxxx	0.12	0.36	0.29	3.83	0.00	0.07

Level Of Service Module:	Barrington Ave NB			Barrington Ave SB			Exposition Blvd NB			Exposition Blvd WB		
2Way95thQ:	0.2	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	10.5	xxxx	xxxxx	23.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	C	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	204	xxxxx	xxxx	6	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	5.3	xxxxx	xxxxx	4.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	64.5	xxxxx	xxxxx	2434	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	F	*
ApproachDel:	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	64.5	xxxxxxx	xxxxxxx	2434.1	xxxxxxx	xxxxxxx
ApproachLOS:	*	*	*	*	*	*	F	F	F	F	F	F

Note: Queue reported is the number of cars per lane.

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City of Los Angeles/Culver City/Santa Monica
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #31 Barrington Ave and Exposition Blvd (S)

Average Delay (sec/veh): 7.1 Worst Case Level Of Service: F[153.7]

Street Name:	Barrington Ave						Exposition Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	1	1	0	1	0	0	1	0	0	1

Volume Module:	Barrington Ave NB			Barrington Ave SB			Exposition Blvd EB			Exposition Blvd WB		
Base Vol:	6	1605	8	25	739	5	15	0	14	7	2	142
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:	6	1605	8	25	739	5	15	0	14	7	2	142
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:	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:	6	1689	8	26	778	5	16	0	15	7	2	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	6	1689	8	26	778	5	16	0	15	7	2	149

Critical Gap Module:	Barrington Ave NB			Barrington Ave SB			Exposition Blvd EB			Exposition Blvd WB		
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:	Barrington Ave NB			Barrington Ave SB			Exposition Blvd EB			Exposition Blvd WB		
Cnflct Vol:	783	xxxx	xxxxx	1698	xxxx	xxxxx	1692	2544	392	2148	2542	849
Potent Cap.:	831	xxxx	xxxxx	371	xxxx	xxxxx	61	27	607	27	27	304
Move Cap.:	831	xxxx	xxxxx	371	xxxx	xxxxx	27	25	607	25	25	304
Volume/Cap:	0.01	xxxx	xxxxx	0.07	xxxx	xxxxx	0.58	0.00	0.02	0.29	0.09	0.49

Level Of Service Module:	Barrington Ave NB			Barrington Ave SB			Exposition Blvd EB			Exposition Blvd WB		
2Way95thQ:	0.0	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.4	xxxx	xxxxx	15.4	xxxx	xxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	C	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	50	xxxxx	xxxx	182	xxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	2.4	xxxxxx	xxxxxx	6.4	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	154	xxxxxx	xxxxxx	88.5	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	F	*
ApproachDel:	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	153.7		xxxxxxx	88.5		
ApproachLOS:	*	*	*	*	*	*	F		*	F		

Note: Queue reported is the number of cars per lane.

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

Intersection #32 Barrington Ave and Pico Blvd

Cycle (sec): 85 Critical Vol./Cap.(X): 1.055
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 27.0
Optimal Cycle: 180 Level Of Service: C

Barrington Ave						Pico Blvd						
North Bound			South Bound			East Bound			West Bound			
L	T	R	L	T	R	L	T	R	L	T	R	
Control: Permitted			Control: Permitted			Control: Permitted			Control: Permitted			
Rights: Include			Rights: Include			Rights: Include			Rights: Include			
Min. Green:	0	26	0	0	26	0	0	26	0	0	26	0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0

Volume Module:												
Base Vol:	153	1428	76	88	541	59	150	720	80	49	747	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	153	1428	76	88	541	59	150	720	80	49	747	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	161	1503	80	93	569	62	158	758	84	52	786	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	1503	80	93	569	62	158	758	84	52	786	80
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 Volume:	161	1503	80	93	569	62	158	758	84	52	786	80

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.35	0.92	0.92	0.09	0.92	0.92	0.20	0.92	0.92	0.21	0.92	0.92
Lanes:	1.00	1.90	0.10	1.00	1.80	0.20	1.00	1.80	0.20	1.00	1.82	0.18
Final Sat.:	657	3332	177	175	3142	343	371	3136	348	391	3166	322

Capacity Analysis Module:												
Vol/Sat:	0.25	0.45	0.45	0.53	0.18	0.18	0.43	0.24	0.24	0.13	0.25	0.25
Crit Moves:				****			****					
Green/Cycle:	0.50	0.50	0.50	0.50	0.50	0.50	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	0.49	0.90	0.90	1.05	0.36	0.36	1.05	0.60	0.60	0.33	0.61	0.61
Delay/Veh:	15.1	25.9	25.9	132.8	13.0	13.0	114.1	20.6	20.6	18.6	20.9	20.9
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:	15.1	25.9	25.9	132.8	13.0	13.0	114.1	20.6	20.6	18.6	20.9	20.9
LOS by Move:	B	C	C	F	B	B	F	C	C	B	C	C
HCM2kAvgQ:	3	24	24	6	5	5	9	10	10	1	10	10

Note: Queue reported is the number of cars per lane.

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

Intersection #33 Gateway Blvd/Pico Blvd and Exposition Blvd

Cycle (sec): 85 Critical Vol./Cap.(X): 1.414
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 167.3
Optimal Cycle: 180 Level Of Service: F

Street Name:	Gateway Blvd/Pico Blvd						Exposition Blvd					
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			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	38	0	0	0	0
Lanes:	0	0	0	0	0	0	0	0	1	2	0	0

Volume Module:	Gateway Blvd/Pico Blvd			Exposition Blvd		
Base Vol:	0	0	1519	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	1519	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	1599	0	0	0
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	0	0	1599	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	1599	0	0	0

Saturation Flow Module:	Gateway Blvd/Pico Blvd			Exposition Blvd		
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.73	1.00	1.00	1.00
Lanes:	0.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	0	2786	0	0	0

Capacity Analysis Module:	Gateway Blvd/Pico Blvd			Exposition Blvd		
Vol/Sat:	0.00	0.00	0.57	0.00	0.00	0.00
Crit Moves:	****			****		
Green/Cycle:	0.00	0.00	0.41	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	1.39	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	207.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	207.6	0.0	0.0	0.0
LOS by Move:	A	A	F	A	A	A
HCM2kAvgQ:	0	0	57	0	0	0

Note: Queue reported is the number of cars per lane.

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

Intersection #34 Sawtelle Blvd and Pico Blvd

Cycle (sec): 85 Critical Vol./Cap.(X): 1.718
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 133.3
Optimal Cycle: 180 Level Of Service: F

Sawtelle Blvd						Pico Blvd							
North Bound			South Bound			East Bound			West Bound				
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Permit+Prot			Permitted			Permit+Prot			
Rights:	Include			Include			Include			Include			
Min. Green:	0	30	0	5	30	0	0	26	0	5	26	0	
Lanes:	1	0	1	1	0	2	0	1	1	0	2	1	0

Volume Module:

Base Vol:	195	540	108	174	620	391	124	1734	98	100	1481	127
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	195	540	108	174	620	391	124	1734	98	100	1481	127
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:	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:	205	568	114	183	653	412	131	1825	103	105	1559	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	568	114	183	653	412	131	1825	103	105	1559	134
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 Volume:	205	568	114	183	653	412	131	1825	103	105	1559	134

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.91	0.91	0.36	0.93	0.83	0.93	0.93	0.83	0.29	0.88	0.88
Lanes:	1.00	1.67	0.33	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.76	0.24
Final Sat.:	1769	2874	575	692	3538	1583	1769	3538	1583	542	4626	397

Capacity Analysis Module:

Vol/Sat:	0.12	0.20	0.20	0.26	0.18	0.26	0.07	0.52	0.07	0.19	0.34	0.34
Crit Moves:				****				****				****
Green/Cycle:	0.07	0.35	0.35	0.35	0.35	0.35	0.07	0.33	0.33	0.32	0.32	0.32
Volume/Cap:	1.58	0.56	0.56	0.57	0.52	0.74	1.07	1.58	0.20	0.35	1.07	1.07
Delay/Veh:	333.8	22.8	22.8	36.0	22.2	29.2	139.7	294	20.8	34.7	71.6	71.6
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:	333.8	22.8	22.8	36.0	22.2	29.2	139.7	294	20.8	34.7	71.6	71.6
LOS by Move:	F	C	C	D	C	C	F	F	C	C	E	E
HCM2kAvgQ:	16	8	8	5	8	11	8	69	2	2	26	26

Note: Queue reported is the number of cars per lane.

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

Intersection #35 Sawtelle Blvd and Exposition Blvd

Average Delay (sec/veh): 15.1 Worst Case Level Of Service: F[156.7]

Street Name:	Sawtelle Blvd						Exposition Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	1	1	0	0	0	0	1	0	0	1

Volume Module:												
Base Vol:	21	1012	73	142	581	11	11	10	96	14	11	277
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:	21	1012	73	142	581	11	11	10	96	14	11	277
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:	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:	22	1065	77	149	612	12	12	11	101	15	12	292
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	22	1065	77	149	612	12	12	11	101	15	12	292

Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:												
Cnflct Vol:	623	xxxx	xxxxxx	1142	xxxx	xxxxxx	1499	2103	312	1758	2070	571
Potent Cap.:	954	xxxx	xxxxxx	607	xxxx	xxxxxx	84	51	684	54	53	464
Move Cap.:	954	xxxx	xxxxxx	607	xxxx	xxxxxx	20	38	684	29	39	464
Volume/Cap:	0.02	xxxx	xxxxxx	0.25	xxxx	xxxxxx	0.59	0.28	0.15	0.51	0.29	0.63

Level Of Service Module:															
2Way95thQ:	0.1	xxxx	xxxxx	1.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	4.2			
Control Del:	8.9	xxxx	xxxxx	12.8	xxxx	xxxxx	xxxxxx	xxxx	xxxxx	xxxxx	xxxx	25.0			
LOS by Move:	A	*	*	B	*	*	*	*	*	*	*	C			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	121	xxxxx	33	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	7.0	xxxxx	2.8	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	157	xxxxx	274.1	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	F	*	F	*	*			
ApproachDel:	xxxxxx			xxxxxx				156.7				45.6			
ApproachLOS:	*			*				F				E			

Note: Queue reported is the number of cars per lane.

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

Intersection #36 Sawtelle Blvd and National Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 1.325
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 60.5
Optimal Cycle: 180 Level Of Service: E

Sawtelle Blvd						National Blvd						
North Bound			South Bound			East Bound			West Bound			
L	T	R	L	T	R	L	T	R	L	T	R	
Control: Prot+Permit			Prot+Permit			Permitted			Permitted			
Rights: Include			Include			Include			Include			
Min. Green:	5	22	0	5	24	0	0	23	0	0	23	0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0

Volume Module:												
Base Vol:	59	927	68	365	576	68	133	781	100	57	666	400
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:	59	927	68	365	576	68	133	781	100	57	666	400
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:	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:	62	976	72	384	606	72	140	822	105	60	701	421
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	976	72	384	606	72	140	822	105	60	701	421
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 Volume:	62	976	72	384	606	72	140	822	105	60	701	421

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.92	0.92	0.43	0.92	0.92	0.13	0.92	0.92	0.20	0.88	0.88
Lanes:	1.00	1.86	0.14	1.00	1.79	0.21	1.00	1.77	0.23	1.00	1.25	0.75
Final Sat.:	1769	3263	239	823	3114	368	240	3083	395	372	2087	1253

Capacity Analysis Module:												
Vol/Sat:	0.04	0.30	0.30	0.47	0.19	0.19	0.58	0.27	0.27	0.16	0.34	0.34
Crit Moves:	****			****			****					
Green/Cycle:	0.32	0.24	0.24	0.46	0.34	0.34	0.45	0.45	0.45	0.45	0.45	0.45
Volume/Cap:	0.22	1.22	1.22	1.01	0.57	0.57	1.29	0.59	0.59	0.36	0.74	0.74
Delay/Veh:	22.2	145	144.9	64.7	24.8	24.8	206.0	18.9	18.9	17.3	22.3	22.3
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:	22.2	145	144.9	64.7	24.8	24.8	206.0	18.9	18.9	17.3	22.3	22.3
LOS by Move:	C	F	F	E	C	C	F	B	B	B	C	C
HCM2kAvgQ:	1	30	30	17	9	9	10	10	10	2	15	15

Note: Queue reported is the number of cars per lane.

TSM AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #37 Sawtelle Blvd and Palms Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 1.560
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 45.3
Optimal Cycle: 180 Level Of Service: D

Sawtelle Blvd						Palms Blvd						
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	24	0	0	25	0	0	25	0	0	25	0
Lanes:	1	0	1	1	0	0	1	0	1	1	0	0

Volume Module:												
Base Vol:	147	794	252	138	503	64	162	669	193	209	927	260
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:	147	794	252	138	503	64	162	669	193	209	927	260
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:	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:	155	836	265	145	529	67	171	704	203	220	976	274
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	836	265	145	529	67	171	704	203	220	976	274
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	155	836	265	145	529	67	171	704	203	220	976	274

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.32	0.90	0.90	0.11	0.92	0.92	0.12	0.90	0.90	0.23	0.90	0.90
Lanes:	1.00	1.52	0.48	1.00	1.77	0.23	1.00	1.55	0.45	1.00	1.56	0.44
Final Sat.:	615	2589	822	212	3085	393	231	2652	765	440	2672	749

Capacity Analysis Module:												
Vol/Sat:	0.25	0.32	0.32	0.68	0.17	0.17	0.74	0.27	0.27	0.50	0.37	0.37
Crit Moves:				****				****				
Green/Cycle:	0.44	0.44	0.44	0.44	0.44	0.44	0.47	0.47	0.47	0.47	0.47	0.47
Volume/Cap:	0.57	0.74	0.74	1.56	0.39	0.39	1.56	0.56	0.56	1.06	0.77	0.77
Delay/Veh:	21.9	22.9	22.9	323.0	17.3	17.3	315.5	17.5	17.5	102.5	22.1	22.1
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:	21.9	22.9	22.9	323.0	17.3	17.3	315.5	17.5	17.5	102.5	22.1	22.1
LOS by Move:	C	C	C	F	B	B	F	B	B	F	C	C
HCM2kAvgQ:	4	15	15	12	6	6	14	10	10	12	17	17

Note: Queue reported is the number of cars per lane.

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

Intersection #38 Sawtelle Blvd and Venice Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 1.390
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 151.8
Optimal Cycle: 180 Level Of Service: F

Sawtelle Blvd						Venice Blvd							
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	37	0	0	37	0	5	24	0	5	24	0	
Lanes:	0	1	0	1	0	1	1	0	2	1	0	2	1

Volume Module:												
Base Vol:	127	724	175	157	624	55	228	1737	80	337	1679	211
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:	127	724	175	157	624	55	228	1737	80	337	1679	211
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:	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:	134	762	184	165	657	58	240	1828	84	355	1767	222
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	762	184	165	657	58	240	1828	84	355	1767	222
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 Volume:	134	762	184	165	657	58	240	1828	84	355	1767	222

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.61	0.61	0.61	0.14	0.92	0.92	0.93	0.89	0.89	0.93	0.88	0.88
Lanes:	0.25	1.41	0.34	1.00	1.84	0.16	1.00	2.87	0.13	1.00	2.67	0.33
Final Sat.:	288	1644	397	264	3212	283	1769	4825	222	1769	4439	558

Capacity Analysis Module:												
Vol/Sat:	0.46	0.46	0.46	0.63	0.20	0.20	0.14	0.38	0.38	0.20	0.40	0.40
Crit Moves:				****				****				****
Green/Cycle:	0.45	0.45	0.45	0.45	0.45	0.45	0.11	0.27	0.27	0.14	0.31	0.31
Volume/Cap:	1.03	1.03	1.03	1.39	0.45	0.45	1.28	1.39	1.39	1.39	1.28	1.28
Delay/Veh:	60.8	60.8	60.8	243.5	17.3	17.3	200.8	213	212.7	236.2	162	162.3
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:	60.8	60.8	60.8	243.5	17.3	17.3	200.8	213	212.7	236.2	162	162.3
LOS by Move:	E	E	E	F	B	B	F	F	F	F	F	F
HCM2kAvgQ:	24	24	24	12	7	7	16	45	45	24	42	42

Note: Queue reported is the number of cars per lane.

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

Intersection #39 Sawtelle Blvd and I-405 SB Ramps

Cycle (sec): 90 Critical Vol./Cap.(X): 0.855
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 36.0
Optimal Cycle: 78 Level Of Service: D

Sawtelle Blvd					I-405 SB Ramps														
North Bound					South Bound					East Bound					West Bound				
L - T - R					L - T - R					L - T - R					L - T - R				
Control: Split Phase					Split Phase					Permitted					Permitted				
Rights: Include					Include					Include					Include				
Min. Green: 0 21 0					0 19 0					0 22 0					0 22 0				
Lanes: 0 1 1 0 1					0 1 0 1 0					0 0 1 0 0					0 1 0 0 1				

Volume Module:												
Base Vol:	12	557	204	644	218	15	15	75	24	204	14	281
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:	12	557	204	644	218	15	15	75	24	204	14	281
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:	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:	13	586	215	678	229	16	16	79	25	215	15	296
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	586	215	678	229	16	16	79	25	215	15	296
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 Volume:	13	586	215	678	229	16	16	79	25	215	15	296

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.83	0.90	0.90	0.90	0.91	0.91	0.91	0.57	0.57	0.83
Lanes:	0.04	1.96	1.00	1.00	0.94	0.06	0.13	0.66	0.21	0.94	0.06	1.00
Final Sat.:	75	3460	1583	1702	1592	110	227	1134	363	1018	70	1583

Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.14	0.40	0.14	0.14	0.07	0.07	0.07	0.21	0.21	0.19
Crit Moves:	****			****						****		
Green/Cycle:	0.23	0.23	0.23	0.43	0.43	0.43	0.24	0.24	0.24	0.24	0.24	0.24
Volume/Cap:	0.73	0.73	0.58	0.92	0.33	0.33	0.28	0.28	0.28	0.86	0.86	0.76
Delay/Veh:	35.1	35.1	32.9	37.1	17.0	17.0	28.0	28.0	28.0	56.6	56.6	40.4
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:	35.1	35.1	32.9	37.1	17.0	17.0	28.0	28.0	28.0	56.6	56.6	40.4
LOS by Move:	D	D	C	D	B	B	C	C	C	E	E	D
HCM2kAvgQ:	10	10	6	23	5	5	3	3	3	9	9	10

Note: Queue reported is the number of cars per lane.

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

Intersection #40 Sepulveda Blvd and Pico Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.254
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 43.8
Optimal Cycle: 180 Level Of Service: D

Street Name:	Sepulveda Blvd						Pico Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Prot+Permit		
Rights:	Include			Include			Ovl			Include		
Min. Green:	5	28	0	0	28	0	0	29	0	5	29	0
Lanes:	1	0	1	1	0	1	1	0	3	1	0	2

Volume Module:	Sepulveda Blvd NB			Sepulveda Blvd SB			Pico Blvd EB			Pico Blvd WB		
Base Vol:	307	726	186	82	339	106	105	1348	104	100	682	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	307	726	186	82	339	106	105	1348	104	100	682	72
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	307	726	186	82	339	106	105	1348	104	100	682	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	323	764	196	86	357	112	111	1419	109	105	718	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	323	764	196	86	357	112	111	1419	109	105	718	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	323	764	196	86	357	112	111	1419	109	105	718	76

Saturation Flow Module:	Sepulveda Blvd NB			Sepulveda Blvd SB			Pico Blvd EB			Pico Blvd WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.90	0.90	0.12	0.90	0.90	0.93	0.89	0.83	0.93	0.88	0.88
Lanes:	1.00	1.59	0.41	1.00	1.52	0.48	1.00	3.00	1.00	1.00	2.71	0.29
Final Sat.:	1769	2729	699	225	2598	812	1769	5083	1583	1769	4533	479

Capacity Analysis Module:	Sepulveda Blvd NB			Sepulveda Blvd SB			Pico Blvd EB			Pico Blvd WB		
Vol/Sat:	0.18	0.28	0.28	0.38	0.14	0.14	0.06	0.28	0.07	0.06	0.16	0.16
Crit Moves:	****			****			****			****		
Green/Cycle:	0.21	0.48	0.48	0.28	0.28	0.28	0.08	0.32	0.52	0.30	0.30	0.30
Volume/Cap:	0.88	0.58	0.58	1.39	0.50	0.50	0.79	0.88	0.13	0.58	0.52	0.52
Delay/Veh:	67.6	22.8	22.8	290.4	36.8	36.8	80.2	45.1	14.7	35.5	34.8	34.8
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:	67.6	22.8	22.8	290.4	36.8	36.8	80.2	45.1	14.7	35.5	34.8	34.8
LOS by Move:	E	C	C	F	D	D	F	D	B	D	C	C
HCM2kAvgQ:	15	13	13	8	8	8	6	21	2	4	9	9

Note: Queue reported is the number of cars per lane.

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

Intersection #41 Sepulveda Blvd and Exposition Blvd

Cycle (sec): 85 Critical Vol./Cap.(X): 0.786
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 20.2
Optimal Cycle: 60 Level Of Service: C

Sepulveda Blvd						Exposition Blvd						
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	22	0	0	22	0	0	27	0	0	27	0
Lanes:	1	0	1	1	0	1	0	0	0	1	0	0

Volume Module:												
Base Vol:	109	1803	27	37	584	32	61	113	68	16	122	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	109	1803	27	37	584	32	61	113	68	16	122	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	115	1898	28	39	615	34	64	119	72	17	128	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	1898	28	39	615	34	64	119	72	17	128	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 Volume:	115	1898	28	39	615	34	64	119	72	17	128	114

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.36	0.93	0.93	0.08	0.92	0.92	0.80	0.80	0.80	0.90	0.90	0.90
Lanes:	1.00	1.97	0.03	1.00	1.90	0.10	0.25	0.47	0.28	0.06	0.50	0.44
Final Sat.:	681	3479	52	149	3327	182	385	713	429	111	845	748

Capacity Analysis Module:												
Vol/Sat:	0.17	0.55	0.55	0.26	0.18	0.18	0.17	0.17	0.17	0.15	0.15	0.15
Crit Moves:	****						****					
Green/Cycle:	0.59	0.59	0.59	0.59	0.59	0.59	0.32	0.32	0.32	0.32	0.32	0.32
Volume/Cap:	0.29	0.93	0.93	0.44	0.31	0.31	0.52	0.52	0.52	0.48	0.48	0.48
Delay/Veh:	9.1	23.7	23.7	13.3	8.9	8.9	24.8	24.8	24.8	24.0	24.0	24.0
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:	9.1	23.7	23.7	13.3	8.9	8.9	24.8	24.8	24.8	24.0	24.0	24.0
LOS by Move:	A	C	C	B	A	A	C	C	C	C	C	C
HCM2kAvgQ:	2	29	29	1	5	5	6	6	6	6	6	6

Note: Queue reported is the number of cars per lane.

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

Intersection #42 Sepulveda Blvd and National Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 1.753
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 111.8
Optimal Cycle: 180 Level Of Service: F

Street Name:	Sepulveda Blvd						National Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	5	25	0	0	25	0	5	27	0	0	27	0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:	Sepulveda Blvd North Bound			Sepulveda Blvd South Bound			National Blvd East Bound			National Blvd West Bound		
Base Vol:	235	1754	220	83	790	116	186	859	17	76	793	87
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:	235	1754	220	83	790	116	186	859	17	76	793	87
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:	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:	247	1846	232	87	832	122	196	904	18	80	835	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	247	1846	232	87	832	122	196	904	18	80	835	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	247	1846	232	87	832	122	196	904	18	80	835	92

Saturation Flow Module:	Sepulveda Blvd North Bound			Sepulveda Blvd South Bound			National Blvd East Bound			National Blvd West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.92	0.92	0.35	0.91	0.91	0.31	0.93	0.93	0.93	0.92	0.92
Lanes:	1.00	1.78	0.22	1.00	1.74	0.26	1.00	1.96	0.04	1.00	1.80	0.20
Final Sat.:	1769	3090	388	665	3026	444	594	3459	68	1769	3140	345

Capacity Analysis Module:	Sepulveda Blvd North Bound			Sepulveda Blvd South Bound			National Blvd East Bound			National Blvd West Bound		
Vol/Sat:	0.14	0.60	0.60	0.13	0.27	0.27	0.33	0.26	0.26	0.05	0.27	0.27
Crit Moves:	****			****			****			****		
Green/Cycle:	0.49	0.41	0.41	0.33	0.30	0.30	0.42	0.33	0.33	0.35	0.30	0.30
Volume/Cap:	0.71	1.45	1.45	0.61	0.93	0.93	0.90	0.80	0.80	0.47	0.89	0.89
Delay/Veh:	25.0	233	233.2	28.7	44.4	44.4	55.7	31.6	31.6	23.6	39.3	39.3
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:	25.0	233	233.2	28.7	44.4	44.4	55.7	31.6	31.6	23.6	39.3	39.3
LOS by Move:	C	F	F	C	D	D	E	C	C	C	D	D
HCM2kAvgQ:	7	73	73	3	18	18	8	14	14	2	16	16

Note: Queue reported is the number of cars per lane.

TSM AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #43 Sepulveda Blvd and Palms Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 1.564

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 92.8

Optimal Cycle: 180 Level Of Service: F

Street Name:	Sepulveda Blvd										Palms Blvd									
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		26		0	0		26		0	0		29		0	0		29		0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0	1	0	1	0	1

Volume Module:

Base Vol:	226	1620	170	68	721	151	123	810	50	147	917	310
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:	226	1620	170	68	721	151	123	810	50	147	917	310
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	238	1705	179	72	759	159	129	853	53	155	965	326
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	238	1705	179	72	759	159	129	853	53	155	965	326
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 Volume:	238	1705	179	72	759	159	129	853	53	155	965	326

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.19	0.92	0.92	0.10	0.91	0.91	0.09	0.92	0.92	0.23	0.98	0.83
Lanes:	1.00	1.81	0.19	1.00	1.65	0.35	1.00	1.88	0.12	1.00	1.00	1.00
Final Sat.:	356	3157	331	194	2849	597	171	3302	204	445	1862	1583

Capacity Analysis Module:

Vol/Sat:	0.67	0.54	0.54	0.37	0.27	0.27	0.76	0.26	0.26	0.35	0.52	0.21
Crit Moves:	****						****					
Green/Cycle:	0.43	0.43	0.43	0.43	0.43	0.43	0.48	0.48	0.48	0.48	0.48	0.48
Volume/Cap:	1.56	1.26	1.26	0.86	0.62	0.62	1.56	0.53	0.53	0.72	1.07	0.43
Delay/Veh:	308.8	150	149.5	79.7	20.9	20.9	327.2	16.5	16.5	29.6	74.7	15.5
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:	308.8	150	149.5	79.7	20.9	20.9	327.2	16.5	16.5	29.6	74.7	15.5
LOS by Move:	F	F	F	E	C	C	F	B	B	C	E	B
HCM2kAvgQ:	19	55	55	4	11	11	11	9	9	5	40	6

Note: Queue reported is the number of cars per lane.

TSM AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #44 Sepulveda Blvd and Charnock Rd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.922
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 25.0
Optimal Cycle: 107 Level Of Service: C

Sepulveda Blvd					Charnock Rd														
North Bound					South Bound					East Bound					West Bound				
L - T - R					L - T - R					L - T - R					L - T - R				
Control: Permitted					Control: Permitted					Control: Permitted					Control: Permitted				
Rights: Include					Rights: Include					Rights: Include					Rights: Include				
Min. Green: 0 16 0					Min. Green: 0 0 0					Min. Green: 0 27 0					Min. Green: 0 27 0				
Lanes: 1 0 1 1 0					Lanes: 1 0 1 1 0					Lanes: 0 0 1! 0 0					Lanes: 0 0 1! 0 0				

Volume Module:												
Base Vol:	1	1722	86	60	762	1	7	0	1	145	0	276
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:	1	1722	86	60	762	1	7	0	1	145	0	276
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:	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:	1	1813	91	63	802	1	7	0	1	153	0	291
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1813	91	63	802	1	7	0	1	153	0	291
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 Volume:	1	1813	91	63	802	1	7	0	1	153	0	291

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.29	0.92	0.92	0.07	0.93	0.93	0.77	1.00	0.77	0.78	1.00	0.78
Lanes:	1.00	1.90	0.10	1.00	1.99	0.01	0.88	0.00	0.12	0.34	0.00	0.66
Final Sat.:	549	3346	167	142	3533	5	1280	0	183	512	0	974

Capacity Analysis Module:													
Vol/Sat:	0.00	0.54	0.54	0.45	0.23	0.23	0.01	0.00	0.01	0.30	0.00	0.30	
Crit Moves:	****					****					****		
Green/Cycle:	0.59	0.59	0.59	0.59	0.59	0.59	0.32	0.00	0.32	0.32	0.00	0.32	
Volume/Cap:	0.00	0.92	0.92	0.76	0.39	0.39	0.02	0.00	0.02	0.92	0.00	0.92	
Delay/Veh:	7.7	24.1	24.1	46.5	10.0	10.0	20.7	0.0	20.7	52.6	0.0	52.6	
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:	7.7	24.1	24.1	46.5	10.0	10.0	20.7	0.0	20.7	52.6	0.0	52.6	
LOS by Move:	A	C	C	D	B	B	C	A	C	D	A	D	
HCM2kAvgQ:	0	30	30	3	6	6	0	0	0	16	0	16	

Note: Queue reported is the number of cars per lane.

TSM AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #45 Sepulveda Blvd and Venice Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 1.285
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 105.2
Optimal Cycle: 180 Level Of Service: F

Street Name:	Sepulveda Blvd						Venice Blvd					
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	37	0	0	37	0	5	29	0	5	29	0
Lanes:	1	0	2	0	1	1	0	2	1	0	1	0

Volume Module:

Base Vol:	99	1216	180	101	489	197	268	2028	407	272	1821	152
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:	99	1216	180	101	489	197	268	2028	407	272	1821	152
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:	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:	104	1280	189	106	515	207	282	2135	428	286	1917	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	1280	189	106	515	207	282	2135	428	286	1917	160
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 Volume:	104	1280	189	106	515	207	282	2135	428	286	1917	160

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.35	0.93	0.83	0.13	0.93	0.83	0.93	0.87	0.87	0.93	0.88	0.88
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.50	0.50	1.00	2.77	0.23
Final Sat.:	669	3538	1583	244	3538	1583	1769	4128	828	1769	4635	387

Capacity Analysis Module:

Vol/Sat:	0.16	0.36	0.12	0.43	0.15	0.13	0.16	0.52	0.52	0.16	0.41	0.41
Crit Moves:				****			****			****		
Green/Cycle:	0.34	0.34	0.34	0.34	0.34	0.34	0.15	0.40	0.40	0.13	0.38	0.38
Volume/Cap:	0.46	1.07	0.35	1.29	0.43	0.39	1.08	1.29	1.29	1.29	1.08	1.08
Delay/Veh:	24.8	76.4	22.8	223.2	23.3	23.1	118.6	159	159.2	197.3	75.6	75.6
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:	24.8	76.4	22.8	223.2	23.3	23.1	118.6	159	159.2	197.3	75.6	75.6
LOS by Move:	C	E	C	F	C	C	F	F	F	F	E	E
HCM2kAvgQ:	3	29	4	8	6	5	15	53	53	18	33	33

Note: Queue reported is the number of cars per lane.

TSM AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #46 Sepulveda Blvd and 405 NB Ramps

Cycle (sec): 90 Critical Vol./Cap.(X): 1.153
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 64.6
Optimal Cycle: 180 Level Of Service: E

Street Name:	Sepulveda Blvd						405 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	21	0	0	25	0	0	2	0
Lanes:	1	0	1	1	0	1	1	0	1	0	1	0

Volume Module:

Base Vol:	692	1103	0	0	601	581	372	0	58	1	2	2
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:	692	1103	0	0	601	581	372	0	58	1	2	2
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:	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:	728	1161	0	0	633	612	392	0	61	1	2	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	728	1161	0	0	633	612	392	0	61	1	2	2
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 Volume:	728	1161	0	0	633	612	392	0	61	1	2	2

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.95	0.95	0.93	0.83	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.76	0.00	0.24	0.20	0.40	0.40
Final Sat.:	1769	3538	0	0	3538	1583	3084	0	416	349	698	698

Capacity Analysis Module:

Vol/Sat:	0.41	0.33	0.00	0.00	0.18	0.39	0.13	0.00	0.15	0.00	0.00	0.00
Crit Moves:	****					****			****		****	
Green/Cycle:	0.35	0.68	0.00	0.00	0.33	0.33	0.12	0.00	0.47	0.02	0.02	0.02
Volume/Cap:	1.18	0.49	0.00	0.00	0.55	1.18	1.02	0.00	0.31	0.14	0.14	0.14
Delay/Veh:	126.8	7.2	0.0	0.0	25.4	130.4	87.7	0.0	14.8	44.8	44.8	44.8
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:	126.8	7.2	0.0	0.0	25.4	130.4	87.7	0.0	14.8	44.8	44.8	44.8
LOS by Move:	F	A	A	A	C	F	F	A	B	D	D	D
HCM2kAvgQ:	37	8	0	0	8	32	11	0	4	0	0	0

Note: Queue reported is the number of cars per lane.

TSM AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #47 Sepulveda Blvd and Washington Pl

Cycle (sec): 90 Critical Vol./Cap.(X): 1.072
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 40.7
Optimal Cycle: 180 Level Of Service: D

Sepulveda Blvd						Washington Pl						
North Bound			South Bound			East Bound			West Bound			
L	T	R	L	T	R	L	T	R	L	T	R	
Control: Permitted			Control: Permitted			Control: Permitted			Control: Permitted			
Rights: Include			Rights: Include			Rights: Include			Rights: Include			
Min. Green:	0	28	0	0	28	0	0	27	0	0	27	0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0

Volume Module:												
Base Vol:	79	1242	19	68	449	166	252	798	65	19	637	263
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:	79	1242	19	68	449	166	252	798	65	19	637	263
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:	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:	83	1307	20	72	473	175	265	840	68	20	671	277
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	1307	20	72	473	175	265	840	68	20	671	277
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 Volume:	83	1307	20	72	473	175	265	840	68	20	671	277

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.27	0.93	0.93	0.12	0.89	0.89	0.23	0.92	0.92	0.25	0.89	0.89
Lanes:	1.00	1.97	0.03	1.00	1.46	0.54	1.00	1.85	0.15	1.00	1.42	0.58
Final Sat.:	516	3478	53	236	2480	917	441	3235	264	466	2394	988

Capacity Analysis Module:												
Vol/Sat:	0.16	0.38	0.38	0.30	0.19	0.19	0.60	0.26	0.26	0.04	0.28	0.28
Crit Moves:	****						****					
Green/Cycle:	0.35	0.35	0.35	0.35	0.35	0.35	0.56	0.56	0.56	0.56	0.56	0.56
Volume/Cap:	0.46	1.07	1.07	0.86	0.54	0.54	1.07	0.46	0.46	0.08	0.50	0.50
Delay/Veh:	24.5	76.6	76.6	83.3	24.0	24.0	97.5	11.9	11.9	9.2	12.3	12.3
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	76.6	76.6	83.3	24.0	24.0	97.5	11.9	11.9	9.2	12.3	12.3
LOS by Move:	C	E	E	F	C	C	F	B	B	A	B	B
HCM2kAvgQ:	2	30	30	4	8	8	14	8	8	0	9	9

Note: Queue reported is the number of cars per lane.

HCM Signalized Intersection Capacity Analysis

48: Washington Pl. & N. Washington Boulevard

TSM AM

												
Movement	EBL2	EBL	EBR2	NBL	NBT	SBL	SBT	SBR	SEL	SET	SER	SER2
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
Lane Util. Factor	1.00	0.97	1.00	1.00	0.95	1.00	0.91	0.91		0.95		0.95
Frt	1.00	1.00	0.85	1.00	1.00	1.00	0.95	0.85		0.86		0.85
Flt Protected	0.95	0.95	1.00	0.95	1.00	0.95	1.00	1.00		1.00		1.00
Satd. Flow (prot)	1770	3433	1583	1770	3539	1770	3231	1441		1521		1504
Flt Permitted	0.95	0.95	1.00	0.95	1.00	0.95	1.00	1.00		1.00		1.00
Satd. Flow (perm)	1770	3433	1583	1770	3539	1770	3231	1441		1521		1504
Volume (vph)	384	576	18	32	830	5	679	729	5	0	4	101
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	404	606	19	34	874	5	715	767	5	0	4	106
RTOR Reduction (vph)	0	0	14	0	0	0	0	0	0	45	0	55
Lane Group Flow (vph)	404	606	5	34	874	5	1040	442	0	12	0	3
Turn Type	Split		Perm	Prot		Prot		Perm	Split			Perm
Protected Phases	4	4		5	2	1	6		3	3		
Permitted Phases			4					6				3
Actuated Green, G (s)	25.8	25.8	25.8	3.9	44.0	1.1	41.2	41.2		5.3		5.3
Effective Green, g (s)	25.8	25.8	25.8	3.9	44.0	1.1	41.2	41.2		5.3		5.3
Actuated g/C Ratio	0.26	0.26	0.26	0.04	0.45	0.01	0.42	0.42		0.05		0.05
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0		4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0		3.0
Lane Grp Cap (vph)	465	902	416	70	1586	20	1356	605		82		81
v/s Ratio Prot	c0.23	0.18		c0.02	c0.25	0.00	c0.32			c0.01		
v/s Ratio Perm			0.00					0.31				0.00
v/c Ratio	0.87	0.67	0.01	0.49	0.55	0.25	0.77	0.73		0.14		0.04
Uniform Delay, d1	34.6	32.4	26.8	46.2	19.9	48.1	24.4	23.9		44.3		44.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00		1.00
Incremental Delay, d2	15.7	2.0	0.0	5.2	1.4	6.5	4.2	7.6		0.8		0.2
Delay (s)	50.3	34.4	26.8	51.4	21.2	54.6	28.6	31.4		45.1		44.2
Level of Service	D	C	C	D	C	D	C	C		D		D
Approach Delay (s)		40.5			22.4		29.5			44.6		
Approach LOS		D			C		C			D		
Intersection Summary												
HCM Average Control Delay			31.4			HCM Level of Service				C		
HCM Volume to Capacity ratio			0.76									
Actuated Cycle Length (s)			98.2			Sum of lost time (s)				24.0		
Intersection Capacity Utilization			65.0%			ICU Level of Service				C		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
48: Washington Pl. & N. Washington Boulevard

TSM AM

		
Movement	NWL2	NWR
Lane Configurations		
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	4.0	4.0
Lane Util. Factor	1.00	1.00
Frt	1.00	0.85
Flt Protected	0.95	1.00
Satd. Flow (prot)	1770	1583
Flt Permitted	1.00	1.00
Satd. Flow (perm)	1863	1583
Volume (vph)	2	9
Peak-hour factor, PHF	0.95	0.95
Adj. Flow (vph)	2	9
RTOR Reduction (vph)	0	9
Lane Group Flow (vph)	2	0
Turn Type	custom	custom
Protected Phases		
Permitted Phases	8	8
Actuated Green, G (s)	2.0	2.0
Effective Green, g (s)	2.0	2.0
Actuated g/C Ratio	0.02	0.02
Clearance Time (s)	4.0	4.0
Vehicle Extension (s)	3.0	3.0
Lane Grp Cap (vph)	38	32
v/s Ratio Prot		
v/s Ratio Perm	c0.00	0.00
v/c Ratio	0.05	0.01
Uniform Delay, d1	47.2	47.1
Progression Factor	1.00	1.00
Incremental Delay, d2	0.6	0.1
Delay (s)	47.7	47.2
Level of Service	D	D
Approach Delay (s)		
Approach LOS		
Intersection Summary		

TSM AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #49 Military Ave and Exposition Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.533
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 11.5
Optimal Cycle: 0 Level Of Service: B

Street Name:	Military Ave						Exposition Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
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	1! 0 0	0	0	1! 0 0	0	0	1! 0 0

Volume Module:	Military Ave			Military Ave			Exposition Blvd			Exposition Blvd		
Base Vol:	92	248	8	14	48	42	89	98	18	7	95	26
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:	92	248	8	14	48	42	89	98	18	7	95	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	97	261	8	15	51	44	94	103	19	7	100	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	261	8	15	51	44	94	103	19	7	100	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 Volume:	97	261	8	15	51	44	94	103	19	7	100	27

Saturation Flow Module:	Military Ave			Military Ave			Exposition Blvd			Exposition Blvd		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.26	0.72	0.02	0.13	0.47	0.40	0.43	0.48	0.09	0.05	0.75	0.20
Final Sat.:	182	490	16	86	297	259	273	301	55	34	459	126

Capacity Analysis Module:	Military Ave			Military Ave			Exposition Blvd			Exposition Blvd		
Vol/Sat:	0.53	0.53	0.53	0.17	0.17	0.17	0.34	0.34	0.34	0.22	0.22	0.22
Crit Moves:	****			****			****			****		
Delay/Veh:	13.2	13.2	13.2	9.1	9.1	9.1	10.9	10.9	10.9	9.7	9.7	9.7
Delay Adj:	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:	13.2	13.2	13.2	9.1	9.1	9.1	10.9	10.9	10.9	9.7	9.7	9.7
LOS by Move:	B	B	B	A	A	A	B	B	B	A	A	A
ApproachDel:	13.2			9.1			10.9			9.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	13.2			9.1			10.9			9.7		
LOS by Appr:	B			A			B			A		
AllWayAvgQ:	1.0	1.0	1.0	0.2	0.2	0.2	0.4	0.4	0.4	0.2	0.2	0.2

Note: Queue reported is the number of cars per lane.

TSM AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #50 Midvale Ave / Girard Ave and Venice Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.723
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 46.5
Optimal Cycle: 67 Level Of Service: D

Street Name:	Midvale Ave / Girard Ave						Venice Blvd						
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	40	0	0	40	0	0	19	0	0	19	0	
Lanes:	0	0	1	0	0	0	1	0	2	1	0	1	0

Volume Module:	Midvale Ave / Girard Ave			Midvale Ave / Girard Ave			Venice Blvd			Venice Blvd		
Base Vol:	86	95	57	69	52	54	37	2338	32	54	2206	21
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:	86	95	57	69	52	54	37	2338	32	54	2206	21
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:	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:	91	100	60	73	55	57	39	2461	34	57	2322	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	100	60	73	55	57	39	2461	34	57	2322	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 Volume:	91	100	60	73	55	57	39	2461	34	57	2322	22

Saturation Flow Module:	Midvale Ave / Girard Ave			Midvale Ave / Girard Ave			Venice Blvd			Venice Blvd		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.79	0.79	0.79	0.76	0.76	0.76	0.09	0.89	0.89	0.09	0.89	0.89
Lanes:	0.36	0.40	0.24	0.39	0.30	0.31	1.00	2.96	0.04	1.00	2.97	0.03
Final Sat.:	541	598	359	566	427	443	177	5005	68	177	5030	48

Capacity Analysis Module:	Midvale Ave / Girard Ave			Midvale Ave / Girard Ave			Venice Blvd			Venice Blvd		
Vol/Sat:	0.17	0.17	0.17	0.13	0.13	0.13	0.22	0.49	0.49	0.32	0.46	0.46
Crit Moves:	****			****			****			****		
Green/Cycle:	0.44	0.44	0.44	0.44	0.44	0.44	0.47	0.47	0.47	0.47	0.47	0.47
Volume/Cap:	0.38	0.38	0.38	0.29	0.29	0.29	0.47	1.05	1.05	0.69	0.99	0.99
Delay/Veh:	17.0	17.0	17.0	16.2	16.2	16.2	20.6	58.6	58.6	40.6	39.7	39.7
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:	17.0	17.0	17.0	16.2	16.2	16.2	20.6	58.6	58.6	40.6	39.7	39.7
LOS by Move:	B	B	B	B	B	B	C	E	E	D	D	D
HCM2kAvgQ:	5	5	5	3	3	3	1	37	37	3	31	31

Note: Queue reported is the number of cars per lane.

TSM AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #51 Westwood Blvd and Exposition Blvd (N)

Average Delay (sec/veh): 26.2 Worst Case Level Of Service: F[386.4]

Street Name:	Westwood Blvd						Exposition Blvd (N)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	1	0	1	0	0	1	0	0	1

Volume Module:	Westwood Blvd			Westwood Blvd			Exposition Blvd (N)			Exposition Blvd (N)		
Base Vol:	78	1196	0	0	613	26	77	0	60	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	1196	0	0	613	26	77	0	60	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	82	1259	0	0	645	27	81	0	63	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	82	1259	0	0	645	27	81	0	63	0	0	0

Critical Gap Module:	Westwood Blvd			Westwood Blvd			Exposition Blvd (N)			Exposition Blvd (N)		
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:	Westwood Blvd			Westwood Blvd			Exposition Blvd (N)			Exposition Blvd (N)		
Cnflct Vol:	673	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2082	2082	336	1746	2096	1259
Potent Cap.:	918	xxxx	xxxxx	xxxxx	xxxx	xxxxx	58	53	706	68	52	208
Move Cap.:	918	xxxx	xxxxx	xxxxx	xxxx	xxxxx	54	48	706	57	47	208
Volume/Cap:	0.09	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1.49	0.00	0.09	0.00	0.00	0.00

Level Of Service Module:	Westwood Blvd			Westwood Blvd			Exposition Blvd (N)			Exposition Blvd (N)		
2Way95thQ:	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Control Del:	9.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	91	xxxxx	xxxx	0	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.4	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	386	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			386.4			xxxxxxx		
ApproachLOS:	*			*			F			*		

Note: Queue reported is the number of cars per lane.

TSM AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #52 Westwood Blvd and Exposition Blvd (S)

Average Delay (sec/veh): 39.5 Worst Case Level Of Service: F[587.6]

Street Name:	Westwood Blvd						Exposition Blvd (S)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	1	0	1	0	0	1	0	0	1

Volume Module:	Westwood Blvd			Westwood Blvd			Exposition Blvd (S)			Exposition Blvd (S)		
Base Vol:	91	1177	1	0	596	29	65	0	70	0	0	1
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:	91	1177	1	0	596	29	65	0	70	0	0	1
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:	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:	96	1239	1	0	627	31	68	0	74	0	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	96	1239	1	0	627	31	68	0	74	0	0	1

Critical Gap Module:	Westwood Blvd			Westwood Blvd			Exposition Blvd (S)			Exposition Blvd (S)		
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.1	6.5	6.2	xxxxx	xxxx	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	3.3

Capacity Module:	Westwood Blvd			Westwood Blvd			Exposition Blvd (S)			Exposition Blvd (S)		
Cnflct Vol:	658	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2074	2074	329	xxxx	xxxx	1239
Potent Cap.:	930	xxxx	xxxxx	xxxxx	xxxx	xxxxx	39	54	712	xxxx	xxxx	214
Move Cap.:	930	xxxx	xxxxx	xxxxx	xxxx	xxxxx	36	48	712	xxxx	xxxx	214
Volume/Cap:	0.10	xxxx	xxxx	xxxx	xxxx	xxxx	1.89	0.00	0.10	xxxx	xxxx	0.00

Level Of Service Module:	Westwood Blvd			Westwood Blvd			Exposition Blvd (S)			Exposition Blvd (S)		
2Way95thQ:	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0
Control Del:	9.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	21.9
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	C
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	71	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	13.0	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	588	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			587.6			21.9		
ApproachLOS:	*			*			F			C		

Note: Queue reported is the number of cars per lane.

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

Intersection #53 Overland Ave and Ashby Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 0.865
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 19.8
Optimal Cycle: 81 Level Of Service: B

Overland Ave						Ashby Ave						
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	18	0	0	18	0	0	27	0	0	27	0
Lanes:	1	0	1	1	0	1	0	0	1	0	0	0

Volume Module:												
Base Vol:	26	1796	91	28	1152	10	17	53	19	189	43	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	1796	91	28	1152	10	17	53	19	189	43	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	27	1891	96	29	1213	11	18	56	20	199	45	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	1891	96	29	1213	11	18	56	20	199	45	59
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 Volume:	27	1891	96	29	1213	11	18	56	20	199	45	59

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.16	0.92	0.92	0.07	0.93	0.93	0.87	0.87	0.87	0.72	0.72	0.72
Lanes:	1.00	1.90	0.10	1.00	1.98	0.02	0.19	0.60	0.21	0.66	0.15	0.19
Final Sat.:	307	3344	169	136	3504	30	317	988	354	894	203	265

Capacity Analysis Module:												
Vol/Sat:	0.09	0.57	0.57	0.22	0.35	0.35	0.06	0.06	0.06	0.22	0.22	0.22
Crit Moves:	****						****					
Green/Cycle:	0.61	0.61	0.61	0.61	0.61	0.61	0.30	0.30	0.30	0.30	0.30	0.30
Volume/Cap:	0.15	0.93	0.93	0.35	0.57	0.57	0.19	0.19	0.19	0.74	0.74	0.74
Delay/Veh:	7.8	23.1	23.1	11.3	10.8	10.8	23.6	23.6	23.6	35.5	35.5	35.5
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:	7.8	23.1	23.1	11.3	10.8	10.8	23.6	23.6	23.6	35.5	35.5	35.5
LOS by Move:	A	C	C	B	B	B	C	C	C	D	D	D
HCM2kAvgQ:	0	31	31	1	11	11	2	2	2	9	9	9

Note: Queue reported is the number of cars per lane.

TSM AM Peak Hour
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Expo Light Rail

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

Intersection #54 Overland Ave and Northvale Rd

Average Delay (sec/veh): 41.7 Worst Case Level Of Service: F[1468.3]

Street Name:	Overland Ave						Northvale Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	1	0	0	1	0	0	0	0	1

Volume Module:												
Base Vol:	0	2028	82	23	1471	0	0	0	0	53	0	52
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	2028	82	23	1471	0	0	0	0	53	0	52
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:	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:	0	2135	86	24	1548	0	0	0	0	56	0	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	2135	86	24	1548	0	0	0	0	56	0	55

Critical Gap Module:												
Critical Gp:xxxxx	xxxxx	xxxxx	xxxxx	4.1	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	6.8	xxxxx	6.9
FollowUpTim:xxxxx	xxxxx	xxxxx	xxxxx	2.2	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	3.5	xxxxx	3.3

Capacity Module:												
Cnflct Vol:	xxxxx	xxxxx	xxxxx	2221	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	3001	xxxxx	1111
Potent Cap.:	xxxxx	xxxxx	xxxxx	232	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	11	xxxxx	204
Move Cap.:	xxxxx	xxxxx	xxxxx	232	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	10	xxxxx	204
Volume/Cap:	xxxxx	xxxxx	xxxxx	0.10	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	5.72	xxxxx	0.27

Level Of Service Module:												
2Way95thQ:	xxxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	8.3	xxxxx	1.0
Control Del:xxxxx	xxxxx	xxxxx	xxxxx	22.4	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	2880	xxxxx	29.0
LOS by Move:	*	*	*	C	*	*	*	*	*	F	*	D
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
SharedQueue:xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shrd ConDel:xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx			1468.3		
ApproachLOS:	*			*			*			F		

Note: Queue reported is the number of cars per lane.

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

Intersection #55 Overland Ave and National Blvd/I-10 WB Ramps

Cycle (sec): 90 Critical Vol./Cap.(X): 1.420
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 341.0
Optimal Cycle: 180 Level Of Service: F

Street Name:	Overland Ave					National Blvd/I-10 WB Ramps						
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			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	0	32	0	5	26	0	0	30	0	0	30	0
Lanes:	1	0	1	1	1	0	1	1	0	0	1	1

Volume Module:	Overland Ave			National Blvd/I-10 WB Ramps		
Base Vol:	29	1130	904	783	1179	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	1130	904	783	1179	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	31	1189	952	824	1241	100
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	31	1189	952	824	1241	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	31	1189	952	824	1241	100

Saturation Flow Module:	Overland Ave			National Blvd/I-10 WB Ramps		
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.12	0.87	0.87	0.90	0.92	0.92
Lanes:	1.00	1.67	1.33	2.00	1.85	0.15
Final Sat.:	233	2751	2201	3432	3238	261

Capacity Analysis Module:	Overland Ave			National Blvd/I-10 WB Ramps		
Vol/Sat:	0.13	0.43	0.43	0.24	0.38	0.38
Crit Moves:	****			****		
Green/Cycle:	0.29	0.29	0.57	0.05	0.34	0.34
Volume/Cap:	0.45	1.47	0.76	5.23	1.13	1.13
Delay/Veh:	35.9	255	19.1	1971	105	105.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.9	255	19.1	1971	105	105.3
LOS by Move:	D	F	B	F	F	F
HCM2kAvgQ:	1	56	20	57	37	37

Note: Queue reported is the number of cars per lane.

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Expo Light Rail

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

Intersection #56 Overland Ave and I-10 EB On-Ramp

Cycle (sec): 90 Critical Vol./Cap.(X): 0.978
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 30.6
Optimal Cycle: 158 Level Of Service: C

Street Name:	Overland Ave						I-10 EB On-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	26	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	1	0	0	2	0	2	0	0	0

Volume Module:	Overland Ave			Overland Ave			I-10 EB On-Ramp			I-10 EB On-Ramp		
Base Vol:	0	2285	463	1002	622	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2285	463	1002	622	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	0	2405	487	1055	655	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2405	487	1055	655	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2405	487	1055	655	0	0	0	0	0	0	0

Saturation Flow Module:	Overland Ave			Overland Ave			I-10 EB On-Ramp			I-10 EB On-Ramp		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.87	0.87	0.90	0.93	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.49	0.51	2.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	4121	835	3432	3538	0	0	0	0	0	0	0

Capacity Analysis Module:	Overland Ave			Overland Ave			I-10 EB On-Ramp			I-10 EB On-Ramp		
Vol/Sat:	0.00	0.58	0.58	0.31	0.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****			****								
Green/Cycle:	0.00	0.60	0.60	0.31	0.91	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.98	0.98	0.98	0.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	29.4	29.4	52.7	0.5	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	29.4	29.4	52.7	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	C	C	D	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	36	36	21	1	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

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

Intersection #57 Overland Ave an National Blvd/National Pl

Cycle (sec): 90 Critical Vol./Cap.(X): 0.817
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 22.0
Optimal Cycle: 70 Level Of Service: C

Street Name:	Overland Ave						National Blvd/National Pl					
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	29	0	0	29	0	0	33	0	0	33	0
Lanes:	1	0	2	1	0	1	1	0	1	1	0	2

Volume Module:	Overland Ave			Overland Ave			National Blvd			National Blvd		
Base Vol:	226	1445	9	63	525	46	71	135	270	207	583	976
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:	226	1445	9	63	525	46	71	135	270	207	583	976
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:	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:	238	1521	9	66	553	48	75	142	284	218	614	1027
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	238	1521	9	66	553	48	75	142	284	218	614	1027
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 Volume:	238	1521	9	66	553	48	75	142	284	218	614	1027

Saturation Flow Module:	Overland Ave			Overland Ave			National Blvd			National Blvd		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.33	0.89	0.89	0.10	0.92	0.92	0.17	0.84	0.84	0.47	0.98	0.73
Lanes:	1.00	2.98	0.02	1.00	1.84	0.16	1.00	1.00	1.00	1.00	1.00	2.00
Final Sat.:	633	5047	31	186	3214	282	322	1592	1592	892	1862	2786

Capacity Analysis Module:	Overland Ave			Overland Ave			National Blvd			National Blvd		
Vol/Sat:	0.38	0.30	0.30	0.36	0.17	0.17	0.23	0.09	0.18	0.24	0.33	0.37
Crit Moves:	****									****		
Green/Cycle:	0.46	0.46	0.46	0.46	0.46	0.46	0.45	0.45	0.45	0.45	0.45	0.45
Volume/Cap:	0.82	0.66	0.66	0.77	0.37	0.37	0.51	0.20	0.40	0.54	0.73	0.82
Delay/Veh:	37.4	19.5	19.5	55.1	16.0	16.0	20.8	14.9	16.7	19.4	23.5	25.8
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:	37.4	19.5	19.5	55.1	16.0	16.0	20.8	14.9	16.7	19.4	23.5	25.8
LOS by Move:	D	B	B	E	B	B	C	B	B	B	C	C
HCM2kAvgQ:	8	13	13	3	6	6	2	2	6	5	15	16

Note: Queue reported is the number of cars per lane.

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Expo Light Rail

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

Intersection #58 I-10 EB Off-Ramp and National Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.844
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 25.0
Optimal Cycle: 74 Level Of Service: C

Street Name:	I-10 EB Off-Ramp						National Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	21	0
Lanes:	0	0	0	1	0	0	0	2	0	0	2	0

Volume Module:	I-10 EB Off-Ramp			I-10 EB Off-Ramp			National Blvd			National Blvd		
Base Vol:	0	0	0	422	0	610	0	203	0	0	1221	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	422	0	610	0	203	0	0	1221	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:	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:	0	0	0	444	0	642	0	214	0	0	1285	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	444	0	642	0	214	0	0	1285	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 Volume:	0	0	0	444	0	642	0	214	0	0	1285	0

Saturation Flow Module:	I-10 EB Off-Ramp			I-10 EB Off-Ramp			National Blvd			National Blvd		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.83	1.00	0.93	1.00	1.00	0.93	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	1769	0	1583	0	3538	0	0	3538	0

Capacity Analysis Module:	I-10 EB Off-Ramp			I-10 EB Off-Ramp			National Blvd			National Blvd		
Vol/Sat:	0.00	0.00	0.00	0.25	0.00	0.41	0.00	0.06	0.00	0.00	0.36	0.00
Crit Moves:						****					****	
Green/Cycle:	0.00	0.00	0.00	0.48	0.00	0.48	0.00	0.43	0.00	0.00	0.43	0.00
Volume/Cap:	0.00	0.00	0.00	0.52	0.00	0.84	0.00	0.14	0.00	0.00	0.84	0.00
Delay/Veh:	0.0	0.0	0.0	16.8	0.0	29.0	0.0	15.6	0.0	0.0	27.4	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	0.0	0.0	16.8	0.0	29.0	0.0	15.6	0.0	0.0	27.4	0.0
LOS by Move:	A	A	A	B	A	C	A	B	A	A	C	A
HCM2kAvgQ:	0	0	0	9	0	18	0	2	0	0	19	0

Note: Queue reported is the number of cars per lane.

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

Intersection #59 Overland Ave and Venice Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 1.413
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 136.5
Optimal Cycle: 180 Level Of Service: F

Overland Ave						Venice Blvd							
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:	Ovl			Ovl			Include			Include			
Min. Green:	0	37	0	0	37	0	5	29	0	5	29	0	
Lanes:	1	0	2	0	1	1	2	0	2	1	0	2	0

Volume Module:

Base Vol:	122	1235	221	111	781	151	299	2025	156	497	1915	219
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	122	1235	221	111	781	151	299	2025	156	497	1915	219
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	128	1300	233	117	822	159	315	2132	164	523	2016	231
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	1300	233	117	822	159	315	2132	164	523	2016	231
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 Volume:	128	1300	233	117	822	159	315	2132	164	523	2016	231

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.23	0.93	0.83	0.10	0.93	0.83	0.90	0.88	0.88	0.90	0.88	0.88
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.79	0.21	2.00	2.69	0.31
Final Sat.:	434	3538	1583	190	3538	1583	3432	4668	360	3432	4493	514

Capacity Analysis Module:

Vol/Sat:	0.30	0.37	0.15	0.62	0.23	0.10	0.09	0.46	0.46	0.15	0.45	0.45
Crit Moves:				****				****				****
Green/Cycle:	0.44	0.44	0.54	0.44	0.44	0.51	0.07	0.32	0.32	0.11	0.36	0.36
Volume/Cap:	0.68	0.84	0.27	1.41	0.53	0.20	1.25	1.41	1.41	1.41	1.25	1.25
Delay/Veh:	30.0	27.1	11.2	268.1	19.0	12.2	184.0	220	219.9	241.2	148	147.6
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:	30.0	27.1	11.2	268.1	19.0	12.2	184.0	220	219.9	241.2	148	147.6
LOS by Move:	C	C	B	F	B	B	F	F	F	F	F	F
HCM2kAvgQ:	4	20	3	9	9	2	11	55	55	19	45	45

Note: Queue reported is the number of cars per lane.

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

Intersection #60 Overland Ave and Washington Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.436
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 75.7
Optimal Cycle: 180 Level Of Service: E

Street Name:	Overland Ave						Washington Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permit+Prot			Permit+Prot		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	5	29	0	5	30	0	5	33	0	5	30	0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0

Volume Module:	Overland Ave			Overland Ave			Washington Blvd			Washington Blvd		
Base Vol:	215	902	122	207	895	194	220	940	322	228	1222	254
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:	215	902	122	207	895	194	220	940	322	228	1222	254
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:	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:	226	949	128	218	942	204	232	989	339	240	1286	267
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	226	949	128	218	942	204	232	989	339	240	1286	267
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 Volume:	226	949	128	218	942	204	232	989	339	240	1286	267

Saturation Flow Module:	Overland Ave			Overland Ave			Washington Blvd			Washington Blvd		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.52	0.93	0.83	0.60	0.93	0.83	0.26	0.93	0.83	0.27	0.91	0.91
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.66	0.34
Final Sat.:	986	3538	1583	1146	3538	1583	498	3538	1583	510	2853	593

Capacity Analysis Module:	Overland Ave			Overland Ave			Washington Blvd			Washington Blvd		
Vol/Sat:	0.23	0.27	0.08	0.19	0.27	0.13	0.47	0.28	0.21	0.47	0.45	0.45
Crit Moves:	****			****			****			****		
Green/Cycle:	0.36	0.25	0.41	0.39	0.25	0.36	0.49	0.34	0.34	0.54	0.39	0.39
Volume/Cap:	0.87	1.08	0.20	0.83	1.07	0.35	0.72	0.82	0.63	0.58	1.15	1.15
Delay/Veh:	54.8	101	22.7	44.3	94.2	28.3	7.6	40.9	35.6	41.8	113	113.4
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:	54.8	101	22.7	44.3	94.2	28.3	7.6	40.9	35.6	41.8	113	113.4
LOS by Move:	D	F	C	D	F	C	A	D	D	D	F	F
HCM2kAvgQ:	11	27	3	10	27	6	8	20	11	7	46	46

Note: Queue reported is the number of cars per lane.

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City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #61 Motor Ave and National Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 1.012
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 24.9
Optimal Cycle: 64 Level Of Service: C

Street Name:	Motor Ave						National Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permit+Prot			Permit+Prot			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	23	0	5	22	0	0	24	0	0	24	0
Lanes:	1	0	0	1	0	1	0	1	0	0	1	0

Volume Module:	Motor Ave			Motor Ave			National Blvd			National Blvd		
Base Vol:	48	634	12	26	252	107	9	428	217	9	660	53
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:	48	634	12	26	252	107	9	428	217	9	660	53
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:	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:	51	667	13	27	265	113	9	451	228	9	695	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	667	13	27	265	113	9	451	228	9	695	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	51	667	13	27	265	113	9	451	228	9	695	56

Saturation Flow Module:	Motor Ave			Motor Ave			National Blvd			National Blvd		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.50	0.98	0.98	0.14	0.89	0.89	0.83	0.83	0.83	0.87	0.87	0.87
Lanes:	1.00	0.98	0.02	1.00	1.40	0.60	0.03	1.31	0.66	0.02	1.83	0.15
Final Sat.:	953	1822	34	262	2372	1007	44	2074	1052	41	3019	242

Capacity Analysis Module:	Motor Ave			Motor Ave			National Blvd			National Blvd		
Vol/Sat:	0.05	0.37	0.37	0.10	0.11	0.11	0.22	0.22	0.22	0.23	0.23	0.23
Crit Moves:	****			****						****		
Green/Cycle:	0.60	0.50	0.50	0.55	0.45	0.45	0.31	0.31	0.31	0.31	0.31	0.31
Volume/Cap:	0.07	0.74	0.74	0.09	0.25	0.25	0.69	0.69	0.69	0.74	0.74	0.74
Delay/Veh:	8.5	21.0	21.0	25.5	15.3	15.3	29.3	29.3	29.3	30.4	30.4	30.4
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:	8.5	21.0	21.0	25.5	15.3	15.3	29.3	29.3	29.3	30.4	30.4	30.4
LOS by Move:	A	C	C	C	B	B	C	C	C	C	C	C
HCM2kAvgQ:	1	16	16	0	3	3	10	10	10	11	11	11

Note: Queue reported is the number of cars per lane.

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Expo Light Rail

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

Intersection #62 Motor Ave and Venice Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.103

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 31.1

Optimal Cycle: 180 Level Of Service: C

Street Name:	Motor Ave						Venice Blvd					
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	37	0	0	37	0	0	27	0	0	27	0
Lanes:	1	0	1	1	0	1	1	0	2	1	0	0

Volume Module:												
Base Vol:	46	467	39	237	411	291	101	2186	22	75	2259	133
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:	46	467	39	237	411	291	101	2186	22	75	2259	133
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:	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:	48	492	41	249	433	306	106	2301	23	79	2378	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	492	41	249	433	306	106	2301	23	79	2378	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	48	492	41	249	433	306	106	2301	23	79	2378	140

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.26	0.92	0.92	0.37	0.98	0.83	0.07	0.89	0.89	0.07	0.88	0.88
Lanes:	1.00	1.85	0.15	1.00	1.00	1.00	1.00	2.97	0.03	1.00	2.83	0.17
Final Sat.:	492	3226	269	698	1862	1583	136	5028	51	136	4762	280

Capacity Analysis Module:												
Vol/Sat:	0.10	0.15	0.15	0.36	0.23	0.19	0.78	0.46	0.46	0.58	0.50	0.50
Crit Moves:	*****											
Green/Cycle:	0.37	0.37	0.37	0.37	0.37	0.37	0.55	0.55	0.55	0.55	0.55	0.55
Volume/Cap:	0.27	0.41	0.41	0.97	0.63	0.52	1.42	0.83	0.83	1.06	0.91	0.91
Delay/Veh:	22.8	23.6	23.6	77.2	27.7	25.5	273.8	20.9	20.9	142.8	25.1	25.1
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:	22.8	23.6	23.6	77.2	27.7	25.5	273.8	20.9	20.9	142.8	25.1	25.1
LOS by Move:	C	C	C	E	C	C	F	C	C	F	C	C
HCM2kAvgQ:	1	6	6	12	11	8	9	24	24	6	29	29

Note: Queue reported is the number of cars per lane.

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

Intersection #63 Motor Ave and Washington Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.805

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 21.6

Optimal Cycle: 66 Level Of Service: C

Street Name:	Motor Ave						Washington Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Permitted		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	27	0	0	0	0	0	24	0
Lanes:	0	0	0	0	0	0	1	0	2	0	0	0

Volume Module:												
Base Vol:	0	0	0	304	0	241	372	1174	0	0	993	125
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	304	0	241	372	1174	0	0	993	125
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:	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:	0	0	0	320	0	254	392	1236	0	0	1045	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	320	0	254	392	1236	0	0	1045	132
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 Volume:	0	0	0	320	0	254	392	1236	0	0	1045	132

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.83	0.93	0.93	1.00	1.00	0.92	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.78	0.22
Final Sat.:	0	0	0	1769	0	1583	1769	3538	0	0	3089	389

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.16	0.22	0.35	0.00	0.00	0.34	0.34
Crit Moves:				****				****				****
Green/Cycle:	0.00	0.00	0.00	0.22	0.00	0.50	0.70	0.70	0.00	0.00	0.42	0.42
Volume/Cap:	0.00	0.00	0.00	0.81	0.00	0.32	0.70	0.50	0.00	0.00	0.81	0.81
Delay/Veh:	0.0	0.0	0.0	48.1	0.0	15.1	27.3	7.3	0.0	0.0	28.8	28.8
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:	0.0	0.0	0.0	48.1	0.0	15.1	27.3	7.3	0.0	0.0	28.8	28.8
LOS by Move:	A	A	A	D	A	B	C	A	A	A	C	C
HCM2kAvgQ:	0	0	0	12	0	5	9	9	0	0	19	19

Note: Queue reported is the number of cars per lane.

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Expo Light Rail

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

Intersection #64 Clarington Ave and Venice Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.501

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 44.4

Optimal Cycle: 180 Level Of Service: D

Street Name:	Clarington Ave						Venice Blvd					
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	37	0	0	37	0	0	22	0	0	22	0
Lanes:	0	0	1	0	0	0	1	0	2	1	0	0

Volume Module:												
Base Vol:	75	201	135	117	175	64	120	2294	91	137	2264	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	201	135	117	175	64	120	2294	91	137	2264	19
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:	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:	79	212	142	123	184	67	126	2415	96	144	2383	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	212	142	123	184	67	126	2415	96	144	2383	20
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 Volume:	79	212	142	123	184	67	126	2415	96	144	2383	20

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.79	0.79	0.79	0.62	0.62	0.62	0.07	0.89	0.89	0.07	0.89	0.89
Lanes:	0.18	0.49	0.33	0.33	0.49	0.18	1.00	2.89	0.11	1.00	2.98	0.02
Final Sat.:	275	737	495	385	575	210	136	4860	193	136	5036	42

Capacity Analysis Module:												
Vol/Sat:	0.29	0.29	0.29	0.32	0.32	0.32	0.93	0.50	0.50	1.06	0.47	0.47
Crit Moves:	****						****					
Green/Cycle:	0.37	0.37	0.37	0.37	0.37	0.37	0.55	0.55	0.55	0.55	0.55	0.55
Volume/Cap:	0.78	0.78	0.78	0.87	0.87	0.87	1.69	0.90	0.90	1.93	0.86	0.86
Delay/Veh:	34.6	34.6	34.6	45.7	45.7	45.7	383.5	24.8	24.8	485.7	22.2	22.2
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:	34.6	34.6	34.6	45.7	45.7	45.7	383.5	24.8	24.8	485.7	22.2	22.2
LOS by Move:	C	C	C	D	D	D	F	C	C	F	C	C
HCM2kAvgQ:	14	14	14	14	14	14	12	29	29	14	26	26

Note: Queue reported is the number of cars per lane.

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City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #65 Clarington Ave / Madison Ave and Washington Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.677
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 24.9
Optimal Cycle: 79 Level Of Service: C

Clarington Ave / Madison Ave						Washington Blvd						
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	30	0	0	26	0	5	32	0	5	23	0
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1

Volume Module:

Base Vol:	30	136	76	62	40	189	251	987	35	8	1005	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	136	76	62	40	189	251	987	35	8	1005	124
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:	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:	32	143	80	65	42	199	264	1039	37	8	1058	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	143	80	65	42	199	264	1039	37	8	1058	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	32	143	80	65	42	199	264	1039	37	8	1058	131

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.42	0.98	0.83	0.59	0.86	0.86	0.93	0.93	0.93	0.93	0.93	0.83
Lanes:	1.00	1.00	1.00	1.00	0.17	0.83	1.00	1.93	0.07	1.00	2.00	1.00
Final Sat.:	801	1862	1583	1117	285	1346	1769	3400	121	1769	3538	1583

Capacity Analysis Module:

Vol/Sat:	0.04	0.08	0.05	0.06	0.15	0.15	0.15	0.31	0.31	0.00	0.30	0.08
Crit Moves:				****			****			****		
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.21	0.54	0.54	0.08	0.41	0.41
Volume/Cap:	0.15	0.30	0.19	0.22	0.57	0.57	0.72	0.57	0.57	0.06	0.72	0.20
Delay/Veh:	28.8	30.0	29.1	29.5	34.0	34.0	44.0	15.9	15.9	42.3	26.4	18.9
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:	28.8	30.0	29.1	29.5	34.0	34.0	44.0	15.9	15.9	42.3	26.4	18.9
LOS by Move:	C	C	C	C	C	C	D	B	B	D	C	B
HCM2kAvgQ:	1	4	2	2	7	7	9	12	12	0	15	3

Note: Queue reported is the number of cars per lane.

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Expo Light Rail

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

Intersection #66 Palms Blvd/National Blvd and Exposition Blvd/ National Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.641
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 17.9
Optimal Cycle: 63 Level Of Service: B

Street Name:	Palms Blvd / National Blvd					Exposition Blvd / National Blvd				
Approach:	North Bound					South Bound				
Movement:	L	-	T	-	R	L	-	T	-	R
Control:	Permitted					Permitted				
Rights:	Include					Include				
Min. Green:	0		26		0	0		24		0
Lanes:	1	0	1	1	0	1	0	1	1	0

Control:	Permitted					Permitted						
Rights:	Include					Include						
Min. Green:	0		26		0	0		29		0		
Lanes:	1	0	1	1	0	1	0	1	0	1		
Volume Module:												
Base Vol:	29	1270	133	73	975	280	177	161	9	172	281	223
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:	29	1270	133	73	975	280	177	161	9	172	281	223
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:	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:	31	1337	140	77	1026	295	186	169	9	181	296	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	1337	140	77	1026	295	186	169	9	181	296	235
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	31	1337	140	77	1026	295	186	169	9	181	296	235

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.13	0.92	0.92	0.10	0.90	0.90	0.41	0.98	0.83	0.58	0.98	0.83
Lanes:	1.00	1.81	0.19	1.00	1.55	0.45	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	246	3158	331	181	2658	763	773	1862	1583	1102	1862	1583

Capacity Analysis Module:												
Vol/Sat:	0.12	0.42	0.42	0.43	0.39	0.39	0.24	0.09	0.01	0.16	0.16	0.15
Crit Moves:	****						****					
Green/Cycle:	0.59	0.59	0.59	0.59	0.59	0.59	0.32	0.32	0.32	0.32	0.32	0.32
Volume/Cap:	0.21	0.72	0.72	0.72	0.66	0.66	0.75	0.28	0.02	0.51	0.49	0.46
Delay/Veh:	9.4	14.4	14.4	34.7	13.2	13.2	39.1	23.0	20.8	26.0	25.2	24.9
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:	9.4	14.4	14.4	34.7	13.2	13.2	39.1	23.0	20.8	26.0	25.2	24.9
LOS by Move:	A	B	B	C	B	B	D	C	C	C	C	C
HCM2kAvgQ:	1	16	16	3	13	13	6	4	0	5	7	6

Note: Queue reported is the number of cars per lane.

TSM AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #67 Hughes Ave and Venice Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 2.123
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 59.8
Optimal Cycle: 180 Level Of Service: E

Street Name:		Hughes Ave						Venice Blvd								
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	37	0	0	37	0	0	20	0	0	20	0			
Lanes:		0	0	1	0	0	0	0	1	0	0	1	0	2	1	0

Volume Module:													
Base Vol:	98	240	115	71	215	49	45	2335	117	209	2300	22	
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:	98	240	115	71	215	49	45	2335	117	209	2300	22	
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:	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:	103	253	121	75	226	52	47	2458	123	220	2421	23	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	103	253	121	75	226	52	47	2458	123	220	2421	23	
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 Volume:	103	253	121	75	226	52	47	2458	123	220	2421	23	

Saturation Flow Module:													
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.75	0.75	0.75	0.74	0.74	0.74	0.07	0.89	0.89	0.07	0.89	0.89	
Lanes:	0.22	0.53	0.25	0.21	0.64	0.15	1.00	2.86	0.14	1.00	2.97	0.03	
Final Sat.:	309	756	362	299	906	207	136	4807	241	136	5030	48	

Capacity Analysis Module:													
Vol/Sat:	0.33	0.33	0.33	0.25	0.25	0.25	0.35	0.51	0.51	1.62	0.48	0.48	
Crit Moves:	****									****			
Green/Cycle:	0.37	0.37	0.37	0.37	0.37	0.37	0.55	0.55	0.55	0.55	0.55	0.55	
Volume/Cap:	0.90	0.90	0.90	0.67	0.67	0.67	0.63	0.93	0.93	2.94	0.88	0.88	
Delay/Veh:	48.6	48.6	48.6	29.9	29.9	29.9	32.0	27.1	27.1	931.8	22.9	22.9	
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:	48.6	48.6	48.6	29.9	29.9	29.9	32.0	27.1	27.1	931.8	22.9	22.9	
LOS by Move:	D	D	D	C	C	C	C	C	C	F	C	C	
HCM2kAvgQ:	18	18	18	10	10	10	2	31	31	26	27	27	

Note: Queue reported is the number of cars per lane.

TSM AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #68 Hughes Ave / Duquesne Ave and Washington Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.835
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 21.2
Optimal Cycle: 74 Level Of Service: C

Street Name:	Hughes Ave / Duquesne Ave						Washington Blvd					
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	27	0	0	28	0	0	28	0	0	25	0
Lanes:	1	0	0	1	0	0	1	0	1	1	0	1

Volume Module:	Hughes Ave / Duquesne Ave			Washington Blvd		
Base Vol:	114	269	88	27	285	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	269	88	27	285	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	120	283	93	28	300	103
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	120	283	93	28	300	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	120	283	93	28	300	103

Saturation Flow Module:	Hughes Ave / Duquesne Ave			Washington Blvd		
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.21	0.94	0.94	0.24	0.94	0.94
Lanes:	1.00	0.75	0.25	1.00	0.74	0.26
Final Sat.:	392	1351	442	463	1333	458

Capacity Analysis Module:	Hughes Ave / Duquesne Ave			Washington Blvd		
Vol/Sat:	0.31	0.21	0.21	0.06	0.23	0.23
Crit Moves:	****			****		
Green/Cycle:	0.37	0.37	0.37	0.37	0.37	0.37
Volume/Cap:	0.84	0.57	0.57	0.17	0.61	0.61
Delay/Veh:	61.5	26.6	26.6	21.8	27.6	27.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.5	26.6	26.6	21.8	27.6	27.6
LOS by Move:	E	C	C	C	C	C
HCM2kAvgQ:	6	10	10	1	11	11

Note: Queue reported is the number of cars per lane.

TSM AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #69 National Blvd and Manning Ave / I-10 WB Ramp

Cycle (sec): 90 Critical Vol./Cap.(X): 2.248
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 138.9
Optimal Cycle: 180 Level Of Service: F

Street Name:	National Blvd						Manning Ave / I-10 WB Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	21	0	0	31	0	0	0	0	0	28	0
Lanes:	1	0	2	0	0	1	1	0	0	1	0	0

Volume Module:	National Blvd			National Blvd			Manning Ave / I-10 WB Ramp			Manning Ave / I-10 WB Ramp		
Base Vol:	260	1257	0	0	1110	376	106	0	44	132	161	36
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:	260	1257	0	0	1110	376	106	0	44	132	161	36
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:	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:	274	1323	0	0	1168	396	112	0	46	139	169	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	274	1323	0	0	1168	396	112	0	46	139	169	38
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 Volume:	274	1323	0	0	1168	396	112	0	46	139	169	38

Saturation Flow Module:	National Blvd			National Blvd			Manning Ave / I-10 WB Ramp			Manning Ave / I-10 WB Ramp		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.08	0.93	1.00	1.00	0.90	0.90	0.93	1.00	0.83	0.93	0.95	0.95
Lanes:	1.00	2.00	0.00	0.00	1.49	0.51	1.00	0.00	1.00	1.00	0.82	0.18
Final Sat.:	155	3538	0	0	2542	861	1769	0	1583	1769	1481	331

Capacity Analysis Module:	National Blvd			National Blvd			Manning Ave / I-10 WB Ramp			Manning Ave / I-10 WB Ramp		
Vol/Sat:	1.77	0.37	0.00	0.00	0.46	0.46	0.06	0.00	0.03	0.08	0.11	0.11
Crit Moves:	****						****			****		
Green/Cycle:	0.54	0.54	0.00	0.00	0.54	0.54	0.02	0.00	0.02	0.31	0.31	0.31
Volume/Cap:	3.30	0.70	0.00	0.00	0.86	0.86	3.30	0.00	1.53	0.25	0.37	0.37
Delay/Veh:	1087	16.6	0.0	0.0	22.2	22.2	1151	0.0	398.9	23.4	24.5	24.5
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:	1087	16.6	0.0	0.0	22.2	22.2	1151	0.0	398.9	23.4	24.5	24.5
LOS by Move:	F	B	A	A	C	C	F	A	F	C	C	C
HCM2kAvgQ:	32	15	0	0	22	22	14	0	5	3	5	5

Note: Queue reported is the number of cars per lane.

TSM AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #70 Culver Blvd and Washington Blvd/Irving Pl

Cycle (sec): 120 Critical Vol./Cap.(X): 0.745
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 50.8
Optimal Cycle: 180 Level Of Service: D

Street Name:	Culver Blvd					Washington Blvd/Irving Pl						
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			Split Phase		Split Phase				
Rights:	Include		Include			Include		Include				
Min. Green:	0	21	0	5	26	0	0	28	0	0	0	0
Lanes:	0	0	2	1	0	1	0	1	1	0	1	0

Volume Module:	Culver Blvd					Washington Blvd/Irving Pl						
Base Vol:	0	1086	46	109	844	689	25	673	31	102	0	163
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1086	46	109	844	689	25	673	31	102	0	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	0	1143	48	115	888	725	26	708	33	107	0	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1143	48	115	888	725	26	708	33	107	0	172
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 Volume:	0	1143	48	115	888	725	26	708	33	107	0	172

Saturation Flow Module:	Culver Blvd					Washington Blvd/Irving Pl						
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.89	0.89	0.93	0.87	0.87	0.93	0.92	0.92	0.93	1.00	0.83
Lanes:	0.00	2.88	0.12	1.00	1.65	1.35	1.00	1.91	0.09	1.00	0.00	1.00
Final Sat.:	0	4847	205	1769	2726	2225	1769	3358	155	1769	0	1583

Capacity Analysis Module:	Culver Blvd					Washington Blvd/Irving Pl						
Vol/Sat:	0.00	0.24	0.24	0.06	0.33	0.33	0.01	0.21	0.21	0.06	0.00	0.11
Crit Moves:	****					****					****	
Green/Cycle:	0.00	0.23	0.23	0.30	0.53	0.53	0.23	0.23	0.23	0.10	0.00	0.10
Volume/Cap:	0.00	1.02	1.02	0.22	0.61	0.61	0.06	0.90	0.90	0.59	0.00	1.06
Delay/Veh:	0.0	76.6	76.6	31.7	20.0	20.0	35.9	58.1	58.1	56.6	0.0	140.6
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:	0.0	76.6	76.6	31.7	20.0	20.0	35.9	58.1	58.1	56.6	0.0	140.6
LOS by Move:	A	E	E	C	C	C	D	E	E	E	A	F
HCM2kAvgQ:	0	22	22	3	15	15	1	17	17	5	0	11

Note: Queue reported is the number of cars per lane.

TSM AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #71 Bagley Ave and Exposition Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.550
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 13.6
Optimal Cycle: 0 Level Of Service: B

Street Name:	Bagley Ave						Exposition Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
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	1! 0 0	0	0	1! 0 0	0	0	1! 0 0

Volume Module:	Bagley Ave NB			Bagley Ave SB			Exposition Blvd EB			Exposition Blvd WB		
Base Vol:	52	243	14	23	178	79	161	68	20	12	101	66
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:	52	243	14	23	178	79	161	68	20	12	101	66
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:	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:	55	256	15	24	187	83	169	72	21	13	106	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	256	15	24	187	83	169	72	21	13	106	69
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 Volume:	55	256	15	24	187	83	169	72	21	13	106	69

Saturation Flow Module:	Bagley Ave NB			Bagley Ave SB			Exposition Blvd EB			Exposition Blvd WB		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.17	0.79	0.04	0.08	0.64	0.28	0.65	0.27	0.08	0.07	0.56	0.37
Final Sat.:	100	465	27	49	379	168	356	150	44	36	306	200

Capacity Analysis Module:	Bagley Ave NB			Bagley Ave SB			Exposition Blvd EB			Exposition Blvd WB		
Vol/Sat:	0.55	0.55	0.55	0.49	0.49	0.49	0.48	0.48	0.48	0.35	0.35	0.35
Crit Moves:	****			****			****			****		
Delay/Veh:	14.8	14.8	14.8	13.5	13.5	13.5	13.8	13.8	13.8	11.6	11.6	11.6
Delay Adj:	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:	14.8	14.8	14.8	13.5	13.5	13.5	13.8	13.8	13.8	11.6	11.6	11.6
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:	14.8			13.5			13.8			11.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	14.8			13.5			13.8			11.6		
LOS by Appr:	B			B			B			B		
AllWayAvgQ:	1.0	1.0	1.0	0.8	0.8	0.8	0.7	0.7	0.7	0.4	0.4	0.4

Note: Queue reported is the number of cars per lane.

TSM AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #72 Bagley Ave / Main St and Venice Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.990

Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 45.8

Optimal Cycle: 180 Level Of Service: D

Street Name:	Bagley Ave / Main St						Venice Blvd					
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	38	0	0	38	0	5	22	0	5	18	0
Lanes:	1	0	0	1	0	0	1	0	2	1	0	0

Volume Module:

Base Vol:	25	50	76	117	170	140	117	2348	56	80	2416	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	50	76	117	170	140	117	2348	56	80	2416	58
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:	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:	26	53	80	123	179	147	123	2472	59	84	2543	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	53	80	123	179	147	123	2472	59	84	2543	61
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 Volume:	26	53	80	123	179	147	123	2472	59	84	2543	61

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	0.89	0.89	0.77	0.77	0.77	0.93	0.89	0.89	0.93	0.89	0.89
Lanes:	1.00	0.40	0.60	0.27	0.40	0.33	1.00	2.93	0.07	1.00	2.93	0.07
Final Sat.:	1469	672	1022	401	583	480	1769	4950	118	1769	4949	119

Capacity Analysis Module:

Vol/Sat:	0.02	0.08	0.08	0.31	0.31	0.31	0.07	0.50	0.50	0.05	0.51	0.51
Crit Moves:				****			****			****		
Green/Cycle:	0.32	0.32	0.32	0.32	0.32	0.32	0.07	0.53	0.53	0.05	0.51	0.51
Volume/Cap:	0.06	0.25	0.25	0.97	0.97	0.97	1.00	0.94	0.94	0.94	1.00	1.00
Delay/Veh:	28.6	30.6	30.6	74.4	74.4	74.4	137.0	33.4	33.4	131.1	46.9	46.9
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:	28.6	30.6	30.6	74.4	74.4	74.4	137.0	33.4	33.4	131.1	46.9	46.9
LOS by Move:	C	C	C	E	E	E	F	C	C	F	D	D
HCM2kAvgQ:	1	4	4	21	21	21	8	36	36	6	43	43

Note: Queue reported is the number of cars per lane.

TSM AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #73 Main St / Washington Blvd and Culver Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.128
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 313.9
Optimal Cycle: 180 Level Of Service: F

Main St / Washington Blvd						Culver Blvd						
North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	33	0	0	33	0	5	30	0	5	26	0
Lanes:	2	0	0	1	0	1	0	1	0	2	0	2
	1	0	1	0	1	0	1	0	2	0	1	0

Volume Module:

Base Vol:	1284	40	0	0	142	157	573	0	1330	2	421	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1284	40	0	0	142	157	573	0	1330	2	421	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	1352	42	0	0	149	165	603	0	1400	2	443	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1352	42	0	0	149	165	603	0	1400	2	443	80
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 Volume:	1352	42	0	0	149	165	603	0	1400	2	443	80

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.98	1.00	0.95	0.86	0.86	0.93	0.95	0.73	0.93	0.91	0.91
Lanes:	2.00	1.00	0.00	0.00	1.00	1.00	1.00	2.00	2.00	1.00	1.69	0.31
Final Sat.:	3432	1862	0	0	1629	1629	1769	3610	2786	1769	2928	529

Capacity Analysis Module:

Vol/Sat:	0.39	0.02	0.00	0.00	0.09	0.10	0.34	0.00	0.50	0.00	0.15	0.15
Crit Moves:	****			****			****			****		
Green/Cycle:	0.20	0.20	0.00	0.00	0.28	0.28	0.17	0.00	0.35	0.04	0.22	0.22
Volume/Cap:	1.96	0.11	0.00	0.00	0.33	0.37	1.96	0.00	1.44	0.03	0.70	0.70
Delay/Veh:	485.0	39.3	0.0	0.0	34.9	35.4	493.0	0.0	243.0	55.3	46.3	46.3
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:	485.0	39.3	0.0	0.0	34.9	35.4	493.0	0.0	243.0	55.3	46.3	46.3
LOS by Move:	F	D	A	A	C	D	F	A	F	E	D	D
HCM2kAvgQ:	68	1	0	0	5	5	59	0	60	0	11	11

Note: Queue reported is the number of cars per lane.

TSM AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #74 Culver Blvd and Venice Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.920

Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 148.0

Optimal Cycle: 140 Level Of Service: F

Street Name:	Culver Blvd						Venice Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	36	0	0	40	0	5	21	0
Lanes:	1	0	1	0	2	1	0	1	0	2	0	2

Volume Module:

Base Vol:	52	5	277	41	6	21	15	2589	11	408	2668	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:	52	5	277	41	6	21	15	2589	11	408	2668	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:	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:	55	5	292	43	6	22	16	2725	12	429	2808	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	5	292	43	6	22	16	2725	12	429	2808	33
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 Volume:	55	5	292	43	6	22	16	2725	12	429	2808	33

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.73	0.91	0.91	0.91	0.08	0.89	0.89	0.90	0.89	0.89
Lanes:	1.00	1.00	2.00	1.43	0.13	0.44	1.00	2.99	0.01	2.00	2.97	0.03
Final Sat.:	1769	1862	2786	2469	218	763	156	5057	21	3432	5015	58

Capacity Analysis Module:

Vol/Sat:	0.03	0.00	0.10	0.02	0.03	0.03	0.10	0.54	0.54	0.13	0.56	0.56
Crit Moves:	****			****			****			****		
Green/Cycle:	0.08	0.08	0.17	0.30	0.30	0.30	0.40	0.40	0.40	0.09	0.49	0.49
Volume/Cap:	0.40	0.04	0.62	0.06	0.10	0.10	0.25	1.36	1.36	1.36	1.14	1.14
Delay/Veh:	54.7	51.3	48.7	29.9	30.3	30.3	26.4	200	199.9	234.6	101	100.8
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:	54.7	51.3	48.7	29.9	30.3	30.3	26.4	200	199.9	234.6	101	100.8
LOS by Move:	D	D	D	C	C	C	C	F	F	F	F	F
HCM2kAvgQ:	2	0	7	1	1	1	1	70	70	17	57	57

Note: Queue reported is the number of cars per lane.

TSM AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #75 Sawtelle Blvd and Washington Pl

Cycle (sec): 90 Critical Vol./Cap.(X): 0.635
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 16.7
Optimal Cycle: 62 Level Of Service: B

Street Name:	Sawtelle Blvd						Washington Pl					
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	26	0	0	28	0	0	26	0	0	22	0
Lanes:	0	1	0	1	0	1	1	0	1	1	0	2

Volume Module:	Sawtelle Blvd			Sawtelle Blvd			Washington Pl			Washington Pl		
Base Vol:	121	370	61	48	253	61	155	1060	100	73	740	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	121	370	61	48	253	61	155	1060	100	73	740	38
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:	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:	127	389	64	51	266	64	163	1116	105	77	779	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	389	64	51	266	64	163	1116	105	77	779	40
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 Volume:	127	389	64	51	266	64	163	1116	105	77	779	40

Saturation Flow Module:	Sawtelle Blvd			Sawtelle Blvd			Washington Pl			Washington Pl		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.67	0.67	0.67	0.75	0.75	0.75	0.29	0.92	0.92	0.14	0.93	0.83
Lanes:	0.44	1.34	0.22	0.26	1.40	0.34	1.00	1.83	0.17	1.00	2.00	1.00
Final Sat.:	557	1704	281	376	1982	478	549	3191	301	268	3538	1583

Capacity Analysis Module:	Sawtelle Blvd			Sawtelle Blvd			Washington Pl			Washington Pl		
Vol/Sat:	0.23	0.23	0.23	0.13	0.13	0.13	0.30	0.35	0.35	0.29	0.22	0.03
Crit Moves:	****			****			****			****		
Green/Cycle:	0.36	0.36	0.36	0.36	0.36	0.36	0.55	0.55	0.55	0.55	0.55	0.55
Volume/Cap:	0.63	0.63	0.63	0.37	0.37	0.37	0.54	0.63	0.63	0.52	0.40	0.05
Delay/Veh:	25.4	25.4	25.4	21.5	21.5	21.5	14.9	14.7	14.7	16.0	11.8	9.3
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:	25.4	25.4	25.4	21.5	21.5	21.5	14.9	14.7	14.7	16.0	11.8	9.3
LOS by Move:	C	C	C	C	C	C	B	B	B	B	B	A
HCM2kAvgQ:	8	8	8	4	4	4	4	13	13	2	7	1

Note: Queue reported is the number of cars per lane.

TSM AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #76 Sepulveda Blvd and Queensland St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.803
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 69.2
Optimal Cycle: 64 Level Of Service: E

Sepulveda Blvd						Queensland St						
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	17	0	0	0	0	0	30	0	0	30	0
Lanes:	1	0	1	1	0	0	0	0	1	0	0	0

Volume Module:												
Base Vol:	12	2184	23	9	519	3	48	3	8	34	21	57
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:	12	2184	23	9	519	3	48	3	8	34	21	57
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:	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:	13	2299	24	9	546	3	51	3	8	36	22	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	2299	24	9	546	3	51	3	8	36	22	60
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 Volume:	13	2299	24	9	546	3	51	3	8	36	22	60

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.41	0.93	0.93	0.08	0.93	0.93	0.73	0.73	0.73	0.83	0.83	0.83
Lanes:	1.00	1.98	0.02	1.00	1.99	0.01	0.81	0.05	0.14	0.30	0.19	0.51
Final Sat.:	773	3497	37	143	3514	20	1125	70	187	479	296	804

Capacity Analysis Module:												
Vol/Sat:	0.02	0.66	0.66	0.07	0.16	0.16	0.04	0.04	0.04	0.07	0.07	0.07
Crit Moves:	****						****					
Green/Cycle:	0.58	0.58	0.58	0.58	0.58	0.58	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.03	1.14	1.14	0.11	0.27	0.27	0.13	0.13	0.13	0.22	0.22	0.22
Delay/Veh:	8.2	87.5	87.5	9.2	9.6	9.6	21.1	21.1	21.1	21.8	21.8	21.8
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:	8.2	87.5	87.5	9.2	9.6	9.6	21.1	21.1	21.1	21.8	21.8	21.8
LOS by Move:	A	F	F	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	0	55	55	0	4	4	1	1	1	2	2	2

Note: Queue reported is the number of cars per lane.

TSM AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #77 Sepulveda Blvd and Rose Ave

Average Delay (sec/veh): 123.1 Worst Case Level Of Service: F[1526.7]

Street Name:	Sepulveda Blvd						Rose Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	1	1	0	0	0	1	0	0	0	0

Volume Module:												
Base Vol:	97	1925	81	40	811	38	0	0	0	34	0	227
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:	97	1925	81	40	811	38	0	0	0	34	0	227
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:	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:	102	2026	85	42	854	40	0	0	0	36	0	239
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	102	2026	85	42	854	40	0	0	0	36	0	239

Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	6.8	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:												
Cnflict Vol:	894	xxxx	xxxxx	2112	xxxx	xxxxx	2175	3274	447	2784	3251	1056
Potent Cap.:	755	xxxx	xxxxx	256	xxxx	xxxxx	26	9	559	15	9	222
Move Cap.:	755	xxxx	xxxxx	256	xxxx	xxxxx	0	6	559	12	7	222
Volume/Cap:	0.14	xxxx	xxxxx	0.16	xxxx	xxxxx	xxxx	0.00	0.00	3.03	0.00	1.08

Level Of Service Module:												
2Way95thQ:	0.5	xxxx	xxxxx	0.6	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	10.5	xxxx	xxxxx	21.8	xxxx	xxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	B	*	*	C	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	67	xxxxx
Shared Queue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	29.5	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	1527	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx				xxxxxx				xxxxxx			
ApproachLOS:	*				*				*			

Note: Queue reported is the number of cars per lane.

TSM AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #78 Sepulveda Blvd and Washington Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 1.065

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 29.0

Optimal Cycle: 180 Level Of Service: C

Street Name:	Sepulveda Blvd						Washington Blvd					
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	37	0	0	39	0	0	37	0	0	37	0
Lanes:	1	0	1	1	0	1	1	0	2	1	0	1

Volume Module:

Base Vol:	87	1083	38	26	519	112	246	934	78	84	776	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	1083	38	26	519	112	246	934	78	84	776	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	92	1140	40	27	546	118	259	983	82	88	817	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	1140	40	27	546	118	259	983	82	88	817	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	92	1140	40	27	546	118	259	983	82	88	817	77

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.29	0.93	0.93	0.11	0.91	0.91	0.21	0.88	0.88	0.22	0.92	0.92
Lanes:	1.00	1.93	0.07	1.00	1.65	0.35	1.00	2.77	0.23	1.00	1.83	0.17
Final Sat.:	557	3401	119	201	2831	611	408	4635	387	413	3192	300

Capacity Analysis Module:

Vol/Sat:	0.16	0.34	0.34	0.14	0.19	0.19	0.64	0.21	0.21	0.21	0.26	0.26
Crit Moves:	****						****					
Green/Cycle:	0.41	0.41	0.41	0.41	0.41	0.41	0.50	0.50	0.50	0.50	0.50	0.50
Volume/Cap:	0.40	0.82	0.82	0.33	0.47	0.47	1.27	0.42	0.42	0.43	0.51	0.51
Delay/Veh:	19.8	27.2	27.2	20.4	19.6	19.6	176.7	14.4	14.4	15.7	15.4	15.4
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:	19.8	27.2	27.2	20.4	19.6	19.6	176.7	14.4	14.4	15.7	15.4	15.4
LOS by Move:	B	C	C	C	B	B	F	B	B	B	B	B
HCM2kAvgQ:	2	17	17	1	7	7	17	7	7	2	9	9

Note: Queue reported is the number of cars per lane.

TSM AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #79 Military Ave / Huron Ave and Venice Blvd

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Military Ave / Huron Ave						Venice Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1! 0 0	0	0	1! 0 0	1	0	2 1 0	1	0	2 1 0

Volume Module:												
Base Vol:	6	1	70	4	2	25	122	1941	15	189	1900	11
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:	6	1	70	4	2	25	122	1941	15	189	1900	11
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:	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:	6	1	74	4	2	26	128	2043	16	199	2000	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	6	1	74	4	2	26	128	2043	16	199	2000	12

Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:												
Cnflct Vol:	3374	4717	689	3342	4719	672	2012	xxxx	xxxxx	2059	xxxx	xxxxx
Potent Cap.:	3	1	388	3	1	398	280	xxxx	xxxxx	268	xxxx	xxxxx
Move Cap.:	0	0	388	0	0	398	280	xxxx	xxxxx	268	xxxx	xxxxx
Volume/Cap:	xxxx	8.36	0.19	xxxxx	16.79	0.07	0.46	xxxx	xxxx	0.74	xxxx	xxxx

Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	2.3	xxxx	xxxxx	5.3	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	28.3	xxxx	xxxxx	48.9	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	D	*	*	E	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	0	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shared Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

Note: Queue reported is the number of cars per lane.

TSM AM Peak Hour
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Expo Light Rail

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

Intersection #80 Girard Ave and Washington Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.731
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 19.9
Optimal Cycle: 64 Level Of Service: B

Girard Ave						Washington Blvd						
North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	15	0
Lanes:	0	0	0	0	0	1	0	0	1	0	2	0

Volume Module:												
Base Vol:	0	0	0	59	0	227	209	1271	0	0	1130	45
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	59	0	227	209	1271	0	0	1130	45
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:	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:	0	0	0	62	0	239	220	1338	0	0	1189	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	62	0	239	220	1338	0	0	1189	47
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 Volume:	0	0	0	62	0	239	220	1338	0	0	1189	47

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.87	1.00	0.87	0.93	0.93	1.00	1.00	0.93	0.83
Lanes:	0.00	0.00	0.00	0.21	0.00	0.79	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	340	0	1307	1769	3538	0	0	3538	1583

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.18	0.12	0.38	0.00	0.00	0.34	0.03
Crit Moves:				****				****				****
Green/Cycle:	0.00	0.00	0.00	0.25	0.00	0.25	0.63	0.63	0.00	0.00	0.46	0.46
Volume/Cap:	0.00	0.00	0.00	0.73	0.00	0.73	0.58	0.60	0.00	0.00	0.73	0.07
Delay/Veh:	0.0	0.0	0.0	41.0	0.0	41.0	22.7	11.5	0.0	0.0	23.7	15.1
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	41.0	0.0	41.0	22.7	11.5	0.0	0.0	23.7	15.1
LOS by Move:	A	A	A	D	A	D	C	B	A	A	C	B
HCM2kAvgQ:	0	0	0	10	0	10	5	13	0	0	17	1

Note: Queue reported is the number of cars per lane.

TSM AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #81 Robertson Blvd / Higuera St and Washington Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.623
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 27.6
Optimal Cycle: 89 Level Of Service: C

Street Name:	Robertson Blvd / Higuera St						Washington Blvd					
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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	36	0	5	32	0	0	33	0	0	36	0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:	Robertson Blvd / Higuera St			Washington Blvd		
Base Vol:	117	348	76	21	259	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	117	348	76	21	259	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	123	366	80	22	273	6
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	123	366	80	22	273	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	123	366	80	22	273	6

Saturation Flow Module:	Robertson Blvd / Higuera St			Washington Blvd		
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.91	0.91	0.93	0.98	0.83
Lanes:	1.00	1.64	0.36	1.00	1.00	1.00
Final Sat.:	1769	2825	617	1769	1862	1583

Capacity Analysis Module:	Robertson Blvd / Higuera St			Washington Blvd		
Vol/Sat:	0.07	0.13	0.13	0.01	0.15	0.00
Crit Moves:	****			****		
Green/Cycle:	0.07	0.36	0.36	0.05	0.34	0.34
Volume/Cap:	0.95	0.36	0.36	0.25	0.43	0.01
Delay/Veh:	109.8	23.7	23.7	47.2	26.3	22.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	109.8	23.7	23.7	47.2	26.3	22.1
LOS by Move:	F	C	C	D	C	C
HCM2kAvgQ:	7	5	5	1	7	0

Note: Queue reported is the number of cars per lane.

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

Intersection #82 20th St and Broadway

Cycle (sec): 90 Critical Vol./Cap.(X): 0.611

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 18.1

Optimal Cycle: 54 Level Of Service: B

Street Name:	20th St						Broadway					
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	24	0	0	24	0	0	22	0	0	22	0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	75	941	60	82	857	81	85	383	74	88	453	161
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	941	60	82	857	81	85	383	74	88	453	161
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:	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:	79	991	63	86	902	85	89	403	78	93	477	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	991	63	86	902	85	89	403	78	93	477	169
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 Volume:	79	991	63	86	902	85	89	403	78	93	477	169

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.19	0.92	0.92	0.17	0.92	0.92	0.29	0.98	0.83	0.36	0.98	0.83
Lanes:	1.00	1.88	0.12	1.00	1.83	0.17	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	363	3296	210	318	3190	302	549	1862	1583	691	1862	1583

Capacity Analysis Module:

Vol/Sat:	0.22	0.30	0.30	0.27	0.28	0.28	0.16	0.22	0.05	0.13	0.26	0.11
Crit Moves:	****									****		
Green/Cycle:	0.49	0.49	0.49	0.49	0.49	0.49	0.42	0.42	0.42	0.42	0.42	0.42
Volume/Cap:	0.44	0.61	0.61	0.55	0.57	0.57	0.39	0.52	0.12	0.32	0.61	0.26
Delay/Veh:	16.6	17.3	17.3	20.1	16.7	16.7	19.2	20.0	16.0	18.2	21.8	17.2
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:	16.6	17.3	17.3	20.1	16.7	16.7	19.2	20.0	16.0	18.2	21.8	17.2
LOS by Move:	B	B	B	C	B	B	B	B	B	B	C	B
HCM2kAvgQ:	2	12	12	3	11	11	2	9	1	2	11	3

Note: Queue reported is the number of cars per lane.

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

Intersection #83 14th St and Broadway

Cycle (sec): 90 Critical Vol./Cap.(X): 0.624

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 18.8

Optimal Cycle: 53 Level Of Service: B

Street Name:	14th St						Broadway					
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	23	0	0	23	0	0	22	0	0	22	0
Lanes:	1	0	0	1	0	0	1	0	1	1	0	1

Volume Module:

Base Vol:	41	365	49	54	395	71	78	505	48	45	528	71
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:	41	365	49	54	395	71	78	505	48	45	528	71
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:	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:	43	384	52	57	416	75	82	532	51	47	556	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	384	52	57	416	75	82	532	51	47	556	75
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 Volume:	43	384	52	57	416	75	82	532	51	47	556	75

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.29	0.96	0.96	0.34	0.96	0.96	0.27	0.98	0.83	0.29	0.98	0.83
Lanes:	1.00	0.88	0.12	1.00	0.85	0.15	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	546	1612	216	644	1542	277	510	1862	1583	547	1862	1583

Capacity Analysis Module:

Vol/Sat:	0.08	0.24	0.24	0.09	0.27	0.27	0.16	0.29	0.03	0.09	0.30	0.05
Crit Moves:					****						****	
Green/Cycle:	0.43	0.43	0.43	0.43	0.43	0.43	0.48	0.48	0.48	0.48	0.48	0.48
Volume/Cap:	0.18	0.55	0.55	0.20	0.62	0.62	0.34	0.60	0.07	0.18	0.62	0.10
Delay/Veh:	16.1	19.9	19.9	16.3	21.4	21.4	15.4	18.2	12.7	13.7	18.8	12.9
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:	16.1	19.9	19.9	16.3	21.4	21.4	15.4	18.2	12.7	13.7	18.8	12.9
LOS by Move:	B	B	B	B	C	C	B	B	B	B	B	B
HCM2kAvgQ:	1	9	9	1	11	11	2	11	1	1	12	1

Note: Queue reported is the number of cars per lane.

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

Intersection #84 Lincoln Blvd and Broadway

Cycle (sec): 90 Critical Vol./Cap.(X): 0.750

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 16.1

Optimal Cycle: 54 Level Of Service: B

Street Name:	Lincoln Blvd						Broadway					
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	21	0	0	22	0	0	23	0	0	23	0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	125	1733	120	18	1231	46	30	167	136	134	223	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	1733	120	18	1231	46	30	167	136	134	223	81
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:	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:	132	1824	126	19	1296	48	32	176	143	141	235	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	1824	126	19	1296	48	32	176	143	141	235	85
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 Volume:	132	1824	126	19	1296	48	32	176	143	141	235	85

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.15	0.92	0.92	0.07	0.93	0.93	0.44	0.98	0.83	0.54	0.98	0.83
Lanes:	1.00	1.87	0.13	1.00	1.93	0.07	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	276	3276	227	127	3393	127	830	1862	1583	1022	1862	1583

Capacity Analysis Module:

Vol/Sat:	0.48	0.56	0.56	0.15	0.38	0.38	0.04	0.09	0.09	0.14	0.13	0.05
Crit Moves:	****									****		
Green/Cycle:	0.66	0.66	0.66	0.66	0.66	0.66	0.26	0.26	0.26	0.26	0.26	0.26
Volume/Cap:	0.73	0.85	0.85	0.23	0.58	0.58	0.15	0.37	0.35	0.54	0.49	0.21
Delay/Veh:	24.1	15.3	15.3	7.7	9.0	9.0	26.3	28.0	28.0	31.2	29.3	26.6
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:	24.1	15.3	15.3	7.7	9.0	9.0	26.3	28.0	28.0	31.2	29.3	26.6
LOS by Move:	C	B	B	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	4	25	25	0	11	11	1	4	3	4	6	2

Note: Queue reported is the number of cars per lane.

TSM AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #85 4th St and Broadway

Cycle (sec): 120 Critical Vol./Cap.(X): 0.994

Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 27.2

Optimal Cycle: 73 Level Of Service: C

Street Name:	4th St						Broadway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	5	22	0	5	22	0	0	23	0	5	23	0
Lanes:	1	0	1	0	1	0	0	1	0	0	1	0

Volume Module:

Base Vol:	71	742	87	60	514	60	6	113	107	80	161	80
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:	71	742	87	60	514	60	6	113	107	80	161	80
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:	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	781	92	63	541	63	6	119	113	84	169	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	781	92	63	541	63	6	119	113	84	169	84
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 Volume:	75	781	92	63	541	63	6	119	113	84	169	84

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.83	0.93	0.92	0.92	0.98	0.98	0.83	0.93	0.98	0.83
Lanes:	1.00	1.00	1.00	1.00	1.79	0.21	0.05	0.95	1.00	1.00	1.00	1.00
Final Sat.:	1769	1862	1583	1769	3117	364	94	1765	1583	1769	1862	1583

Capacity Analysis Module:

Vol/Sat:	0.04	0.42	0.06	0.04	0.17	0.17	0.07	0.07	0.07	0.05	0.09	0.05
Crit Moves:	****			****			****			****		
Green/Cycle:	0.62	0.54	0.54	0.52	0.48	0.48	0.09	0.22	0.22	0.19	0.19	0.19
Volume/Cap:	0.14	0.77	0.11	0.31	0.36	0.36	0.77	0.30	0.32	0.45	0.47	0.28
Delay/Veh:	10.2	25.5	13.4	20.8	19.9	19.9	74.1	39.2	39.5	43.1	44.1	41.9
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:	10.2	25.5	13.4	20.8	19.9	19.9	74.1	39.2	39.5	43.1	44.1	41.9
LOS by Move:	B	C	B	C	B	B	E	D	D	D	D	D
HCM2kAvgQ:	1	24	2	2	7	7	6	4	4	3	6	3

Note: Queue reported is the number of cars per lane.

TSM AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #86 Main St and Colorado Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 0.213

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 8.3

Optimal Cycle: 39 Level Of Service: A

Street Name:	Main St						Colorado Ave					
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	20	0	0	0	0	0	31	0	0	0	0
Lanes:	2	0	0	0	0	0	0	0	2	0	1	1

Volume Module:												
Base Vol:	111	0	39	0	0	0	0	431	117	109	478	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:	111	0	39	0	0	0	0	431	117	109	478	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:	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:	117	0	41	0	0	0	0	454	123	115	503	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	0	41	0	0	0	0	454	123	115	503	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 Volume:	117	0	41	0	0	0	0	454	123	115	503	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.59	1.00	0.83	1.00	1.00	1.00	1.00	0.93	0.83	0.47	0.93	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	2240	0	1583	0	0	0	0	3538	1583	897	3538	0

Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.03	0.00	0.00	0.00	0.00	0.13	0.08	0.13	0.14	0.00
Crit Moves:	****											****
Green/Cycle:	0.24	0.00	0.24	0.00	0.00	0.00	0.00	0.67	0.67	0.67	0.67	0.00
Volume/Cap:	0.21	0.00	0.11	0.00	0.00	0.00	0.00	0.19	0.12	0.19	0.21	0.00
Delay/Veh:	27.3	0.0	26.5	0.0	0.0	0.0	0.0	5.8	5.5	5.9	5.9	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:	27.3	0.0	26.5	0.0	0.0	0.0	0.0	5.8	5.5	5.9	5.9	0.0
LOS by Move:	C	A	C	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	1	0	1	0	0	0	0	3	1	1	3	0

Note: Queue reported is the number of cars per lane.

TSM AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #87 Sepulveda Blvd and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.098

Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 35.4

Optimal Cycle: 180 Level Of Service: D

Street Name:	Sepulveda Blvd						Olympic Blvd					
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			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	29	0	0	29	0	0	25	0	5	24	0
Lanes:	1	0	2	0	1	0	1	0	2	1	0	0

Volume Module:

Base Vol:	176	1035	184	82	470	114	73	2023	64	122	2137	111
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:	176	1035	184	82	470	114	73	2023	64	122	2137	111
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:	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:	185	1089	194	86	495	120	77	2129	67	128	2249	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	185	1089	194	86	495	120	77	2129	67	128	2249	117
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 Volume:	185	1089	194	86	495	120	77	2129	67	128	2249	117

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.28	0.93	0.83	0.11	0.90	0.90	0.08	0.89	0.89	0.93	0.89	0.89
Lanes:	1.00	2.00	1.00	1.00	1.61	0.39	1.00	2.91	0.09	1.00	3.80	0.20
Final Sat.:	536	3538	1583	218	2765	671	155	4903	155	1769	6398	332

Capacity Analysis Module:

Vol/Sat:	0.35	0.31	0.12	0.40	0.18	0.18	0.50	0.43	0.43	0.07	0.35	0.35
Crit Moves:				****			****			****		
Green/Cycle:	0.34	0.34	0.34	0.34	0.34	0.34	0.48	0.48	0.48	0.06	0.54	0.54
Volume/Cap:	1.01	0.90	0.36	1.16	0.52	0.52	1.03	0.90	0.90	1.32	0.65	0.65
Delay/Veh:	101.8	40.6	25.1	186.1	26.8	26.8	138.7	28.7	28.7	244.4	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:	101.8	40.6	25.1	186.1	26.8	26.8	138.7	28.7	28.7	244.4	16.9	16.9
LOS by Move:	F	D	C	F	C	C	F	C	C	F	B	B
HCM2kAvgQ:	10	21	5	6	8	8	5	26	26	10	15	15

Note: Queue reported is the number of cars per lane.

TSM AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #88 Westwood Blvd and Pico Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.962
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 37.0
Optimal Cycle: 92 Level Of Service: D

Street Name:	Westwood Blvd						Pico Blvd						
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			Prot+Permit			Prot+Permit			
Rights:	Ovl			Include			Ovl			Ovl			
Min. Green:	5	27	0	5	29	0	5	27	0	5	23	0	
Lanes:	1	0	2	0	1	1	0	1	0	3	0	1	0

Volume Module:	Westwood Blvd			Westwood Blvd			Pico Blvd			Pico Blvd		
Base Vol:	141	787	120	149	402	92	142	1541	64	81	1210	224
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:	141	787	120	149	402	92	142	1541	64	81	1210	224
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:	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:	148	828	126	157	423	97	149	1622	67	85	1274	236
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	828	126	157	423	97	149	1622	67	85	1274	236
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 Volume:	148	828	126	157	423	97	149	1622	67	85	1274	236

Saturation Flow Module:	Westwood Blvd			Westwood Blvd			Pico Blvd			Pico Blvd		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.83	0.93	0.90	0.90	0.93	0.89	0.83	0.93	0.89	0.83
Lanes:	1.00	2.00	1.00	1.00	1.63	0.37	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1769	3538	1583	1769	2798	640	1769	5083	1583	1769	5083	1583

Capacity Analysis Module:	Westwood Blvd			Westwood Blvd			Pico Blvd			Pico Blvd		
Vol/Sat:	0.08	0.23	0.08	0.09	0.15	0.15	0.08	0.32	0.04	0.05	0.25	0.15
Crit Moves:	****			****			****			****		
Green/Cycle:	0.10	0.29	0.35	0.11	0.30	0.30	0.49	0.40	0.51	0.41	0.34	0.46
Volume/Cap:	0.80	0.80	0.23	0.80	0.50	0.50	0.56	0.80	0.08	0.50	0.73	0.33
Delay/Veh:	74.4	43.4	27.4	71.8	34.9	34.9	24.3	33.9	15.4	27.9	35.9	21.1
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:	74.4	43.4	27.4	71.8	34.9	34.9	24.3	33.9	15.4	27.9	35.9	21.1
LOS by Move:	E	D	C	E	C	C	C	C	B	C	D	C
HCM2kAvgQ:	7	17	3	8	8	8	5	21	1	3	16	6

Note: Queue reported is the number of cars per lane.

TSM AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #89 Overland Ave and Pico Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.882
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 70.4
Optimal Cycle: 97 Level Of Service: E

Street Name:	Overland Ave						Pico Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	29	0	0	31	0	0	34	0	5	30	0
Lanes:	2	0	1	0	1	1	1	0	2	2	0	1

Volume Module:	Overland Ave NB			Overland Ave SB			Pico Blvd EB			Pico Blvd WB		
Base Vol:	289	580	1123	9	456	7	79	1503	180	598	1255	24
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:	289	580	1123	9	456	7	79	1503	180	598	1255	24
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:	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:	304	611	1182	9	480	7	83	1582	189	629	1321	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	304	611	1182	9	480	7	83	1582	189	629	1321	25
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 Volume:	304	611	1182	9	480	7	83	1582	189	629	1321	25

Saturation Flow Module:	Overland Ave NB			Overland Ave SB			Pico Blvd EB			Pico Blvd WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.98	0.73	0.13	0.93	0.93	0.13	0.88	0.88	0.90	0.93	0.83
Lanes:	2.00	1.00	2.00	1.00	1.97	0.03	1.00	2.68	0.32	2.00	2.00	1.00
Final Sat.:	3432	1862	2786	240	3477	53	255	4467	535	3432	3538	1583

Capacity Analysis Module:	Overland Ave NB			Overland Ave SB			Pico Blvd EB			Pico Blvd WB		
Vol/Sat:	0.09	0.33	0.42	0.04	0.14	0.14	0.33	0.35	0.35	0.18	0.37	0.02
Crit Moves:	****			****			****			****		
Green/Cycle:	0.06	0.41	0.54	0.34	0.34	0.34	0.32	0.32	0.32	0.13	0.46	0.46
Volume/Cap:	1.38	0.80	0.78	0.11	0.40	0.40	1.00	1.09	1.09	1.38	0.82	0.03
Delay/Veh:	237.4	29.5	19.1	20.8	22.7	22.7	130.6	82.1	82.1	221.6	24.4	13.5
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:	237.4	29.5	19.1	20.8	22.7	22.7	130.6	82.1	82.1	221.6	24.4	13.5
LOS by Move:	F	C	B	C	C	C	F	F	F	F	C	B
HCM2kAvgQ:	12	17	17	0	6	6	5	29	29	22	19	0

Note: Queue reported is the number of cars per lane.

TSM AM Peak Hour
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Expo Light Rail

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

Intersection #90 Bagley Ave and National Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.899

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 31.3

Optimal Cycle: 95 Level Of Service: C

Street Name:	Bagley Ave						National Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R		L	-	T	-	R	
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	23	0	0	25	0	0	20	0	0	20	0
Lanes:	0	0	1	0	0	0	1	0	1	0	1	0

Volume Module:												
Base Vol:	54	242	144	111	133	100	60	826	11	79	872	30
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:	54	242	144	111	133	100	60	826	11	79	872	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:	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	255	152	117	140	105	63	869	12	83	918	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	255	152	117	140	105	63	869	12	83	918	32
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 Volume:	57	255	152	117	140	105	63	869	12	83	918	32

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.86	0.86	0.58	0.58	0.58	0.08	0.98	0.83	0.10	0.98	0.83
Lanes:	0.12	0.55	0.33	0.32	0.39	0.29	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	199	894	532	358	429	323	151	1862	1583	196	1862	1583

Capacity Analysis Module:												
Vol/Sat:	0.28	0.28	0.28	0.33	0.33	0.33	0.42	0.47	0.01	0.43	0.49	0.02
Crit Moves:	****						****					
Green/Cycle:	0.36	0.36	0.36	0.36	0.36	0.36	0.55	0.55	0.55	0.55	0.55	0.55
Volume/Cap:	0.79	0.79	0.79	0.90	0.90	0.90	0.76	0.85	0.01	0.78	0.90	0.04
Delay/Veh:	32.4	32.4	32.4	49.5	49.5	49.5	49.5	24.2	9.3	45.1	28.8	9.4
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:	32.4	32.4	32.4	49.5	49.5	49.5	49.5	24.2	9.3	45.1	28.8	9.4
LOS by Move:	C	C	C	D	D	D	D	C	A	D	C	A
HCM2kAvgQ:	13	13	13	13	13	13	3	23	0	4	27	0

Note: Queue reported is the number of cars per lane.

TSM PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

Scenario Report

Scenario: TSM PM

Command: TSM PM

Volume: TSM PM Vol

Geometry: PM

Impact Fee: Default Impact Fee

Trip Generation: Default Trip Generation

Trip Distribution: Default Trip Distribution

Paths: Default Path

Routes: Default Route

Configuration: TSM PM

TSM PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #1 4th St and Colorado Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 0.890

Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 34.7

Optimal Cycle: 76 Level Of Service: C

Street Name:	4th St						Colorado Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Ovl			Include		
Min. Green:	5	19	0	5	19	0	5	23	0	5	23	0
Lanes:	1	0	1	1	0	1	1	0	2	0	1	0

Volume Module:

Base Vol:	140	680	137	125	846	90	162	468	140	204	429	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	680	137	125	846	90	162	468	140	204	429	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	147	716	144	132	891	95	171	493	147	215	452	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	716	144	132	891	95	171	493	147	215	452	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	147	716	144	132	891	95	171	493	147	215	452	76

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.91	0.91	0.93	0.92	0.92	0.93	0.93	0.83	0.93	0.91	0.91
Lanes:	1.00	1.66	0.34	1.00	1.81	0.19	1.00	2.00	1.00	1.00	1.71	0.29
Final Sat.:	1769	2871	578	1769	3153	335	1769	3538	1583	1769	2963	497

Capacity Analysis Module:

Vol/Sat:	0.08	0.25	0.25	0.07	0.28	0.28	0.10	0.14	0.09	0.12	0.15	0.15
Crit Moves:	****			****			****			****		
Green/Cycle:	0.51	0.39	0.39	0.54	0.39	0.39	0.31	0.19	0.31	0.39	0.24	0.24
Volume/Cap:	0.49	0.64	0.64	0.39	0.72	0.72	0.52	0.72	0.30	0.57	0.64	0.64
Delay/Veh:	21.0	30.8	30.8	17.7	33.0	33.0	33.1	49.3	32.0	28.7	42.5	42.5
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:	21.0	30.8	30.8	17.7	33.0	33.0	33.1	49.3	32.0	28.7	42.5	42.5
LOS by Move:	C	C	C	B	C	C	C	D	C	C	D	D
HCM2kAvgQ:	4	14	14	3	17	17	6	10	4	7	10	10

Note: Queue reported is the number of cars per lane.

TSM PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #2 4th St / I-10 WB and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.896
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 27.8
Optimal Cycle: 98 Level Of Service: C

4th St / I-10 WB						Olympic Blvd					
North Bound			South Bound			East Bound			West Bound		
L	T	R	L	T	R	L	T	R	L	T	R
Control: Permitted			Control: Permitted			Control: Split Phase			Control: Split Phase		
Rights: Include			Rights: Include			Rights: Include			Rights: Include		
Min. Green:	0	21	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	0	0	0	0	2	0	0	1

Volume Module:												
Base Vol:	0	631	0	0	1641	0	0	0	0	966	0	505
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	631	0	0	1641	0	0	0	0	966	0	505
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:	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:	0	664	0	0	1727	0	0	0	0	1017	0	532
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	664	0	0	1727	0	0	0	0	1017	0	532
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 Volume:	0	664	0	0	1727	0	0	0	0	1017	0	532

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.93	1.00	1.00	0.93	1.00	1.00	1.00	1.00	0.90	1.00	0.83
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3538	0	0	3538	0	0	0	0	3432	0	1583

Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.00	0.00	0.49	0.00	0.00	0.00	0.00	0.30	0.00	0.34
Crit Moves:					****							****
Green/Cycle:	0.00	0.55	0.00	0.00	0.55	0.00	0.00	0.00	0.00	0.37	0.00	0.37
Volume/Cap:	0.00	0.34	0.00	0.00	0.90	0.00	0.00	0.00	0.00	0.79	0.00	0.90
Delay/Veh:	0.0	12.8	0.0	0.0	26.2	0.0	0.0	0.0	0.0	31.2	0.0	45.6
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:	0.0	12.8	0.0	0.0	26.2	0.0	0.0	0.0	0.0	31.2	0.0	45.6
LOS by Move:	A	B	A	A	C	A	A	A	A	C	A	D
HCM2kAvgQ:	0	6	0	0	28	0	0	0	0	16	0	19

Note: Queue reported is the number of cars per lane.

TSM PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #3 4th St / I-10 EB and Olympic Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.707
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 32.6
Optimal Cycle: 71 Level Of Service: C

Street Name:	4th St / I-10 EB						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	5	27	0	5	27	0	0	27	0	0	0	0
Lanes:	1	0	1	0	1	0	0	1	1	1	0	0

Volume Module:	4th St / I-10 EB			4th St / I-10 EB			Olympic Blvd			Olympic Blvd		
Base Vol:	61	433	475	783	1497	261	19	251	35	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	433	475	783	1497	261	19	251	35	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	64	456	500	824	1576	275	20	264	37	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	456	500	824	1576	275	20	264	37	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	64	456	500	824	1576	275	20	264	37	0	0	0

Saturation Flow Module:	4th St / I-10 EB			4th St / I-10 EB			Olympic Blvd			Olympic Blvd		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.83	0.90	0.91	0.91	0.87	0.87	0.87	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	2.00	1.70	0.30	0.19	2.47	0.34	0.00	0.00	0.00
Final Sat.:	1769	1862	1583	3432	2946	514	308	4075	568	0	0	0

Capacity Analysis Module:	4th St / I-10 EB			4th St / I-10 EB			Olympic Blvd			Olympic Blvd		
Vol/Sat:	0.04	0.24	0.32	0.24	0.53	0.53	0.06	0.06	0.06	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.04	0.38	0.38	0.29	0.63	0.63	0.23	0.23	0.23	0.00	0.00	0.00
Volume/Cap:	0.85	0.64	0.82	0.82	0.85	0.85	0.29	0.29	0.29	0.00	0.00	0.00
Delay/Veh:	111.9	32.1	42.3	45.3	20.7	20.7	38.7	38.7	38.7	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:	111.9	32.1	42.3	45.3	20.7	20.7	38.7	38.7	38.7	0.0	0.0	0.0
LOS by Move:	F	C	D	D	C	C	D	D	D	A	A	A
HCM2kAvgQ:	4	14	19	17	30	30	4	4	4	0	0	0

Note: Queue reported is the number of cars per lane.

TSM PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #4 Lincoln Blvd and Colorado Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 1.235

Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 52.4

Optimal Cycle: 180 Level Of Service: D

Street Name:	Lincoln Blvd						Colorado Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	5	24	0	5	24	0	5	24	0	5	24	0
Lanes:	1	0	1	1	0	1	1	0	2	0	1	1

Volume Module:

Base Vol:	192	1316	317	54	1526	60	51	531	294	198	477	59
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:	192	1316	317	54	1526	60	51	531	294	198	477	59
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:	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:	202	1385	334	57	1606	63	54	559	309	208	502	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	202	1385	334	57	1606	63	54	559	309	208	502	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	202	1385	334	57	1606	63	54	559	309	208	502	62

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.62	0.90	0.90	0.93	0.93	0.93	0.93	0.93	0.83	0.76	0.92	0.92
Lanes:	1.00	1.61	0.39	1.00	1.92	0.08	1.00	2.00	1.00	1.00	1.78	0.22
Final Sat.:	1170	2768	667	1769	3384	133	1769	3538	1583	1450	3098	383

Capacity Analysis Module:

Vol/Sat:	0.17	0.50	0.50	0.03	0.47	0.47	0.03	0.16	0.20	0.14	0.16	0.16
Crit Moves:	****			****					****	****		
Green/Cycle:	0.60	0.52	0.52	0.50	0.46	0.46	0.25	0.20	0.20	0.35	0.25	0.25
Volume/Cap:	0.79	0.96	0.96	0.41	1.04	1.04	0.25	0.79	0.98	0.79	0.65	0.65
Delay/Veh:	26.0	40.2	40.2	26.9	66.6	66.6	35.5	51.6	92.1	46.0	42.1	42.1
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	40.2	40.2	26.9	66.6	66.6	35.5	51.6	92.1	46.0	42.1	42.1
LOS by Move:	C	D	D	C	E	E	D	D	F	D	D	D
HCM2kAvgQ:	8	37	37	2	42	42	2	12	16	9	11	11

Note: Queue reported is the number of cars per lane.

TSM PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #5 Lincoln Blvd (N) / I-10 WB and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.916
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 35.2
Optimal Cycle: 118 Level Of Service: D

Lincoln Blvd (N) /I-10 WB						Olympic Blvd																	
North Bound						South Bound						East Bound						West Bound					
L - T - R						L - T - R						L - T - R						L - T - R					
Control: Protected						Permitted						Split Phase						Split Phase					
Rights: Include						Include						Include						Include					
Min. Green: 5 18 0						0 17 0						0 0 0						0 24 0					
Lanes: 1 0 2 0 0						0 0 2 1 0						0 0 0 0 0						1 1 0 1 1					

Volume Module:

Base Vol:	297	928	0	0	1704	27	0	0	0	663	294	644
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:	297	928	0	0	1704	27	0	0	0	663	294	644
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:	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:	313	977	0	0	1794	28	0	0	0	698	309	678
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	313	977	0	0	1794	28	0	0	0	698	309	678
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	313	977	0	0	1794	28	0	0	0	698	309	678

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	1.00	1.00	0.89	0.89	1.00	1.00	1.00	0.82	0.82	0.82
Lanes:	1.00	2.00	0.00	0.00	2.95	0.05	0.00	0.00	0.00	1.66	0.73	1.61
Final Sat.:	1769	3538	0	0	4994	79	0	0	0	2584	1146	2510

Capacity Analysis Module:

Vol/Sat:	0.18	0.28	0.00	0.00	0.36	0.36	0.00	0.00	0.00	0.27	0.27	0.27
Crit Moves:	****				****							****
Green/Cycle:	0.19	0.59	0.00	0.00	0.39	0.39	0.00	0.00	0.00	0.29	0.29	0.29
Volume/Cap:	0.92	0.47	0.00	0.00	0.92	0.92	0.00	0.00	0.00	0.92	0.92	0.92
Delay/Veh:	67.9	12.1	0.0	0.0	36.0	36.0	0.0	0.0	0.0	41.7	41.7	41.7
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:	67.9	12.1	0.0	0.0	36.0	36.0	0.0	0.0	0.0	41.7	41.7	41.7
LOS by Move:	E	B	A	A	D	D	A	A	A	D	D	D
HCM2kAvgQ:	13	9	0	0	24	24	0	0	0	17	17	17

Note: Queue reported is the number of cars per lane.

TSM PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #6 Lincoln Blvd / I-10 EB and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.689

Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 34.7

Optimal Cycle: 71 Level Of Service: C

Street Name:	Lincoln Blvd / I-10 EB								Olympic Blvd											
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				Split Phase				Split Phase							
Rights:	Include				Include				Include				Include							
Min. Green:	0	22	0		5	18	0		0	32	0		0	0	0		0	0	0	
Lanes:	0	0	2	1	1	2	0	2	0	0	0	1	1	0	1	0	0	0	0	0

Volume Module:

Base Vol:	0	1035	463	895	1377	0	96	190	233	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1035	463	895	1377	0	96	190	233	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	0	1089	487	942	1449	0	101	200	245	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1089	487	942	1449	0	101	200	245	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1089	487	942	1449	0	101	200	245	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.85	0.85	0.90	0.93	1.00	0.90	0.90	0.83	1.00	1.00	1.00
Lanes:	0.00	2.76	1.24	2.00	2.00	0.00	0.67	1.33	1.00	0.00	0.00	0.00
Final Sat.:	0	4467	1998	3432	3538	0	1154	2284	1583	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.24	0.24	0.27	0.41	0.00	0.09	0.09	0.15	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.00	0.26	0.26	0.30	0.56	0.00	0.32	0.32	0.32	0.00	0.00	0.00
Volume/Cap:	0.00	0.93	0.93	0.93	0.73	0.00	0.27	0.27	0.48	0.00	0.00	0.00
Delay/Veh:	0.0	45.0	45.0	47.8	17.8	0.0	25.5	25.5	28.1	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	45.0	45.0	47.8	17.8	0.0	25.5	25.5	28.1	0.0	0.0	0.0
LOS by Move:	A	D	D	D	B	A	C	C	C	A	A	A
HCM2kAvgQ:	0	17	17	19	18	0	4	4	6	0	0	0

Note: Queue reported is the number of cars per lane.

TSM PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #7 11th St and Colorado Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 0.961
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 29.5
Optimal Cycle: 138 Level Of Service: C

Street Name:	11th St						Colorado Ave					
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	21	0	0	21	0	0	21	0	0	21	0
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1

Volume Module:												
Base Vol:	68	538	89	66	865	39	50	633	162	124	641	71
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:	68	538	89	66	865	39	50	633	162	124	641	71
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:	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	566	94	69	911	41	53	666	171	131	675	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	566	94	69	911	41	53	666	171	131	675	75
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 Volume:	72	566	94	69	911	41	53	666	171	131	675	75

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.08	0.98	0.83	0.30	0.97	0.97	0.23	0.90	0.90	0.19	0.92	0.92
Lanes:	1.00	1.00	1.00	1.00	0.96	0.04	1.00	1.59	0.41	1.00	1.80	0.20
Final Sat.:	155	1862	1583	570	1771	80	439	2730	699	361	3137	347

Capacity Analysis Module:												
Vol/Sat:	0.46	0.30	0.06	0.12	0.51	0.51	0.12	0.24	0.24	0.36	0.22	0.22
Crit Moves:	*****											
Green/Cycle:	0.54	0.54	0.54	0.54	0.54	0.54	0.38	0.38	0.38	0.38	0.38	0.38
Volume/Cap:	0.87	0.57	0.11	0.23	0.96	0.96	0.32	0.65	0.65	0.96	0.57	0.57
Delay/Veh:	74.9	14.8	10.4	11.5	39.8	39.8	21.0	24.4	24.4	92.4	22.9	22.9
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:	74.9	14.8	10.4	11.5	39.8	39.8	21.0	24.4	24.4	92.4	22.9	22.9
LOS by Move:	E	B	B	B	D	D	C	C	C	F	C	C
HCM2kAvgQ:	4	11	1	1	32	32	1	11	11	7	9	9

Note: Queue reported is the number of cars per lane.

TSM PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #8 11th St (N) and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.561
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 16.7
Optimal Cycle: 66 Level Of Service: B

11th St (N)						Olympic Blvd						
North Bound			South Bound			East Bound			West Bound			
L	T	R	L	T	R	L	T	R	L	T	R	
Control: Permitted			Control: Permitted			Control: Permitted			Control: Permitted			
Rights: Include			Rights: Include			Rights: Include			Rights: Include			
Min. Green:	0	35	0	0	35	0	0	23	0	0	23	0
Lanes:	1	0	1	0	1	1	0	1	1	0	1	0

Volume Module:												
Base Vol:	49	608	146	146	623	90	14	38	11	171	380	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	608	146	146	623	90	14	38	11	171	380	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	52	640	154	154	656	95	15	40	12	180	400	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	640	154	154	656	95	15	40	12	180	400	157
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 Volume:	52	640	154	154	656	95	15	40	12	180	400	157

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.29	0.98	0.83	0.30	0.98	0.83	0.29	0.90	0.90	0.71	0.89	0.89
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.55	0.45	1.00	1.44	0.56
Final Sat.:	551	1862	1583	572	1862	1583	546	2650	767	1346	2435	955

Capacity Analysis Module:												
Vol/Sat:	0.09	0.34	0.10	0.27	0.35	0.06	0.03	0.02	0.02	0.13	0.16	0.16
Crit Moves:	****					****						
Green/Cycle:	0.63	0.63	0.63	0.63	0.63	0.63	0.29	0.29	0.29	0.29	0.29	0.29
Volume/Cap:	0.15	0.55	0.15	0.43	0.56	0.10	0.09	0.05	0.05	0.46	0.56	0.56
Delay/Veh:	7.9	11.1	7.8	10.3	11.3	7.4	26.0	25.4	25.4	29.7	30.7	30.7
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:	7.9	11.1	7.8	10.3	11.3	7.4	26.0	25.4	25.4	29.7	30.7	30.7
LOS by Move:	A	B	A	B	B	A	C	C	C	C	C	C
HCM2kAvgQ:	1	11	2	3	12	1	0	1	1	5	8	8

Note: Queue reported is the number of cars per lane.

TSM PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #9 11th St (S) and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.731

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 17.9

Optimal Cycle: 52 Level Of Service: B

Street Name:	11th St						Olympic Blvd					
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	16	0	0	0	0	0	0	0
Lanes:	0	0	1	0	0	0	1	0	0	1	0	0

Volume Module:

Base Vol:	0	531	0	0	826	0	279	0	116	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	531	0	0	826	0	279	0	116	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	0	559	0	0	869	0	294	0	122	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	559	0	0	869	0	294	0	122	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	559	0	0	869	0	294	0	122	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.98	1.00	1.00	0.98	1.00	0.75	1.00	0.83	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Final Sat.:	0	1862	0	0	1862	0	1432	0	1583	0	1900	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.30	0.00	0.00	0.47	0.00	0.21	0.00	0.08	0.00	0.00	0.00
Crit Moves:				****			****					
Green/Cycle:	0.00	0.64	0.00	0.00	0.64	0.00	0.28	0.00	0.28	0.00	0.00	0.00
Volume/Cap:	0.00	0.47	0.00	0.00	0.73	0.00	0.73	0.00	0.27	0.00	0.00	0.00
Delay/Veh:	0.0	9.6	0.0	0.0	14.6	0.0	39.2	0.0	28.4	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	9.6	0.0	0.0	14.6	0.0	39.2	0.0	28.4	0.0	0.0	0.0
LOS by Move:	A	A	A	A	B	A	D	A	C	A	A	A
HCM2kAvgQ:	0	9	0	0	19	0	10	0	3	0	0	0

Note: Queue reported is the number of cars per lane.

TSM PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #10 14th St and Colorado Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 0.665
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 19.6
Optimal Cycle: 53 Level Of Service: B

Street Name:	14th St						Colorado Ave					
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	24	0	0	22	0	0	21	0	0	21	0
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1

Volume Module:

Base Vol:	69	322	96	51	620	59	52	572	119	114	667	110
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	322	96	51	620	59	52	572	119	114	667	110
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:	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:	73	339	101	54	653	62	55	602	125	120	702	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	339	101	54	653	62	55	602	125	120	702	116
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 Volume:	73	339	101	54	653	62	55	602	125	120	702	116

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.23	0.98	0.83	0.47	0.98	0.83	0.20	0.91	0.91	0.25	0.91	0.91
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.66	0.34	1.00	1.72	0.28
Final Sat.:	438	1862	1583	901	1862	1583	385	2852	593	469	2973	490

Capacity Analysis Module:

Vol/Sat:	0.17	0.18	0.06	0.06	0.35	0.04	0.14	0.21	0.21	0.26	0.24	0.24
Crit Moves:	*****						*****					
Green/Cycle:	0.53	0.53	0.53	0.53	0.53	0.53	0.38	0.38	0.38	0.38	0.38	0.38
Volume/Cap:	0.32	0.35	0.12	0.11	0.67	0.07	0.37	0.55	0.55	0.67	0.61	0.61
Delay/Veh:	12.9	12.5	10.8	10.8	17.3	10.5	21.4	22.1	22.1	32.0	23.2	23.2
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:	12.9	12.5	10.8	10.8	17.3	10.5	21.4	22.1	22.1	32.0	23.2	23.2
LOS by Move:	B	B	B	B	B	B	C	C	C	C	C	C
HCM2kAvgQ:	1	5	1	1	14	1	2	9	9	4	10	10

Note: Queue reported is the number of cars per lane.

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

Intersection #11 14th St and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.523

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 18.7

Optimal Cycle: 66 Level Of Service: B

Street Name:	14th St						Olympic Blvd					
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	34	0	0	34	0	0	24	0	0	24	0
Lanes:	1	0	0	1	0	1	1	0	1	1	0	0

Volume Module:

Base Vol:	23	285	42	110	499	66	56	244	14	103	575	81
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:	23	285	42	110	499	66	56	244	14	103	575	81
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:	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:	24	300	44	116	525	69	59	257	15	108	605	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	300	44	116	525	69	59	257	15	108	605	85
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 Volume:	24	300	44	116	525	69	59	257	15	108	605	85

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.33	0.96	0.96	0.47	0.98	0.83	0.26	0.92	0.92	0.55	0.91	0.91
Lanes:	1.00	0.87	0.13	1.00	1.00	1.00	1.00	1.89	0.11	1.00	1.75	0.25
Final Sat.:	626	1592	235	896	1862	1583	493	3319	190	1039	3045	429

Capacity Analysis Module:

Vol/Sat:	0.04	0.19	0.19	0.13	0.28	0.04	0.12	0.08	0.08	0.10	0.20	0.20
Crit Moves:	*****						*****					
Green/Cycle:	0.54	0.54	0.54	0.54	0.54	0.54	0.38	0.38	0.38	0.38	0.38	0.38
Volume/Cap:	0.07	0.35	0.35	0.24	0.52	0.08	0.31	0.20	0.20	0.27	0.52	0.52
Delay/Veh:	11.1	13.3	13.3	12.4	15.3	11.1	22.8	20.9	20.9	21.8	24.3	24.3
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:	11.1	13.3	13.3	12.4	15.3	11.1	22.8	20.9	20.9	21.8	24.3	24.3
LOS by Move:	B	B	B	B	B	B	C	C	C	C	C	C
HCM2kAvgQ:	0	6	6	2	10	1	2	3	3	2	9	9

Note: Queue reported is the number of cars per lane.

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

Intersection #12 17th St and Colorado Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 0.555
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 17.5
Optimal Cycle: 54 Level Of Service: B

17th St					Colorado Ave														
North Bound					South Bound					East Bound					West Bound				
L - T - R					L - T - R					L - T - R					L - T - R				
Control: Permitted					Control: Permitted					Control: Permitted					Control: Permitted				
Rights: Include					Rights: Include					Rights: Include					Rights: Include				
Min. Green: 0 24 0					Min. Green: 0 24 0					Min. Green: 0 19 0					Min. Green: 0 22 0				
Lanes: 1 0 0 1 0					Lanes: 1 0 1 0 1					Lanes: 1 0 1 1 0					Lanes: 1 0 1 1 0				

Volume Module:												
Base Vol:	43	314	71	66	436	59	70	618	93	45	775	83
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	314	71	66	436	59	70	618	93	45	775	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	45	331	75	69	459	62	74	651	98	47	816	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	331	75	69	459	62	74	651	98	47	816	87
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 Volume:	45	331	75	69	459	62	74	651	98	47	816	87

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.33	0.95	0.95	0.38	0.98	0.83	0.21	0.91	0.91	0.27	0.92	0.92
Lanes:	1.00	0.82	0.18	1.00	1.00	1.00	1.00	1.74	0.26	1.00	1.81	0.19
Final Sat.:	620	1476	334	719	1862	1583	402	3014	453	521	3148	337

Capacity Analysis Module:												
Vol/Sat:	0.07	0.22	0.22	0.10	0.25	0.04	0.18	0.22	0.22	0.09	0.26	0.26
Crit Moves:					****						****	
Green/Cycle:	0.44	0.44	0.44	0.44	0.44	0.44	0.47	0.47	0.47	0.47	0.47	0.47
Volume/Cap:	0.16	0.50	0.50	0.22	0.55	0.09	0.39	0.46	0.46	0.19	0.55	0.55
Delay/Veh:	15.3	18.4	18.4	15.7	19.3	14.5	17.0	16.5	16.5	14.5	17.7	17.7
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:	15.3	18.4	18.4	15.7	19.3	14.5	17.0	16.5	16.5	14.5	17.7	17.7
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
HCM2kAvgQ:	1	8	8	1	10	1	2	8	8	1	10	10

Note: Queue reported is the number of cars per lane.

TSM PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #13 17th St and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.542
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 18.9
Optimal Cycle: 67 Level Of Service: B

Street Name:	17th St						Olympic Blvd					
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	34	0	0	34	0	0	25	0	0	22	0
Lanes:	1	0	1	0	1	0	1	0	1	1	0	0

Volume Module:

Base Vol:	8	205	108	214	361	79	47	418	21	175	668	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	205	108	214	361	79	47	418	21	175	668	129
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:	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:	8	216	114	225	380	83	49	440	22	184	703	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	216	114	225	380	83	49	440	22	184	703	136
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 Volume:	8	216	114	225	380	83	49	440	22	184	703	136

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.34	0.98	0.83	0.56	0.95	0.95	0.22	0.92	0.92	0.42	0.91	0.91
Lanes:	1.00	1.00	1.00	1.00	0.82	0.18	1.00	1.90	0.10	1.00	1.68	0.32
Final Sat.:	641	1862	1583	1069	1486	325	426	3345	168	806	2894	559

Capacity Analysis Module:

Vol/Sat:	0.01	0.12	0.07	0.21	0.26	0.26	0.12	0.13	0.13	0.23	0.24	0.24
Crit Moves:					****						****	
Green/Cycle:	0.47	0.47	0.47	0.47	0.47	0.47	0.45	0.45	0.45	0.45	0.45	0.45
Volume/Cap:	0.03	0.25	0.15	0.45	0.54	0.54	0.26	0.29	0.29	0.51	0.54	0.54
Delay/Veh:	14.2	15.9	15.1	18.3	19.5	19.5	17.9	17.6	17.6	20.9	20.5	20.5
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:	14.2	15.9	15.1	18.3	19.5	19.5	17.9	17.6	17.6	20.9	20.5	20.5
LOS by Move:	B	B	B	B	B	B	B	B	B	C	C	C
HCM2kAvgQ:	0	4	2	5	10	10	1	5	5	5	10	10

Note: Queue reported is the number of cars per lane.

TSM PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #14 20th St and Colorado Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 0.640
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 18.3
Optimal Cycle: 61 Level Of Service: B

Street Name:	20th St						Colorado Ave					
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	26	0	0	24	0	0	27	0	0	22	0
Lanes:	1	0	2	0	1	0	1	0	2	0	1	0

Volume Module:

Base Vol:	49	531	83	124	999	62	30	600	119	144	780	94
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:	49	531	83	124	999	62	30	600	119	144	780	94
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:	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:	52	559	87	131	1052	65	32	632	125	152	821	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	559	87	131	1052	65	32	632	125	152	821	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 Volume:	52	559	87	131	1052	65	32	632	125	152	821	99

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.15	0.93	0.83	0.38	0.92	0.92	0.18	0.93	0.83	0.31	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	1.88	0.12	1.00	2.00	1.00	1.00	1.78	0.22
Final Sat.:	285	3538	1583	730	3301	205	339	3538	1583	594	3107	374

Capacity Analysis Module:

Vol/Sat:	0.18	0.16	0.06	0.18	0.32	0.32	0.09	0.18	0.08	0.26	0.26	0.26
Crit Moves:	*****						*****					
Green/Cycle:	0.50	0.50	0.50	0.50	0.50	0.50	0.41	0.41	0.41	0.41	0.41	0.41
Volume/Cap:	0.36	0.32	0.11	0.36	0.64	0.64	0.23	0.43	0.19	0.62	0.64	0.64
Delay/Veh:	15.4	13.6	12.1	14.4	17.5	17.5	17.9	19.1	17.0	25.5	22.0	22.0
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:	15.4	13.6	12.1	14.4	17.5	17.5	17.9	19.1	17.0	25.5	22.0	22.0
LOS by Move:	B	B	B	B	B	B	B	B	B	C	C	C
HCM2kAvgQ:	1	5	1	3	13	13	1	7	2	4	11	11

Note: Queue reported is the number of cars per lane.

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Expo Light Rail

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

Intersection #15 20th St and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.236
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 34.5
Optimal Cycle: 180 Level Of Service: C

Street Name:	20th St						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	35	0	5	35	0	0	25	0	0	25	0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:	20th St NB			20th St SB			Olympic Blvd EB			Olympic Blvd WB		
Base Vol:	33	502	262	256	930	49	41	600	60	243	884	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	502	262	256	930	49	41	600	60	243	884	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	35	528	276	269	979	52	43	632	63	256	931	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	528	276	269	979	52	43	632	63	256	931	157
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 Volume:	35	528	276	269	979	52	43	632	63	256	931	157

Saturation Flow Module:	20th St NB			20th St SB			Olympic Blvd EB			Olympic Blvd WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.88	0.88	0.50	0.92	0.92	0.11	0.92	0.92	0.27	0.91	0.91
Lanes:	1.00	1.31	0.69	1.00	1.90	0.10	1.00	1.82	0.18	1.00	1.71	0.29
Final Sat.:	1769	2206	1151	949	3337	176	205	3171	317	514	2961	499

Capacity Analysis Module:	20th St NB			20th St SB			Olympic Blvd EB			Olympic Blvd WB		
Vol/Sat:	0.02	0.24	0.24	0.28	0.29	0.29	0.21	0.20	0.20	0.50	0.31	0.31
Crit Moves:	****			****			****			****		
Green/Cycle:	0.38	0.35	0.35	0.51	0.45	0.45	0.41	0.41	0.41	0.41	0.41	0.41
Volume/Cap:	0.20	0.68	0.68	0.79	0.65	0.65	0.52	0.49	0.49	1.23	0.77	0.77
Delay/Veh:	21.0	29.5	29.5	29.1	22.5	22.5	28.1	22.3	22.3	166.5	28.5	28.5
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:	21.0	29.5	29.5	29.1	22.5	22.5	28.1	22.3	22.3	166.5	28.5	28.5
LOS by Move:	C	C	C	C	C	C	C	C	C	F	C	C
HCM2kAvgQ:	1	12	12	9	14	14	2	8	8	16	17	17

Note: Queue reported is the number of cars per lane.

TSM PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #16 Cloverfield Blvd and Colorado Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 0.563
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 37.3
Optimal Cycle: 88 Level Of Service: D

Street Name:	Cloverfield Blvd						Colorado Ave					
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	28	0	5	30	0	5	32	0	5	25	0
Lanes:	2	0	2	0	1	0	1	0	2	0	1	0

Volume Module:	Cloverfield Blvd NB			Cloverfield Blvd SB			Colorado Ave EB			Colorado Ave WB		
Base Vol:	181	772	226	88	615	31	61	523	275	272	688	55
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:	181	772	226	88	615	31	61	523	275	272	688	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	191	813	238	93	647	33	64	551	289	286	724	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	191	813	238	93	647	33	64	551	289	286	724	58
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 Volume:	191	813	238	93	647	33	64	551	289	286	724	58

Saturation Flow Module:	Cloverfield Blvd NB			Cloverfield Blvd SB			Colorado Ave EB			Colorado Ave WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.83	0.93	0.92	0.92	0.93	0.93	0.83	0.90	0.92	0.92
Lanes:	2.00	2.00	1.00	1.00	1.90	0.10	1.00	2.00	1.00	2.00	1.85	0.15
Final Sat.:	3432	3538	1583	1769	3344	169	1769	3538	1583	3432	3240	259

Capacity Analysis Module:	Cloverfield Blvd NB			Cloverfield Blvd SB			Colorado Ave EB			Colorado Ave WB		
Vol/Sat:	0.06	0.23	0.15	0.05	0.19	0.19	0.04	0.16	0.18	0.08	0.22	0.22
Crit Moves:	****			****			****			****		
Green/Cycle:	0.10	0.36	0.36	0.08	0.34	0.34	0.07	0.28	0.28	0.15	0.36	0.36
Volume/Cap:	0.56	0.64	0.42	0.65	0.56	0.56	0.54	0.56	0.66	0.56	0.62	0.62
Delay/Veh:	53.8	32.9	29.3	63.3	32.7	32.7	59.4	38.0	42.2	49.0	32.9	32.9
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:	53.8	32.9	29.3	63.3	32.7	32.7	59.4	38.0	42.2	49.0	32.9	32.9
LOS by Move:	D	C	C	E	C	C	E	D	D	D	C	C
HCM2kAvgQ:	4	13	7	4	11	11	3	10	10	6	13	13

Note: Queue reported is the number of cars per lane.

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Expo Light Rail

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

Intersection #17 Cloverfield Blvd and Olympic Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.770
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 39.3
Optimal Cycle: 99 Level Of Service: D

Street Name:	Cloverfield Blvd						Olympic Blvd									
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	37	0	5	37	0	5	36	0	5	36	0				
Lanes:	2	0	2	1	0	2	2	0	1	1	0	2	0	2	0	1

Volume Module:	Cloverfield Blvd			Cloverfield Blvd			Olympic Blvd			Olympic Blvd		
Base Vol:	204	804	45	98	1114	43	76	453	346	357	847	110
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:	204	804	45	98	1114	43	76	453	346	357	847	110
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:	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:	215	846	47	103	1173	45	80	477	364	376	892	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	215	846	47	103	1173	45	80	477	364	376	892	116
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 Volume:	215	846	47	103	1173	45	80	477	364	376	892	116

Saturation Flow Module:	Cloverfield Blvd			Cloverfield Blvd			Olympic Blvd			Olympic Blvd		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.88	0.88	0.90	0.89	0.89	0.93	0.87	0.87	0.90	0.93	0.83
Lanes:	2.00	2.84	0.16	2.00	2.89	0.11	1.00	1.13	0.87	2.00	2.00	1.00
Final Sat.:	3432	4775	267	3432	4865	188	1769	1875	1432	3432	3538	1583

Capacity Analysis Module:	Cloverfield Blvd			Cloverfield Blvd			Olympic Blvd			Olympic Blvd		
Vol/Sat:	0.06	0.18	0.18	0.03	0.24	0.24	0.05	0.25	0.25	0.11	0.25	0.07
Crit Moves:	****			****			****			****		
Green/Cycle:	0.08	0.35	0.35	0.05	0.31	0.31	0.06	0.33	0.33	0.14	0.41	0.41
Volume/Cap:	0.77	0.51	0.51	0.64	0.77	0.77	0.73	0.77	0.77	0.77	0.61	0.18
Delay/Veh:	66.4	31.3	31.3	64.6	39.7	39.7	77.3	39.5	39.5	56.9	28.7	22.6
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:	66.4	31.3	31.3	64.6	39.7	39.7	77.3	39.5	39.5	56.9	28.7	22.6
LOS by Move:	E	C	C	E	D	D	E	D	D	E	C	C
HCM2kAvgQ:	6	10	10	3	16	16	4	16	16	9	14	3

Note: Queue reported is the number of cars per lane.

TSM PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #18 26th St and Colorado Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 0.846
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 23.6
Optimal Cycle: 75 Level Of Service: C

26th St					Colorado Ave														
North Bound					South Bound					East Bound					West Bound				
L - T - R					L - T - R					L - T - R					L - T - R				
Control: Permitted					Control: Permitted					Control: Permitted					Control: Permitted				
Rights: Include					Rights: Include					Rights: Include					Rights: Include				
Min. Green: 0 23 0					Min. Green: 0 23 0					Min. Green: 0 23 0					Min. Green: 0 22 0				
Lanes: 1 0 1 0 1					Lanes: 1 0 1 0 1					Lanes: 1 0 1 0 1					Lanes: 1 0 1 1 0				

Volume Module:												
Base Vol:	49	543	118	183	580	154	104	654	144	54	768	155
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:	49	543	118	183	580	154	104	654	144	54	768	155
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:	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:	52	572	124	193	611	162	109	688	152	57	808	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	572	124	193	611	162	109	688	152	57	808	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	52	572	124	193	611	162	109	688	152	57	808	163

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.22	0.98	0.83	0.25	0.98	0.83	0.19	0.98	0.83	0.10	0.91	0.91
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.66	0.34
Final Sat.:	419	1862	1583	480	1862	1583	359	1862	1583	190	2870	579

Capacity Analysis Module:												
Vol/Sat:	0.12	0.31	0.08	0.40	0.33	0.10	0.30	0.37	0.10	0.30	0.28	0.28
Crit Moves:				****			****					
Green/Cycle:	0.47	0.47	0.47	0.47	0.47	0.47	0.44	0.44	0.44	0.44	0.44	0.44
Volume/Cap:	0.26	0.65	0.17	0.85	0.69	0.22	0.70	0.85	0.22	0.68	0.64	0.64
Delay/Veh:	14.9	19.7	13.6	45.0	20.9	14.0	33.4	30.8	15.9	41.5	20.8	20.8
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:	14.9	19.7	13.6	45.0	20.9	14.0	33.4	30.8	15.9	41.5	20.8	20.8
LOS by Move:	B	B	B	D	C	B	C	C	B	D	C	C
HCM2kAvgQ:	1	13	2	7	14	3	4	20	3	3	12	12

Note: Queue reported is the number of cars per lane.

TSM PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #19 26th St and Olympic Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.779

Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 47.1

Optimal Cycle: 87 Level Of Service: D

Street Name:	26th St						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	34	0	0	0	0	5	25	0	0	28	0
Lanes:	1	0	1	1	0	2	1	0	2	0	0	1

Volume Module:

Base Vol:	18	314	60	443	0	319	59	876	0	0	1310	212
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:	18	314	60	443	0	319	59	876	0	0	1310	212
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:	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:	19	331	63	466	0	336	62	922	0	0	1379	223
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	331	63	466	0	336	62	922	0	0	1379	223
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 Volume:	19	331	63	466	0	336	62	922	0	0	1379	223

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.91	0.91	0.90	1.00	0.73	0.93	0.93	1.00	1.00	0.93	0.83
Lanes:	1.00	1.68	0.32	2.00	0.00	2.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	1769	2899	554	3432	0	2786	1769	3538	0	0	3538	1583

Capacity Analysis Module:

Vol/Sat:	0.01	0.11	0.11	0.14	0.00	0.12	0.04	0.26	0.00	0.00	0.39	0.14
Crit Moves:	****			****			****			****		
Green/Cycle:	0.28	0.28	0.28	0.14	0.00	0.18	0.04	0.44	0.00	0.00	0.40	0.40
Volume/Cap:	0.04	0.40	0.40	0.97	0.00	0.66	0.84	0.59	0.00	0.00	0.97	0.35
Delay/Veh:	31.2	35.1	35.1	84.8	0.0	49.0	111.9	25.7	0.0	0.0	52.5	25.3
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:	31.2	35.1	35.1	84.8	0.0	49.0	111.9	25.7	0.0	0.0	52.5	25.3
LOS by Move:	C	D	D	F	A	D	F	C	A	A	D	C
HCM2kAvgQ:	0	6	6	13	0	8	4	14	0	0	32	6

Note: Queue reported is the number of cars per lane.

TSM PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #20 Stewart St and Colorado Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 0.661
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 16.4
Optimal Cycle: 43 Level Of Service: B

Street Name:	Stewart St						Colorado Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	28	0	0	0	0
Lanes:	1	0	0	0	0	0	0	0	1	1	0	1

Volume Module:

Base Vol:	359	0	191	0	0	0	0	661	261	171	467	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:	359	0	191	0	0	0	0	661	261	171	467	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:	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:	378	0	201	0	0	0	0	696	275	180	492	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	378	0	201	0	0	0	0	696	275	180	492	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 Volume:	378	0	201	0	0	0	0	696	275	180	492	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.83	1.00	1.00	1.00	1.00	0.98	0.83	0.24	0.98	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1769	0	1583	0	0	0	0	1862	1583	464	1862	0

Capacity Analysis Module:

Vol/Sat:	0.21	0.00	0.13	0.00	0.00	0.00	0.00	0.37	0.17	0.39	0.26	0.00
Crit Moves:	****									****		
Green/Cycle:	0.32	0.00	0.32	0.00	0.00	0.00	0.00	0.59	0.59	0.59	0.59	0.00
Volume/Cap:	0.66	0.00	0.39	0.00	0.00	0.00	0.00	0.64	0.30	0.66	0.45	0.00
Delay/Veh:	29.1	0.0	24.1	0.0	0.0	0.0	0.0	13.5	9.4	18.4	10.7	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:	29.1	0.0	24.1	0.0	0.0	0.0	0.0	13.5	9.4	18.4	10.7	0.0
LOS by Move:	C	A	C	A	A	A	A	B	A	B	B	A
HCM2kAvgQ:	10	0	5	0	0	0	0	13	4	5	8	0

Note: Queue reported is the number of cars per lane.

TSM PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #21 Stewart St and Olympic Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.125
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 44.7
Optimal Cycle: 150 Level Of Service: D

Street Name:	Stewart St						Olympic Blvd					
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			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	5	31	0	5	31	0	0	29	0	5	29	0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:	Stewart St NB			Stewart St SB			Olympic Blvd EB			Olympic Blvd WB		
Base Vol:	49	249	74	162	413	117	75	1115	146	152	1031	103
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:	49	249	74	162	413	117	75	1115	146	152	1031	103
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:	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:	52	262	78	171	435	123	79	1174	154	160	1085	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	262	78	171	435	123	79	1174	154	160	1085	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	52	262	78	171	435	123	79	1174	154	160	1085	108

Saturation Flow Module:	Stewart St NB			Stewart St SB			Olympic Blvd EB			Olympic Blvd WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.90	0.90	0.90	0.95	0.95	0.93	0.92	0.92	0.93	0.92	0.92
Lanes:	1.00	1.54	0.46	2.00	0.78	0.22	1.00	1.77	0.23	1.00	1.82	0.18
Final Sat.:	1769	2635	783	3432	1403	397	1769	3075	403	1769	3171	317

Capacity Analysis Module:	Stewart St NB			Stewart St SB			Olympic Blvd EB			Olympic Blvd WB		
Vol/Sat:	0.03	0.10	0.10	0.05	0.31	0.31	0.04	0.38	0.38	0.09	0.34	0.34
Crit Moves:	****			****			****			****		
Green/Cycle:	0.04	0.31	0.31	0.06	0.33	0.33	0.46	0.40	0.40	0.53	0.44	0.44
Volume/Cap:	0.70	0.32	0.32	0.84	0.95	0.95	0.44	0.95	0.95	0.69	0.78	0.78
Delay/Veh:	82.6	32.0	32.0	80.6	64.2	64.2	23.9	48.2	48.2	36.3	31.1	31.1
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:	82.6	32.0	32.0	80.6	64.2	64.2	23.9	48.2	48.2	36.3	31.1	31.1
LOS by Move:	F	C	C	F	E	E	C	D	D	D	C	C
HCM2kAvgQ:	3	5	5	5	25	25	3	30	30	6	21	21

Note: Queue reported is the number of cars per lane.

TSM PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #22 Centinela Ave (N) and Olympic Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.741
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 18.0
Optimal Cycle: 56 Level Of Service: B

Street Name:	Centinela Ave (N)						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	35	0	0	0	0	0	32	0
Lanes:	0	0	0	2	0	1	1	0	1	1	0	1

Volume Module:	Centinela Ave (N)			Centinela Ave (N)			Olympic Blvd			Olympic Blvd		
Base Vol:	0	0	0	736	0	83	50	1262	0	0	1566	620
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	736	0	83	50	1262	0	0	1566	620
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:	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:	0	0	0	775	0	87	53	1328	0	0	1648	653
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	775	0	87	53	1328	0	0	1648	653
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 Volume:	0	0	0	775	0	87	53	1328	0	0	1648	653

Saturation Flow Module:	Centinela Ave (N)			Centinela Ave (N)			Olympic Blvd			Olympic Blvd		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.90	1.00	0.83	0.07	0.93	0.95	1.00	0.93	0.83
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	3432	0	1583	140	3538	0	1900	3538	1583

Capacity Analysis Module:	Centinela Ave (N)			Centinela Ave (N)			Olympic Blvd			Olympic Blvd		
Vol/Sat:	0.00	0.00	0.00	0.23	0.00	0.06	0.38	0.38	0.00	0.00	0.47	0.41
Crit Moves:				****							****	
Green/Cycle:	0.00	0.00	0.00	0.30	0.00	0.30	0.63	0.63	0.00	0.00	0.63	0.93
Volume/Cap:	0.00	0.00	0.00	0.74	0.00	0.18	0.60	0.60	0.00	0.00	0.74	0.44
Delay/Veh:	0.0	0.0	0.0	40.3	0.0	30.9	24.2	13.7	0.0	0.0	16.9	0.7
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	40.3	0.0	30.9	24.2	13.7	0.0	0.0	16.9	0.7
LOS by Move:	A	A	A	D	A	C	C	B	A	A	B	A
HCM2kAvgQ:	0	0	0	14	0	2	2	15	0	0	23	3

Note: Queue reported is the number of cars per lane.

TSM PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #23 Centinela Ave (S) and Olympic Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.548
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 17.6
Optimal Cycle: 39 Level Of Service: B

Street Name:	Centinela Ave (S)						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	5	30	0	0	0	0	0	26	0	0	26	0
Lanes:	1	0	1	0	0	0	1	0	3	1	0	2

Volume Module:	Centinela Ave (S)			Centinela Ave (S)			Olympic Blvd			Olympic Blvd		
Base Vol:	444	0	156	0	0	0	0	1393	769	135	1797	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:	444	0	156	0	0	0	0	1393	769	135	1797	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:	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:	467	0	164	0	0	0	0	1466	809	142	1892	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	467	0	164	0	0	0	0	1466	809	142	1892	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 Volume:	467	0	164	0	0	0	0	1466	809	142	1892	0

Saturation Flow Module:	Centinela Ave (S)			Centinela Ave (S)			Olympic Blvd			Olympic Blvd		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	1.00	0.91	1.00	1.00	1.00	1.00	0.89	0.83	0.16	0.89	0.91
Lanes:	1.59	0.00	0.41	0.00	0.00	0.00	1.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	2738	0	712	0	0	0	1900	5083	1583	313	5083	0

Capacity Analysis Module:	Centinela Ave (S)			Centinela Ave (S)			Olympic Blvd			Olympic Blvd		
Vol/Sat:	0.17	0.00	0.23	0.00	0.00	0.00	0.00	0.29	0.51	0.45	0.37	0.00
Crit Moves:	****						****					
Green/Cycle:	0.38	0.00	0.38	0.00	0.00	0.00	0.00	0.56	0.93	0.56	0.56	0.00
Volume/Cap:	0.45	0.00	0.61	0.00	0.00	0.00	0.00	0.52	0.55	0.82	0.67	0.00
Delay/Veh:	28.3	0.0	31.4	0.0	0.0	0.0	0.0	16.8	1.0	46.5	19.4	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:	28.3	0.0	31.4	0.0	0.0	0.0	0.0	16.8	1.0	46.5	19.4	0.0
LOS by Move:	C	A	C	A	A	A	A	B	A	D	B	A
HCM2kAvgQ:	8	0	12	0	0	0	0	12	5	7	18	0

Note: Queue reported is the number of cars per lane.

TSM PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #24 Centinela Ave and Exposition Blvd

Average Delay (sec/veh): 6.5 Worst Case Level Of Service: F[86.9]

Street Name:	Centinela Ave						Exposition Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	1	0	0	0	1	0	0	1

Volume Module:	Centinela Ave NB			Centinela Ave SB			Exposition Blvd EB			Exposition Blvd WB		
Base Vol:	0	617	31	78	925	0	0	0	0	50	0	74
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	617	31	78	925	0	0	0	0	50	0	74
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:	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:	0	649	33	82	974	0	0	0	0	53	0	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	649	33	82	974	0	0	0	0	53	0	78

Critical Gap Module:	Centinela Ave NB			Centinela Ave SB			Exposition Blvd EB			Exposition Blvd WB		
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:	Centinela Ave NB			Centinela Ave SB			Exposition Blvd EB			Exposition Blvd WB		
Cnflct Vol:	xxxx	xxxx	xxxxx	682	xxxx	xxxxx	1843	1820	974	1804	1804	666
Potent Cap.:	xxxx	xxxx	xxxxx	911	xxxx	xxxxx	58	78	306	87	79	460
Move Cap.:	xxxx	xxxx	xxxxx	911	xxxx	xxxxx	44	70	306	81	72	460
Volume/Cap:	xxxx	xxxx	xxxx	0.09	xxxx	xxxx	0.00	0.00	0.00	0.65	0.00	0.17

Level Of Service Module:	Centinela Ave NB			Centinela Ave SB			Exposition Blvd EB			Exposition Blvd WB		
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	159	xxxxx
Shared Queue:	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	5.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	9.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	86.9	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	86.9	xxxxxx	xxxxxx
ApproachLOS:	*	*	*	*	*	*	*	*	*	*	F	*

Note: Queue reported is the number of cars per lane.

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City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #25 Centinela Ave and Pico Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.799
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 26.9
Optimal Cycle: 68 Level Of Service: C

Street Name:	Centinela Ave						Pico Blvd					
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	29	0	0	29	0	0	25	0	0	26	0
Lanes:	1	0	1	0	1	1	0	1	0	1	0	1

Volume Module:	Centinela Ave NB			Centinela Ave SB			Pico Blvd EB			Pico Blvd WB		
Base Vol:	49	433	125	130	965	181	89	742	529	80	693	430
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:	49	433	125	130	965	181	89	742	529	80	693	430
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:	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:	52	456	132	137	1016	191	94	781	557	84	729	453
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	456	132	137	1016	191	94	781	557	84	729	453
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 Volume:	52	456	132	137	1016	191	94	781	557	84	729	453

Saturation Flow Module:	Centinela Ave NB			Centinela Ave SB			Pico Blvd EB			Pico Blvd WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.10	0.98	0.83	0.29	0.91	0.91	0.12	0.93	0.83	0.26	0.88	0.88
Lanes:	1.00	1.00	1.00	1.00	1.68	0.32	1.00	2.00	1.00	1.00	1.23	0.77
Final Sat.:	197	1862	1583	549	2908	545	236	3538	1583	501	2059	1277

Capacity Analysis Module:	Centinela Ave NB			Centinela Ave SB			Pico Blvd EB			Pico Blvd WB		
Vol/Sat:	0.26	0.24	0.08	0.25	0.35	0.35	0.40	0.22	0.35	0.17	0.35	0.35
Crit Moves:				****			****					
Green/Cycle:	0.44	0.44	0.44	0.44	0.44	0.44	0.50	0.50	0.50	0.50	0.50	0.50
Volume/Cap:	0.60	0.56	0.19	0.57	0.80	0.80	0.80	0.45	0.71	0.34	0.71	0.71
Delay/Veh:	36.7	26.0	20.8	28.5	32.3	32.3	56.1	19.7	26.5	19.1	25.1	25.1
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:	36.7	26.0	20.8	28.5	32.3	32.3	56.1	19.7	26.5	19.1	25.1	25.1
LOS by Move:	D	C	C	C	C	C	E	B	C	B	C	C
HCM2kAvgQ:	2	13	3	5	22	22	5	10	17	2	19	19

Note: Queue reported is the number of cars per lane.

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

Intersection #26 Bundy Dr and Olympic Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.182
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 94.1
Optimal Cycle: 180 Level Of Service: F

Street Name:	Bundy Dr					Olympic Blvd									
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:	Ovl					Include			Ovl		Ovl				
Min. Green:	5	40	0	5	40	0	5	35	0	5	35	0			
Lanes:	1	0	2	0	1	1	0	3	0	1	2	0	3	0	1

Volume Module:	Bundy Dr					Olympic Blvd						
Base Vol:	168	1455	340	328	1392	126	196	832	355	295	1351	370
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:	168	1455	340	328	1392	126	196	832	355	295	1351	370
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:	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:	177	1532	358	345	1465	133	206	876	374	311	1422	389
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	177	1532	358	345	1465	133	206	876	374	311	1422	389
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 Volume:	177	1532	358	345	1465	133	206	876	374	311	1422	389

Saturation Flow Module:	Bundy Dr					Olympic Blvd						
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.83	0.93	0.93	0.83	0.93	0.89	0.83	0.90	0.89	0.83
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1769	3538	1583	1769	3538	1583	1769	5083	1583	3432	5083	1583

Capacity Analysis Module:	Bundy Dr					Olympic Blvd						
Vol/Sat:	0.10	0.43	0.23	0.20	0.41	0.08	0.12	0.17	0.24	0.09	0.28	0.25
Crit Moves:	****					****						
Green/Cycle:	0.09	0.33	0.42	0.15	0.39	0.39	0.09	0.29	0.39	0.09	0.29	0.44
Volume/Cap:	1.06	1.30	0.53	1.30	1.06	0.21	1.30	0.59	0.61	1.00	0.96	0.56
Delay/Veh:	140.9	179	26.5	208.7	78.5	24.5	225.9	37.0	31.4	107.0	56.6	25.7
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:	140.9	179	26.5	208.7	78.5	24.5	225.9	37.0	31.4	107.0	56.6	25.7
LOS by Move:	F	F	C	F	E	C	F	D	C	F	E	C
HCM2kAvgQ:	11	54	10	25	39	3	16	11	12	10	24	11

Note: Queue reported is the number of cars per lane.

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Expo Light Rail

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

Intersection #27 Bundy Dr and Exposition Blvd

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Bundy Dr						Exposition Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	1	1	0	0	0	1	0	0	0	0

Volume Module:												
Base Vol:	26	1761	11	83	2194	89	61	7	150	19	7	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	1761	11	83	2194	89	61	7	150	19	7	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	27	1854	12	87	2309	94	64	7	158	20	7	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	27	1854	12	87	2309	94	64	7	158	20	7	81

Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:												
Cnflct Vol:	2403	xxxx	xxxxx	1865	xxxx	xxxxx	3516	4451	1202	3247	4492	933
Potent Cap.:	196	xxxx	xxxxx	319	xxxx	xxxxx	2	1	177	4	1	268
Move Cap.:	196	xxxx	xxxxx	319	xxxx	xxxxx	0	1	177	0	1	268
Volume/Cap:	0.14	xxxx	xxxxx	0.27	xxxx	xxxxx	xxxx	8.54	0.89	xxxx	9.12	0.30

Level Of Service Module:												
2Way95thQ:	0.5	xxxx	xxxxx	1.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	26.3	xxxx	xxxxx	20.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	D	*	*	C	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	0	xxxxx
Shared Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			F			F		

Note: Queue reported is the number of cars per lane.

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Expo Light Rail

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

Intersection #28 Bundy Dr and Pico Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.271
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 48.1
Optimal Cycle: 180 Level Of Service: D

Street Name:	Bundy Dr						Pico Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	5	29	0	5	29	0	5	29	0	5	29	0
Lanes:	1	0	2	1	0	2	1	0	1	1	0	1

Volume Module:	Bundy Dr			Bundy Dr			Pico Blvd			Pico Blvd		
Base Vol:	229	1020	128	149	951	107	158	871	42	100	902	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:	229	1020	128	149	951	107	158	871	42	100	902	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:	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:	241	1074	135	157	1001	113	166	917	44	105	949	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	241	1074	135	157	1001	113	166	917	44	105	949	205
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 Volume:	241	1074	135	157	1001	113	166	917	44	105	949	205

Saturation Flow Module:	Bundy Dr			Bundy Dr			Pico Blvd			Pico Blvd		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.88	0.88	0.93	0.93	0.83	0.93	0.92	0.92	0.93	0.91	0.91
Lanes:	1.00	2.67	0.33	1.00	2.00	1.00	1.00	1.91	0.09	1.00	1.64	0.36
Final Sat.:	1769	4440	557	1769	3538	1583	1769	3351	162	1769	2830	612

Capacity Analysis Module:	Bundy Dr			Bundy Dr			Pico Blvd			Pico Blvd		
Vol/Sat:	0.14	0.24	0.24	0.09	0.28	0.07	0.09	0.27	0.27	0.06	0.34	0.34
Crit Moves:	****			****			****			****		
Green/Cycle:	0.46	0.31	0.31	0.40	0.29	0.29	0.47	0.36	0.36	0.42	0.34	0.34
Volume/Cap:	0.78	0.77	0.77	0.59	0.98	0.25	0.72	0.76	0.76	0.48	0.98	0.98
Delay/Veh:	43.3	39.8	39.8	29.1	65.4	32.9	36.5	36.5	36.5	26.0	60.3	60.3
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:	43.3	39.8	39.8	29.1	65.4	32.9	36.5	36.5	36.5	26.0	60.3	60.3
LOS by Move:	D	D	D	C	E	C	D	D	D	C	E	E
HCM2kAvgQ:	9	16	16	5	25	3	6	18	18	3	28	28

Note: Queue reported is the number of cars per lane.

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

Intersection #29 Barrington Ave and Olympic Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.956
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 75.7
Optimal Cycle: 180 Level Of Service: E

Street Name:	Barrington Ave						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	35	0	5	35	0	0	28	0	0	28	0
Lanes:	1	0	1	1	0	1	1	0	2	1	0	1

Volume Module:

Base Vol:	177	630	97	197	1271	60	55	1154	372	177	1691	174
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:	177	630	97	197	1271	60	55	1154	372	177	1691	174
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	186	663	102	207	1338	63	58	1215	392	186	1780	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	663	102	207	1338	63	58	1215	392	186	1780	183
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 Volume:	186	663	102	207	1338	63	58	1215	392	186	1780	183

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.21	0.91	0.91	0.22	0.93	0.83	0.09	0.86	0.86	0.10	0.89	0.83
Lanes:	1.00	1.73	0.27	1.00	2.00	1.00	1.00	2.27	0.73	1.00	4.00	1.00
Final Sat.:	402	3004	463	420	3538	1583	169	3702	1193	181	6778	1583

Capacity Analysis Module:

Vol/Sat:	0.46	0.22	0.22	0.49	0.38	0.04	0.34	0.33	0.33	1.03	0.26	0.12
Crit Moves:	****						****					
Green/Cycle:	0.35	0.29	0.29	0.40	0.29	0.29	0.55	0.55	0.55	0.55	0.55	0.55
Volume/Cap:	1.15	0.76	0.76	1.13	1.30	0.14	0.62	0.59	0.59	1.87	0.48	0.21
Delay/Veh:	144.9	42.0	42.0	138.8	183	31.5	30.3	18.3	18.3	453.5	16.4	13.7
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:	144.9	42.0	42.0	138.8	183	31.5	30.3	18.3	18.3	453.5	16.4	13.7
LOS by Move:	F	D	D	F	F	C	C	B	B	F	B	B
HCM2kAvgQ:	13	15	15	14	47	2	3	15	15	19	11	3

Note: Queue reported is the number of cars per lane.

TSM PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #30 Barrington Ave and Exposition Blvd (N)

Average Delay (sec/veh): 15.8 Worst Case Level Of Service: F[735.7]

Street Name:	Barrington Ave						Exposition Blvd (N)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	1	1	0	1	0	0	1	0	0	1

Volume Module:	Barrington Ave NB			Barrington Ave SB			Exposition Blvd NB			Exposition Blvd WB		
Base Vol:	34	857	37	6	1897	7	1	2	113	18	5	26
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:	34	857	37	6	1897	7	1	2	113	18	5	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	36	902	39	6	1997	7	1	2	119	19	5	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	36	902	39	6	1997	7	1	2	119	19	5	27

Critical Gap Module:	Barrington Ave NB			Barrington Ave SB			Exposition Blvd NB			Exposition Blvd WB		
Critical Gap:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:	Barrington Ave NB			Barrington Ave SB			Exposition Blvd NB			Exposition Blvd WB		
Cnflct Vol:	2004	xxxx	xxxxx	941	xxxx	xxxxx	2538	3026	1002	2005	3010	471
Potent Cap.:	282	xxxx	xxxxx	724	xxxx	xxxxx	14	13	241	35	13	540
Move Cap.:	282	xxxx	xxxxx	724	xxxx	xxxxx	7	11	241	14	11	540
Volume/Cap:	0.13	xxxx	xxxxx	0.01	xxxx	xxxxx	0.14	0.19	0.49	1.39	0.46	0.05

Level Of Service Module:	Barrington Ave NB			Barrington Ave SB			Exposition Blvd NB			Exposition Blvd WB		
2Way95thQ:	0.4	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	19.6	xxxx	xxxxx	10.0	xxxx	xxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	C	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	148	xxxxx	xxxx	27	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxxx	5.3	xxxxxx	xxxxxx	6.2	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	92.7	xxxxxx	xxxxxx	736	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	F	*
ApproachDel:	xxxxxxx	xxxxxxx		xxxxxxx	xxxxxxx		92.7			735.7		
ApproachLOS:	*	*		*	*		F			F		

Note: Queue reported is the number of cars per lane.

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

Intersection #31 Barrington Ave and Exposition Blvd (S)

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Barrington Ave						Exposition Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	1	1	0	1	0	0	1	0	0	1

Volume Module:	Barrington Ave			Barrington Ave			Exposition Blvd			Exposition Blvd		
Base Vol:	27	921	21	36	2219	34	10	8	181	14	6	115
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:	27	921	21	36	2219	34	10	8	181	14	6	115
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:	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:	28	969	22	38	2336	36	11	8	191	15	6	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	28	969	22	38	2336	36	11	8	191	15	6	121

Critical Gap Module:	Barrington Ave			Barrington Ave			Exposition Blvd			Exposition Blvd		
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:	Barrington Ave			Barrington Ave			Exposition Blvd			Exposition Blvd		
Cnflct Vol:	2372	xxxx	xxxxx	992	xxxx	xxxxx	2974	3478	1186	2285	3485	496
Potent Cap.:	202	xxxx	xxxxx	693	xxxx	xxxxx	6	6	181	21	6	520
Move Cap.:	202	xxxx	xxxxx	693	xxxx	xxxxx	0	5	181	0	5	520
Volume/Cap:	0.14	xxxx	xxxxx	0.05	xxxx	xxxxx	xxxx	1.62	1.05	xxxx	1.23	0.23

Level Of Service Module:	Barrington Ave			Barrington Ave			Exposition Blvd			Exposition Blvd		
2Way95thQ:	0.5	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	25.7	xxxx	xxxxx	10.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	D	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	0	xxxxx
Shared Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx			xxxxxxx		
ApproachLOS:	*			*			F			F		

Note: Queue reported is the number of cars per lane.

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

Intersection #32 Barrington Ave and Pico Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.248

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 41.3

Optimal Cycle: 180 Level Of Service: D

Street Name:	Barrington Ave						Pico Blvd					
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	26	0	0	26	0	0	26	0	0	26	0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	76	661	40	170	1546	134	149	812	119	105	757	50
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:	76	661	40	170	1546	134	149	812	119	105	757	50
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:	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	696	42	179	1627	141	157	855	125	111	797	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	696	42	179	1627	141	157	855	125	111	797	53
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 Volume:	80	696	42	179	1627	141	157	855	125	111	797	53

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.06	0.92	0.92	0.30	0.92	0.92	0.18	0.91	0.91	0.13	0.92	0.92
Lanes:	1.00	1.89	0.11	1.00	1.84	0.16	1.00	1.74	0.26	1.00	1.88	0.12
Final Sat.:	114	3306	200	568	3217	279	341	3027	444	240	3289	217

Capacity Analysis Module:

Vol/Sat:	0.70	0.21	0.21	0.32	0.51	0.51	0.46	0.28	0.28	0.46	0.24	0.24
Crit Moves:	****						****					
Green/Cycle:	0.56	0.56	0.56	0.56	0.56	0.56	0.37	0.37	0.37	0.37	0.37	0.37
Volume/Cap:	1.25	0.37	0.37	0.56	0.90	0.90	1.25	0.77	0.77	1.25	0.66	0.66
Delay/Veh:	219.3	14.5	14.5	18.8	28.9	28.9	199.2	36.1	36.1	214.0	32.8	32.8
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:	219.3	14.5	14.5	18.8	28.9	28.9	199.2	36.1	36.1	214.0	32.8	32.8
LOS by Move:	F	B	B	B	C	C	F	D	D	F	C	C
HCM2kAvgQ:	7	8	8	5	33	33	12	18	18	9	14	14

Note: Queue reported is the number of cars per lane.

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

Intersection #33 Gateway Blvd/Pico Blvd and Exposition Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.498
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 154.6
Optimal Cycle: 180 Level Of Service: F

Street Name:	Gateway Blvd/Pico Blvd						Exposition Blvd					
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			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	38	0	0	0	0
Lanes:	0	0	0	0	0	0	0	0	1	1	0	2

Volume Module:	Gateway Blvd/Pico Blvd			Gateway Blvd/Pico Blvd			Exposition Blvd			Exposition Blvd		
Base Vol:	0	0	1104	0	0	0	0	1928	4	1161	1564	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	1104	0	0	0	0	1928	4	1161	1564	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:	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:	0	0	1162	0	0	0	0	2029	4	1222	1646	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	1162	0	0	0	0	2029	4	1222	1646	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 Volume:	0	0	1162	0	0	0	0	2029	4	1222	1646	0

Saturation Flow Module:	Gateway Blvd/Pico Blvd			Gateway Blvd/Pico Blvd			Exposition Blvd			Exposition Blvd		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.73	1.00	1.00	1.00	1.00	0.93	0.93	0.90	0.93	1.00
Lanes:	0.00	0.00	2.00	0.00	0.00	0.00	0.00	1.99	0.01	2.00	2.00	0.00
Final Sat.:	0	0	2786	0	0	0	0	3530	7	3432	3538	0

Capacity Analysis Module:	Gateway Blvd/Pico Blvd			Gateway Blvd/Pico Blvd			Exposition Blvd			Exposition Blvd		
Vol/Sat:	0.00	0.00	0.42	0.00	0.00	0.00	0.00	0.57	0.57	0.36	0.47	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.00	0.00	0.52	0.00	0.00	0.00	0.00	0.38	0.38	0.24	0.62	0.00
Volume/Cap:	0.00	0.00	0.81	0.00	0.00	0.00	0.00	1.50	1.50	1.50	0.75	0.00
Delay/Veh:	0.0	0.0	27.6	0.0	0.0	0.0	0.0	265	264.9	276.4	17.5	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:	0.0	0.0	27.6	0.0	0.0	0.0	0.0	265	264.9	276.4	17.5	0.0
LOS by Move:	A	A	C	A	A	A	A	F	F	F	B	A
HCM2kAvgQ:	0	0	22	0	0	0	0	83	83	50	23	0

Note: Queue reported is the number of cars per lane.

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

Intersection #34 Sawtelle Blvd and Pico Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.605
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 129.9
Optimal Cycle: 180 Level Of Service: F

Street Name:	Sawtelle Blvd						Pico Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permit+Prot			Permitted			Permit+Prot		
Rights:	Include			Include			Include			Include		
Min. Green:	0	30	0	5	30	0	0	26	0	5	26	0
Lanes:	1	0	1	1	0	1	1	0	2	0	1	0

Volume Module:

Base Vol:	362	1657	239	100	598	342	81	1175	290	278	1730	165
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:	362	1657	239	100	598	342	81	1175	290	278	1730	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:	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:	381	1744	252	105	629	360	85	1237	305	293	1821	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	381	1744	252	105	629	360	85	1237	305	293	1821	174
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	381	1744	252	105	629	360	85	1237	305	293	1821	174

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.91	0.91	0.31	0.93	0.83	0.93	0.93	0.83	0.52	0.88	0.88
Lanes:	1.00	1.75	0.25	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.74	0.26
Final Sat.:	1769	3033	437	584	3538	1583	1769	3538	1583	986	4580	437

Capacity Analysis Module:

Vol/Sat:	0.22	0.58	0.58	0.18	0.18	0.23	0.05	0.35	0.19	0.30	0.40	0.40
Crit Moves:	****			****			****			****		
Green/Cycle:	0.22	0.43	0.43	0.26	0.26	0.26	0.04	0.26	0.26	0.35	0.35	0.35
Volume/Cap:	0.97	1.33	1.33	0.49	0.69	0.89	1.15	1.33	0.73	0.82	1.15	1.15
Delay/Veh:	84.6	186	185.6	1.8	42.6	62.9	207.6	199	46.8	14.5	113	113.1
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:	84.6	186	185.6	1.8	42.6	62.9	207.6	199	46.8	14.5	113	113.1
LOS by Move:	F	F	F	A	D	E	F	F	D	B	F	F
HCM2kAvgQ:	19	71	71	4	12	16	7	45	12	12	41	41

Note: Queue reported is the number of cars per lane.

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

Intersection #35 Sawtelle Blvd and Exposition Blvd

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Sawtelle Blvd						Exposition Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	1	1	0	0	0	1	0	0	0	1

Volume Module:												
Base Vol:	7	888	124	302	1578	31	14	46	168	44	15	140
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:	7	888	124	302	1578	31	14	46	168	44	15	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	7	935	131	318	1661	33	15	48	177	46	16	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	7	935	131	318	1661	33	15	48	177	46	16	147

Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:												
Cnflct Vol:	1694	xxxx	xxxxx	1065	xxxx	xxxxx	2803	3393	847	2505	3344	533
Potent Cap.:	373	xxxx	xxxxx	650	xxxx	xxxxx	8	7	305	14	8	492
Move Cap.:	373	xxxx	xxxxx	650	xxxx	xxxxx	0	4	305	0	4	492
Volume/Cap:	0.02	xxxx	xxxxx	0.49	xxxx	xxxxx	xxxxx	13.24	0.58	xxxxx	4.00	0.30

Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	2.7	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1.2
Control Del:	14.9	xxxx	xxxxx	15.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	15.4
LOS by Move:	B	*	*	C	*	*	*	*	*	*	*	C
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	0	xxxx	xxxxx
Shared Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx				xxxxxx				xxxxxx			
ApproachLOS:	*				*				F			

Note: Queue reported is the number of cars per lane.

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

Intersection #36 Sawtelle Blvd and National Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 1.585
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 92.2
Optimal Cycle: 180 Level Of Service: F

Street Name:	Sawtelle Blvd						National Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	22	0	5	24	0	0	23	0	0	23	0
Lanes:	1	0	1	1	0	1	1	0	1	0	1	0

Volume Module:												
Base Vol:	63	660	98	252	1442	119	128	944	197	117	651	296
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:	63	660	98	252	1442	119	128	944	197	117	651	296
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:	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:	66	695	103	265	1518	125	135	994	207	123	685	312
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	695	103	265	1518	125	135	994	207	123	685	312
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 Volume:	66	695	103	265	1518	125	135	994	207	123	685	312

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.91	0.91	0.88	0.92	0.92	0.17	0.91	0.91	0.10	0.89	0.89
Lanes:	1.00	1.74	0.26	1.00	1.85	0.15	1.00	1.65	0.35	1.00	1.37	0.63
Final Sat.:	1769	3022	449	1673	3232	267	316	2851	595	187	2318	1054

Capacity Analysis Module:												
Vol/Sat:	0.04	0.23	0.23	0.16	0.47	0.47	0.43	0.35	0.35	0.66	0.30	0.30
Crit Moves:	****			****						****		
Green/Cycle:	0.30	0.24	0.24	0.44	0.34	0.34	0.47	0.47	0.47	0.47	0.47	0.47
Volume/Cap:	0.38	0.94	0.94	0.78	1.39	1.39	0.90	0.74	0.74	1.39	0.62	0.62
Delay/Veh:	23.2	51.5	51.5	29.7	212	211.6	67.2	20.9	20.9	255.3	18.5	18.5
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:	23.2	51.5	51.5	29.7	212	211.6	67.2	20.9	20.9	255.3	18.5	18.5
LOS by Move:	C	D	D	C	F	F	E	C	C	F	B	B
HCM2kAvgQ:	2	16	16	8	55	55	6	15	15	10	11	11

Note: Queue reported is the number of cars per lane.

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

Intersection #37 Sawtelle Blvd and Palms Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 1.752
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 66.3
Optimal Cycle: 180 Level Of Service: E

Street Name:	Sawtelle Blvd						Palms Blvd					
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	24	0	0	25	0	0	25	0	0	25	0
Lanes:	1	0	1	1	0	0	1	0	1	1	0	0

Volume Module:

Base Vol:	86	577	313	332	1300	97	43	603	275	224	1019	211
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:	86	577	313	332	1300	97	43	603	275	224	1019	211
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:	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:	91	607	329	349	1368	102	45	635	289	236	1073	222
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	607	329	349	1368	102	45	635	289	236	1073	222
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 Volume:	91	607	329	349	1368	102	45	635	289	236	1073	222

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.08	0.88	0.88	0.22	0.92	0.92	0.11	0.89	0.89	0.16	0.91	0.91
Lanes:	1.00	1.30	0.70	1.00	1.86	0.14	1.00	1.37	0.63	1.00	1.66	0.34
Final Sat.:	159	2172	1178	422	3259	243	213	2316	1056	307	2855	591

Capacity Analysis Module:

Vol/Sat:	0.57	0.28	0.28	0.83	0.42	0.42	0.21	0.27	0.27	0.77	0.38	0.38
Crit Moves:	****						****					
Green/Cycle:	0.47	0.47	0.47	0.47	0.47	0.47	0.44	0.44	0.44	0.44	0.44	0.44
Volume/Cap:	1.13	0.59	0.59	1.75	0.89	0.89	0.49	0.63	0.63	1.75	0.86	0.86
Delay/Veh:	164.4	17.9	17.9	382.0	27.8	27.8	22.0	20.4	20.4	392.4	27.9	27.9
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:	164.4	17.9	17.9	382.0	27.8	27.8	22.0	20.4	20.4	392.4	27.9	27.9
LOS by Move:	F	B	B	F	C	C	C	C	C	F	C	C
HCM2kAvgQ:	6	10	10	30	23	23	2	11	11	21	20	20

Note: Queue reported is the number of cars per lane.

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

Intersection #38 Sawtelle Blvd and Venice Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 1.313
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 101.0
Optimal Cycle: 180 Level Of Service: F

Street Name:	Sawtelle Blvd						Venice Blvd					
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	37	0	0	37	0	5	24	0	5	24	0
Lanes:	0	1	0	1	0	1	1	0	2	1	0	2

Volume Module:

Base Vol:	154	469	114	227	1203	104	110	2048	126	251	1705	75
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:	154	469	114	227	1203	104	110	2048	126	251	1705	75
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:	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:	162	494	120	239	1266	109	116	2156	133	264	1795	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	494	120	239	1266	109	116	2156	133	264	1795	79
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 Volume:	162	494	120	239	1266	109	116	2156	133	264	1795	79

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.48	0.48	0.48	0.24	0.92	0.92	0.93	0.88	0.88	0.93	0.89	0.89
Lanes:	0.42	1.27	0.31	1.00	1.84	0.16	1.00	2.83	0.17	1.00	2.87	0.13
Final Sat.:	382	1164	283	447	3217	278	1769	4746	292	1769	4840	213

Capacity Analysis Module:

Vol/Sat:	0.42	0.42	0.42	0.53	0.39	0.39	0.07	0.45	0.45	0.15	0.37	0.37
Crit Moves:				****			****			****		
Green/Cycle:	0.41	0.41	0.41	0.41	0.41	0.41	0.07	0.35	0.35	0.11	0.39	0.39
Volume/Cap:	1.04	1.04	1.04	1.31	0.97	0.97	0.95	1.31	1.31	1.31	0.95	0.95
Delay/Veh:	71.2	71.2	71.2	201.2	42.7	42.7	107.3	175	174.7	211.7	37.2	37.2
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:	71.2	71.2	71.2	201.2	42.7	42.7	107.3	175	174.7	211.7	37.2	37.2
LOS by Move:	E	E	E	F	D	D	F	F	F	F	D	D
HCM2kAvgQ:	18	18	18	16	26	26	6	50	50	18	24	24

Note: Queue reported is the number of cars per lane.

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

Intersection #39 Sawtelle Blvd and I-405 SB Ramps

Cycle (sec): 90 Critical Vol./Cap.(X): 0.799
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 37.0
Optimal Cycle: 70 Level Of Service: D

Sawtelle Blvd						I-405 SB Ramps						
North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	21	0	0	19	0	0	22	0	0	22	0
Lanes:	0	1	1	0	1	0	0	0	1	0	0	1

Volume Module:												
Base Vol:	19	335	107	548	559	32	10	75	19	268	44	183
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	335	107	548	559	32	10	75	19	268	44	183
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:	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:	20	353	113	577	588	34	11	79	20	282	46	193
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	353	113	577	588	34	11	79	20	282	46	193
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 Volume:	20	353	113	577	588	34	11	79	20	282	46	193

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.83	0.91	0.91	0.91	0.92	0.92	0.92	0.63	0.63	0.83
Lanes:	0.11	1.89	1.00	0.96	0.98	0.06	0.10	0.72	0.18	0.86	0.14	1.00
Final Sat.:	189	3338	1583	1656	1690	97	168	1258	319	1030	169	1583

Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.07	0.35	0.35	0.35	0.06	0.06	0.06	0.27	0.27	0.12
Crit Moves:	****			****						****		
Green/Cycle:	0.23	0.23	0.23	0.38	0.38	0.38	0.30	0.30	0.30	0.30	0.30	0.30
Volume/Cap:	0.45	0.45	0.30	0.92	0.92	0.92	0.21	0.21	0.21	0.92	0.92	0.41
Delay/Veh:	30.0	30.0	28.9	37.0	37.0	37.0	23.8	23.8	23.8	58.4	58.4	25.8
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:	30.0	30.0	28.9	37.0	37.0	37.0	23.8	23.8	23.8	58.4	58.4	25.8
LOS by Move:	C	C	C	D	D	D	C	C	C	E	E	C
HCM2kAvgQ:	5	5	3	21	21	21	2	2	2	13	13	5

Note: Queue reported is the number of cars per lane.

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

Intersection #40 Sepulveda Blvd and Pico Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 2.204

Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 148.4

Optimal Cycle: 180 Level Of Service: F

Street Name:	Sepulveda Blvd						Pico Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Prot+Permit		
Rights:	Include			Include			Ovl			Include		
Min. Green:	5	28	0	0	28	0	0	29	0	5	29	0
Lanes:	1	0	1	1	0	1	1	0	3	0	1	0

Volume Module:

Base Vol:	193	1466	201	127	1612	136	127	1566	265	234	1444	116
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:	193	1466	201	127	1612	136	127	1566	265	234	1444	116
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:	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:	203	1543	212	134	1697	143	134	1648	279	246	1520	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	203	1543	212	134	1697	143	134	1648	279	246	1520	122
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 Volume:	203	1543	212	134	1697	143	134	1648	279	246	1520	122

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.91	0.91	0.06	0.92	0.92	0.93	0.89	0.83	0.26	0.88	0.88
Lanes:	1.00	1.76	0.24	1.00	1.84	0.16	1.00	3.00	1.00	1.00	2.78	0.22
Final Sat.:	1769	3055	419	119	3223	272	1769	5083	1583	503	4654	374

Capacity Analysis Module:

Vol/Sat:	0.11	0.51	0.51	1.12	0.53	0.53	0.08	0.32	0.18	0.49	0.33	0.33
Crit Moves:	****			****						****		
Green/Cycle:	0.05	0.57	0.57	0.52	0.52	0.52	0.06	0.24	0.29	0.24	0.24	0.24
Volume/Cap:	2.42	0.89	0.89	2.16	1.01	1.01	1.34	1.34	0.61	1.50	1.34	1.34
Delay/Veh:	732.2	28.2	28.2	598.9	52.9	52.9	264.5	205	39.2	291.2	206	205.9
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:	732.2	28.2	28.2	598.9	52.9	52.9	264.5	205	39.2	291.2	206	205.9
LOS by Move:	F	C	C	F	D	D	F	F	D	F	F	F
HCM2kAvgQ:	23	33	33	15	44	44	11	43	9	21	43	43

Note: Queue reported is the number of cars per lane.

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

Intersection #41 Sepulveda Blvd and Exposition Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.747
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 22.9
Optimal Cycle: 57 Level Of Service: C

Sepulveda Blvd						Exposition Blvd						
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	22	0	0	22	0	0	27	0	0	27	0
Lanes:	1	0	1	1	0	0	0	0	1	0	0	0

Volume Module:												
Base Vol:	76	1128	23	100	1020	61	66	205	179	32	72	53
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:	76	1128	23	100	1020	61	66	205	179	32	72	53
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:	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	1187	24	105	1074	64	69	216	188	34	76	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	1187	24	105	1074	64	69	216	188	34	76	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	80	1187	24	105	1074	64	69	216	188	34	76	56

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.16	0.93	0.93	0.14	0.92	0.92	0.86	0.86	0.86	0.80	0.80	0.80
Lanes:	1.00	1.96	0.04	1.00	1.89	0.11	0.15	0.45	0.40	0.20	0.46	0.34
Final Sat.:	300	3457	70	259	3311	198	239	743	649	311	699	515

Capacity Analysis Module:												
Vol/Sat:	0.27	0.34	0.34	0.41	0.32	0.32	0.29	0.29	0.29	0.11	0.11	0.11
Crit Moves:				****			****					
Green/Cycle:	0.54	0.54	0.54	0.54	0.54	0.54	0.39	0.39	0.39	0.39	0.39	0.39
Volume/Cap:	0.49	0.63	0.63	0.75	0.60	0.60	0.75	0.75	0.75	0.28	0.28	0.28
Delay/Veh:	19.3	19.6	19.6	40.5	18.9	18.9	36.5	36.5	36.5	25.4	25.4	25.4
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:	19.3	19.6	19.6	40.5	18.9	18.9	36.5	36.5	36.5	25.4	25.4	25.4
LOS by Move:	B	B	B	D	B	B	D	D	D	C	C	C
HCM2kAvgQ:	3	16	16	5	15	15	16	16	16	4	4	4

Note: Queue reported is the number of cars per lane.

TSM PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #42 Sepulveda Blvd and National Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 1.965
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 193.3
Optimal Cycle: 180 Level Of Service: F

Street Name:	Sepulveda Blvd						National Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	5	25	0	0	25	0	5	27	0	0	27	0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:	Sepulveda Blvd North Bound			Sepulveda Blvd South Bound			National Blvd East Bound			National Blvd West Bound		
Base Vol:	265	1334	153	162	1569	402	235	1303	132	82	1025	40
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:	265	1334	153	162	1569	402	235	1303	132	82	1025	40
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:	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:	279	1404	161	171	1652	423	247	1372	139	86	1079	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	279	1404	161	171	1652	423	247	1372	139	86	1079	42
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 Volume:	279	1404	161	171	1652	423	247	1372	139	86	1079	42

Saturation Flow Module:	Sepulveda Blvd North Bound			Sepulveda Blvd South Bound			National Blvd East Bound			National Blvd West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.24	0.92	0.92	0.54	0.90	0.90	0.40	0.92	0.92	0.39	0.93	0.93
Lanes:	1.00	1.79	0.21	1.00	1.59	0.41	1.00	1.82	0.18	1.00	1.92	0.08
Final Sat.:	448	3126	359	1020	2729	699	752	3167	321	737	3384	132

Capacity Analysis Module:	Sepulveda Blvd North Bound			Sepulveda Blvd South Bound			National Blvd East Bound			National Blvd West Bound		
Vol/Sat:	0.62	0.45	0.45	0.17	0.61	0.61	0.33	0.43	0.43	0.12	0.32	0.32
Crit Moves:	****			****			****			****		
Green/Cycle:	0.54	0.40	0.40	0.48	0.39	0.39	0.38	0.30	0.30	0.26	0.23	0.23
Volume/Cap:	1.06	1.11	1.11	0.72	1.55	1.55	0.95	1.44	1.44	0.62	1.38	1.38
Delay/Veh:	84.8	87.5	87.5	24.1	281	280.6	61.4	236	236.5	33.6	215	215.1
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:	84.8	87.5	87.5	24.1	281	280.6	61.4	236	236.5	33.6	215	215.1
LOS by Move:	F	F	F	C	F	F	E	F	F	C	F	F
HCM2kAvgQ:	14	37	37	5	79	79	11	53	53	3	38	38

Note: Queue reported is the number of cars per lane.

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Expo Light Rail

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

Intersection #43 Sepulveda Blvd and Palms Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 1.935
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 117.6
Optimal Cycle: 180 Level Of Service: F

Sepulveda Blvd						Palms Blvd					
North Bound			South Bound			East Bound			West Bound		
L	T	R	L	T	R	L	T	R	L	T	R
Control: Permitted			Control: Permitted			Control: Permitted			Control: Permitted		
Rights: Include			Rights: Include			Rights: Include			Rights: Include		
Min. Green: 0	26	0	0	26	0	0	29	0	0	29	0
Lanes: 1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:												
Base Vol:	117	1459	221	153	1535	204	107	1042	103	151	1129	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	117	1459	221	153	1535	204	107	1042	103	151	1129	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	123	1536	233	161	1616	215	113	1097	108	159	1188	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	1536	233	161	1616	215	113	1097	108	159	1188	157
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 Volume:	123	1536	233	161	1616	215	113	1097	108	159	1188	157

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.09	0.91	0.91	0.09	0.91	0.91	0.10	0.92	0.92	0.10	0.98	0.83
Lanes:	1.00	1.74	0.26	1.00	1.77	0.23	1.00	1.82	0.18	1.00	1.00	1.00
Final Sat.:	167	3011	456	167	3067	408	199	3178	314	199	1862	1583

Capacity Analysis Module:												
Vol/Sat:	0.74	0.51	0.51	0.97	0.53	0.53	0.56	0.35	0.35	0.80	0.64	0.10
Crit Moves:				****							****	
Green/Cycle:	0.50	0.50	0.50	0.50	0.50	0.50	0.41	0.41	0.41	0.41	0.41	0.41
Volume/Cap:	1.48	1.02	1.02	1.93	1.06	1.06	1.37	0.84	0.84	1.93	1.55	0.24
Delay/Veh:	291.7	49.8	49.8	483.9	60.5	60.5	253.0	28.3	28.3	488.3	280	17.5
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:	291.7	49.8	49.8	483.9	60.5	60.5	253.0	28.3	28.3	488.3	280	17.5
LOS by Move:	F	D	D	F	E	E	F	C	C	F	F	B
HCM2kAvgQ:	10	35	35	16	39	39	9	18	18	15	85	3

Note: Queue reported is the number of cars per lane.

TSM PM Peak Hour
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Expo Light Rail

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

Intersection #44 Sepulveda Blvd and Charnock Rd

Cycle (sec): 90 Critical Vol./Cap.(X): 1.392
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 29.0
Optimal Cycle: 180 Level Of Service: C

Sepulveda Blvd					Charnock Rd														
North Bound					South Bound					East Bound					West Bound				
L - T - R					L - T - R					L - T - R					L - T - R				
Control: Permitted					Control: Permitted					Control: Permitted					Control: Permitted				
Rights: Include					Rights: Include					Rights: Include					Rights: Include				
Min. Green: 0 16 0					Min. Green: 0 0 0					Min. Green: 0 27 0					Min. Green: 0 27 0				
Lanes: 1 0 1 1 0					Lanes: 1 0 1 1 0					Lanes: 0 0 1! 0 0					Lanes: 0 0 1! 0 0				

Volume Module:												
Base Vol:	4	1669	108	175	1507	0	0	0	0	102	0	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:	4	1669	108	175	1507	0	0	0	0	102	0	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:	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:	4	1757	114	184	1586	0	0	0	0	107	0	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	1757	114	184	1586	0	0	0	0	107	0	120
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 Volume:	4	1757	114	184	1586	0	0	0	0	107	0	120

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.13	0.92	0.92	0.09	0.93	0.95	1.00	1.00	1.00	0.77	1.00	0.77
Lanes:	1.00	1.88	0.12	1.00	2.00	0.00	0.00	1.00	0.00	0.47	0.00	0.53
Final Sat.:	248	3293	213	166	3538	0	0	1900	0	687	0	768

Capacity Analysis Module:												
Vol/Sat:	0.02	0.53	0.53	1.11	0.45	0.00	0.00	0.00	0.00	0.16	0.00	0.16
Crit Moves:	****								****			
Green/Cycle:	0.80	0.80	0.80	0.80	0.80	0.00	0.00	0.00	0.00	0.11	0.00	0.11
Volume/Cap:	0.02	0.67	0.67	1.39	0.56	0.00	0.00	0.00	0.00	1.39	0.00	1.39
Delay/Veh:	1.9	4.5	4.5	224.7	3.6	0.0	0.0	0.0	0.0	249.1	0.0	249.1
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	4.5	4.5	224.7	3.6	0.0	0.0	0.0	0.0	249.1	0.0	249.1
LOS by Move:	A	A	A	F	A	A	A	A	A	F	A	F
HCM2kAvgQ:	0	13	13	14	9	0	0	0	0	16	0	16

Note: Queue reported is the number of cars per lane.

TSM PM Peak Hour
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #45 Sepulveda Blvd and Venice Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 2.222
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 210.0
Optimal Cycle: 180 Level Of Service: F

Sepulveda Blvd						Venice Blvd					
North Bound			South Bound			East Bound			West Bound		
L	T	R	L	T	R	L	T	R	L	T	R
Control: Permitted			Control: Permitted			Control: Protected			Control: Protected		
Rights: Include			Rights: Include			Rights: Include			Rights: Include		
Min. Green: 0	37	0	0	37	0	5	29	0	5	29	0
Lanes: 1	0	2	0	1	0	1	0	2	1	0	1

Volume Module:												
Base Vol:	165	1229	242	208	1129	34	291	2080	206	305	1679	190
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:	165	1229	242	208	1129	34	291	2080	206	305	1679	190
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:	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:	174	1294	255	219	1188	36	306	2189	217	321	1767	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	1294	255	219	1188	36	306	2189	217	321	1767	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 Volume:	174	1294	255	219	1188	36	306	2189	217	321	1767	200

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.12	0.93	0.83	0.09	0.93	0.83	0.93	0.88	0.88	0.93	0.88	0.88
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.73	0.27	1.00	2.70	0.30
Final Sat.:	223	3538	1583	173	3538	1583	1769	4565	452	1769	4498	509

Capacity Analysis Module:												
Vol/Sat:	0.78	0.37	0.16	1.26	0.34	0.02	0.17	0.48	0.48	0.18	0.39	0.39
Crit Moves:				****				****				****
Green/Cycle:	0.48	0.48	0.48	0.48	0.48	0.48	0.12	0.32	0.32	0.07	0.27	0.27
Volume/Cap:	1.63	0.77	0.34	2.66	0.71	0.05	1.45	1.49	1.49	2.66	1.45	1.45
Delay/Veh:	346.7	21.7	15.0	802.1	20.0	12.7	266.4	254	253.6	810.1	239	239.2
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:	346.7	21.7	15.0	802.1	20.0	12.7	266.4	254	253.6	810.1	239	239.2
LOS by Move:	F	C	B	F	B	B	F	F	F	F	F	F
HCM2kAvgQ:	15	17	4	24	15	1	22	61	61	35	49	49

Note: Queue reported is the number of cars per lane.

TSM PM Peak Hour
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Expo Light Rail

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

Intersection #46 Sepulveda Blvd and 405 NB Ramps

Cycle (sec): 90 Critical Vol./Cap.(X): 0.941

Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 29.9

Optimal Cycle: 126 Level Of Service: C

Street Name:	Sepulveda Blvd						405 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	21	0	0	25	0	0	2	0
Lanes:	1	0	1	1	0	1	1	0	1	0	1	0

Volume Module:

Base Vol:	273	1149	0	0	1387	182	426	0	109	4	0	2
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:	273	1149	0	0	1387	182	426	0	109	4	0	2
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:	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:	287	1209	0	0	1460	192	448	0	115	4	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	287	1209	0	0	1460	192	448	0	115	4	0	2
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 Volume:	287	1209	0	0	1460	192	448	0	115	4	0	2

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.95	0.95	0.93	0.83	0.91	1.00	0.91	0.91	1.00	0.91
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.66	0.00	0.34	0.67	0.00	0.33
Final Sat.:	1769	3538	0	0	3538	1583	2884	0	588	1148	0	574

Capacity Analysis Module:

Vol/Sat:	0.16	0.34	0.00	0.00	0.41	0.12	0.16	0.00	0.20	0.00	0.00	0.00
Crit Moves:	****			****					****			****
Green/Cycle:	0.17	0.61	0.00	0.00	0.44	0.44	0.21	0.00	0.38	0.00	0.00	0.00
Volume/Cap:	0.94	0.56	0.00	0.00	0.94	0.28	0.75	0.00	0.51	0.94	0.00	0.94
Delay/Veh:	72.9	10.7	0.0	0.0	35.9	16.4	37.7	0.0	21.9	352.4	0.0	352.4
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:	72.9	10.7	0.0	0.0	35.9	16.4	37.7	0.0	21.9	352.4	0.0	352.4
LOS by Move:	E	B	A	A	D	B	D	A	C	F	A	F
HCM2kAvgQ:	12	11	0	0	26	3	9	0	8	1	0	1

Note: Queue reported is the number of cars per lane.

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

Intersection #47 Sepulveda Blvd and Washington Pl

Cycle (sec): 90 Critical Vol./Cap.(X): 0.713

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 19.9

Optimal Cycle: 63 Level Of Service: B

Street Name:	Sepulveda Blvd								Washington Pl											
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	28	0		0	28	0		0	27	0		0	27	0					
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:	97	1239	26	121	1213	141	168	410	75	31	409	83
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:	97	1239	26	121	1213	141	168	410	75	31	409	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	102	1304	27	127	1277	148	177	432	79	33	431	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	1304	27	127	1277	148	177	432	79	33	431	87
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 Volume:	102	1304	27	127	1277	148	177	432	79	33	431	87

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.11	0.93	0.93	0.13	0.92	0.92	0.33	0.91	0.91	0.33	0.91	0.91
Lanes:	1.00	1.96	0.04	1.00	1.79	0.21	1.00	1.69	0.31	1.00	1.66	0.34
Final Sat.:	216	3455	72	255	3119	363	622	2922	534	631	2867	582

Capacity Analysis Module:

Vol/Sat:	0.47	0.38	0.38	0.50	0.41	0.41	0.28	0.15	0.15	0.05	0.15	0.15
Crit Moves:	****						****					
Green/Cycle:	0.61	0.61	0.61	0.61	0.61	0.61	0.30	0.30	0.30	0.30	0.30	0.30
Volume/Cap:	0.77	0.62	0.62	0.82	0.67	0.67	0.95	0.49	0.49	0.17	0.50	0.50
Delay/Veh:	37.1	11.5	11.5	41.0	12.4	12.4	81.6	26.2	26.2	23.7	26.3	26.3
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:	37.1	11.5	11.5	41.0	12.4	12.4	81.6	26.2	26.2	23.7	26.3	26.3
LOS by Move:	D	B	B	D	B	B	F	C	C	C	C	C
HCM2kAvgQ:	4	13	13	5	14	14	8	6	6	1	7	7

Note: Queue reported is the number of cars per lane.

HCM Signalized Intersection Capacity Analysis

48: Washington Pl. & N. Washington Boulevard

TSM PM

												
Movement	EBL2	EBL	EBR2	NBL	NBT	SBL	SBT	SBR	SEL	SET	SER	SER2
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
Lane Util. Factor	1.00	0.97	1.00	1.00	0.95	1.00	0.91	0.91		0.95		0.95
Frt	1.00	1.00	0.85	1.00	1.00	1.00	0.98	0.85		0.89		0.85
Flt Protected	0.95	0.95	1.00	0.95	1.00	0.95	1.00	1.00		0.99		1.00
Satd. Flow (prot)	1770	3433	1583	1770	3539	1770	3322	1441		1551		1504
Flt Permitted	0.95	0.95	1.00	0.95	1.00	0.95	1.00	1.00		0.99		1.00
Satd. Flow (perm)	1770	3433	1583	1770	3539	1770	3322	1441		1551		1504
Volume (vph)	61	753	29	39	1094	11	921	594	6	0	4	35
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	64	793	31	41	1152	12	969	625	6	0	4	37
RTOR Reduction (vph)	0	0	23	0	0	0	0	0	0	13	0	22
Lane Group Flow (vph)	64	793	8	41	1152	12	1119	475	0	11	0	1
Turn Type	Split		Perm	Prot		Prot		Perm	Split			Perm
Protected Phases	4	4		5	2	1	6		3	3		
Permitted Phases			4					6				3
Actuated Green, G (s)	26.9	26.9	26.9	4.2	49.7	1.3	46.8	46.8		3.9		3.9
Effective Green, g (s)	26.9	26.9	26.9	4.2	49.7	1.3	46.8	46.8		3.9		3.9
Actuated g/C Ratio	0.26	0.26	0.26	0.04	0.48	0.01	0.46	0.46		0.04		0.04
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0		4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0		3.0
Lane Grp Cap (vph)	463	898	414	72	1711	22	1512	656		59		57
v/s Ratio Prot	0.04	c0.23		c0.02	c0.33	0.01	c0.34			c0.01		
v/s Ratio Perm			0.01					0.33				0.00
v/c Ratio	0.14	0.88	0.02	0.57	0.67	0.55	0.74	0.72		0.18		0.02
Uniform Delay, d1	29.1	36.4	28.2	48.4	20.3	50.5	23.0	22.8		47.9		47.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00		1.00
Incremental Delay, d2	0.1	10.2	0.0	9.9	2.1	24.9	3.3	6.8		1.5		0.1
Delay (s)	29.2	46.7	28.2	58.4	22.5	75.3	26.3	29.6		49.4		47.7
Level of Service	C	D	C	E	C	E	C	C		D		D
Approach Delay (s)		44.8			23.7		27.6			48.5		
Approach LOS		D			C		C			D		
Intersection Summary												
HCM Average Control Delay			30.7			HCM Level of Service				C		
HCM Volume to Capacity ratio			0.77									
Actuated Cycle Length (s)			102.8			Sum of lost time (s)				24.0		
Intersection Capacity Utilization			70.7%			ICU Level of Service				C		
Analysis Period (min)			15									
c Critical Lane Group												

		
Movement	NWL2	NWR
Lane Configurations		
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	4.0	4.0
Lane Util. Factor	1.00	1.00
Frt	1.00	0.85
Flt Protected	0.95	1.00
Satd. Flow (prot)	1770	1583
Flt Permitted	1.00	1.00
Satd. Flow (perm)	1863	1583
Volume (vph)	1	4
Peak-hour factor, PHF	0.95	0.95
Adj. Flow (vph)	1	4
RTOR Reduction (vph)	0	4
Lane Group Flow (vph)	1	0
Turn Type	custom	custom
Protected Phases		
Permitted Phases	8	8
Actuated Green, G (s)	1.0	1.0
Effective Green, g (s)	1.0	1.0
Actuated g/C Ratio	0.01	0.01
Clearance Time (s)	4.0	4.0
Vehicle Extension (s)	3.0	3.0
Lane Grp Cap (vph)	18	15
v/s Ratio Prot		
v/s Ratio Perm	c0.00	0.00
v/c Ratio	0.06	0.00
Uniform Delay, d1	50.4	50.4
Progression Factor	1.00	1.00
Incremental Delay, d2	1.3	0.1
Delay (s)	51.7	50.5
Level of Service	D	D
Approach Delay (s)		
Approach LOS		
Intersection Summary		

TSM PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #49 Military Ave and Exposition Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.691
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 17.0
Optimal Cycle: 0 Level Of Service: C

Street Name:	Military Ave						Exposition Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
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	1! 0 0	0	0	1! 0 0	0	0	1! 0 0

Volume Module:	Military Ave NB			Military Ave SB			Exposition Blvd EB			Exposition Blvd WB		
Base Vol:	19	83	6	36	327	50	42	282	78	9	82	1
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	83	6	36	327	50	42	282	78	9	82	1
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:	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:	20	87	6	38	344	53	44	297	82	9	86	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	87	6	38	344	53	44	297	82	9	86	1
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 Volume:	20	87	6	38	344	53	44	297	82	9	86	1

Saturation Flow Module:	Military Ave NB			Military Ave SB			Exposition Blvd EB			Exposition Blvd WB		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.18	0.77	0.05	0.09	0.79	0.12	0.10	0.71	0.19	0.10	0.89	0.01
Final Sat.:	93	405	29	55	498	76	66	440	122	50	459	6

Capacity Analysis Module:	Military Ave NB			Military Ave SB			Exposition Blvd EB			Exposition Blvd WB		
Vol/Sat:	0.22	0.22	0.22	0.69	0.69	0.69	0.67	0.67	0.67	0.19	0.19	0.19
Crit Moves:	****			****			****			****		
Delay/Veh:	10.6	10.6	10.6	18.9	18.9	18.9	18.2	18.2	18.2	10.4	10.4	10.4
Delay Adj:	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:	10.6	10.6	10.6	18.9	18.9	18.9	18.2	18.2	18.2	10.4	10.4	10.4
LOS by Move:	B	B	B	C	C	C	C	C	C	B	B	B
ApproachDel:	10.6			18.9			18.2			10.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.6			18.9			18.2			10.4		
LOS by Appr:	B			C			C			B		
AllWayAvgQ:	0.2	0.2	0.2	1.8	1.8	1.8	1.7	1.7	1.7	0.2	0.2	0.2

Note: Queue reported is the number of cars per lane.

TSM PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #50 Midvale Ave / Girard Ave and Venice Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.734

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 44.0

Optimal Cycle: 67 Level Of Service: D

Street Name:	Midvale Ave / Girard Ave						Venice Blvd					
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	40	0	0	40	0	0	19	0	0	19	0
Lanes:	0	0	1	0	0	0	1	0	2	1	0	0

Volume Module:

Base Vol:	98	102	53	59	91	56	53	2332	20	30	2165	39
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:	98	102	53	59	91	56	53	2332	20	30	2165	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	103	107	56	62	96	59	56	2455	21	32	2279	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	107	56	62	96	59	56	2455	21	32	2279	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	103	107	56	62	96	59	56	2455	21	32	2279	41

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	0.77	0.77	0.80	0.80	0.80	0.09	0.89	0.89	0.09	0.89	0.89
Lanes:	0.39	0.40	0.21	0.29	0.44	0.27	1.00	2.97	0.03	1.00	2.95	0.05
Final Sat.:	568	591	307	437	673	414	177	5035	43	177	4978	90

Capacity Analysis Module:

Vol/Sat:	0.18	0.18	0.18	0.14	0.14	0.14	0.32	0.49	0.49	0.18	0.46	0.46
Crit Moves:	****						****					
Green/Cycle:	0.44	0.44	0.44	0.44	0.44	0.44	0.47	0.47	0.47	0.47	0.47	0.47
Volume/Cap:	0.41	0.41	0.41	0.32	0.32	0.32	0.68	1.04	1.04	0.38	0.98	0.98
Delay/Veh:	17.4	17.4	17.4	16.5	16.5	16.5	38.7	55.5	55.5	18.5	37.9	37.9
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:	17.4	17.4	17.4	16.5	16.5	16.5	38.7	55.5	55.5	18.5	37.9	37.9
LOS by Move:	B	B	B	B	B	B	D	E	E	B	D	D
HCM2kAvgQ:	5	5	5	4	4	4	3	36	36	1	30	30

Note: Queue reported is the number of cars per lane.

TSM PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #51 Westwood Blvd and Exposition Blvd (N)

Average Delay (sec/veh): 176.6 Worst Case Level Of Service: F[1641.8]

Street Name:	Westwood Blvd						Exposition Blvd (N)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	1	0	1	0	0	1	0	0	1

Volume Module:	Westwood Blvd			Westwood Blvd			Exposition Blvd (N)			Exposition Blvd (N)		
Base Vol:	36	705	1	0	1488	37	77	0	196	1	0	1
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	705	1	0	1488	37	77	0	196	1	0	1
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:	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:	38	742	1	0	1566	39	81	0	206	1	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	38	742	1	0	1566	39	81	0	206	1	0	1

Critical Gap Module:	Westwood Blvd			Westwood Blvd			Exposition Blvd (N)			Exposition Blvd (N)		
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:	Westwood Blvd			Westwood Blvd			Exposition Blvd (N)			Exposition Blvd (N)		
Cnflct Vol:	1605	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2405	2405	803	1602	2424	743
Potent Cap.:	407	xxxx	xxxxx	xxxxx	xxxx	xxxxx	23	33	384	85	32	415
Move Cap.:	407	xxxx	xxxxx	xxxxx	xxxx	xxxxx	21	30	384	37	29	415
Volume/Cap:	0.09	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.83	0.00	0.54	0.03	0.00	0.00

Level Of Service Module:	Westwood Blvd			Westwood Blvd			Exposition Blvd (N)			Exposition Blvd (N)		
2Way95thQ:	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Control Del:	14.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	66	xxxxx	xxxx	67	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	31.2	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1642	xxxxx	xxxxx	60.2	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	F	*
ApproachDel:	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	1641.8		xxxxxxx	xxxxxxx	60.2	
ApproachLOS:	*	*	*	*	*	*	F		F	F	F	

Note: Queue reported is the number of cars per lane.

TSM PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #52 Westwood Blvd and Exposition Blvd (S)

Average Delay (sec/veh): 175.0 Worst Case Level Of Service: F[1642.8]

Street Name:	Westwood Blvd						Exposition Blvd (S)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	1	0	1	0	0	1	0	0	1

Volume Module:	Westwood Blvd			Westwood Blvd			Exposition Blvd (S)			Exposition Blvd (S)		
Base Vol:	50	729	1	10	1670	54	74	0	225	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	729	1	10	1670	54	74	0	225	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	53	767	1	11	1758	57	78	0	237	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	53	767	1	11	1758	57	78	0	237	0	0	0

Critical Gap Module:	Westwood Blvd			Westwood Blvd			Exposition Blvd (S)			Exposition Blvd (S)		
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	6.4	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:	Westwood Blvd			Westwood Blvd			Exposition Blvd (S)			Exposition Blvd (S)		
Cnflct Vol:	1815	xxxx	xxxxx	768	xxxx	xxxxx	2681	2681	907	1773	2709	768
Potent Cap.:	338	xxxx	xxxxx	846	xxxx	xxxxx	24	22	334	65	21	402
Move Cap.:	338	xxxx	xxxxx	846	xxxx	xxxxx	21	18	334	16	18	402
Volume/Cap:	0.16	xxxx	xxxxx	0.01	xxxx	xxxxx	3.68	0.00	0.71	0.00	0.00	0.00

Level Of Service Module:	Westwood Blvd			Westwood Blvd			Exposition Blvd (S)			Exposition Blvd (S)		
2Way95thQ:	0.5	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	17.6	xxxx	xxxxx	9.3	xxxx	xxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	C	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	72	xxxxx	xxxx	0	xxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	33.9	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	1643	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	1642.8	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	
ApproachLOS:	*	*	*	*	*	*	F	*	*	*	*	*

Note: Queue reported is the number of cars per lane.

TSM PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #53 Overland Ave and Ashby Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 0.992
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 35.2
Optimal Cycle: 179 Level Of Service: D

Street Name:		Overland Ave						Ashby Ave					
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	18	0	0	18	0	0	27	0	0	27	0
Lanes:		1	0	1	1	0	1	0	0	1	0	0	1

Volume Module:												
Base Vol:	25	1692	61	38	1866	16	15	86	16	320	44	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	1692	61	38	1866	16	15	86	16	320	44	45
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:	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:	26	1781	64	40	1964	17	16	91	17	337	46	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	1781	64	40	1964	17	16	91	17	337	46	47
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 Volume:	26	1781	64	40	1964	17	16	91	17	337	46	47

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.08	0.93	0.93	0.08	0.93	0.93	0.90	0.90	0.90	0.66	0.66	0.66
Lanes:	1.00	1.93	0.07	1.00	1.98	0.02	0.13	0.73	0.14	0.78	0.11	0.11
Final Sat.:	147	3398	122	147	3504	30	219	1255	234	982	135	138

Capacity Analysis Module:												
Vol/Sat:	0.18	0.52	0.52	0.27	0.56	0.56	0.07	0.07	0.07	0.34	0.34	0.34
Crit Moves:				****						****		
Green/Cycle:	0.57	0.57	0.57	0.57	0.57	0.57	0.35	0.35	0.35	0.35	0.35	0.35
Volume/Cap:	0.32	0.93	0.93	0.48	0.99	0.99	0.21	0.21	0.21	0.99	0.99	0.99
Delay/Veh:	12.6	26.1	26.1	16.0	37.5	37.5	20.9	20.9	20.9	70.3	70.3	70.3
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:	12.6	26.1	26.1	16.0	37.5	37.5	20.9	20.9	20.9	70.3	70.3	70.3
LOS by Move:	B	C	C	B	D	D	C	C	C	E	E	E
HCM2kAvgQ:	1	29	29	1	37	37	2	2	2	18	18	18

Note: Queue reported is the number of cars per lane.

TSM PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #54 Overland Ave and Northvale Rd

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: F[296.9]

Street Name:	Overland Ave						Northvale Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	1	0	0	1	0	0	0	0	1

Volume Module:												
Base Vol:	0	1747	77	24	2241	0	0	0	0	9	0	21
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	1747	77	24	2241	0	0	0	0	9	0	21
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:	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:	0	1839	81	25	2359	0	0	0	0	9	0	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1839	81	25	2359	0	0	0	0	9	0	22

Critical Gap Module:												
Critical Gp:xxxxx	xxxxx	xxxxx	xxxxx	4.1	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	6.8	xxxxx	6.9
FollowUpTim:xxxxx	xxxxx	xxxxx	xxxxx	2.2	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	3.5	xxxxx	3.3

Capacity Module:												
Cnflct Vol:	xxxxx	xxxxx	xxxxx	1920	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	3109	xxxxx	960
Potent Cap.:	xxxxx	xxxxx	xxxxx	304	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	9	xxxxx	257
Move Cap.:	xxxxx	xxxxx	xxxxx	304	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	8	xxxxx	257
Volume/Cap:	xxxxx	xxxxx	xxxxx	0.08	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	1.14	xxxxx	0.09

Level Of Service Module:												
2Way95thQ:	xxxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	2.0	xxxxx	0.3
Control Del:xxxxx	xxxxx	xxxxx	xxxxx	17.9	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	942.1	xxxxx	20.3
LOS by Move:	*	*	*	C	*	*	*	*	*	F	*	C
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
SharedQueue:xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shrd ConDel:xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx			296.9		
ApproachLOS:	*			*			*			F		

Note: Queue reported is the number of cars per lane.

TSM PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #55 Overland Ave and National Blvd/I-10 WB Ramps

Cycle (sec): 90 Critical Vol./Cap.(X): 1.432

Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 228.0

Optimal Cycle: 180 Level Of Service: F

Street Name:	Overland Ave						National Blvd/I-10 WB Ramps					
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			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	0	32	0	5	26	0	0	30	0	0	30	0
Lanes:	1	0	1	1	1	0	1	1	0	0	1	1

Volume Module:

Base Vol:	88	1103	734	748	1695	133	237	152	434	337	465	554
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:	88	1103	734	748	1695	133	237	152	434	337	465	554
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:	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:	93	1161	773	787	1784	140	249	160	457	355	489	583
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	1161	773	787	1784	140	249	160	457	355	489	583
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 Volume:	93	1161	773	787	1784	140	249	160	457	355	489	583

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.17	0.88	0.88	0.90	0.92	0.92	0.95	0.95	0.83	0.91	0.91	0.83
Lanes:	1.00	1.80	1.20	2.00	1.85	0.15	1.22	0.78	1.00	0.84	1.16	1.00
Final Sat.:	317	2995	1993	3432	3244	255	2201	1411	1583	1455	2008	1583

Capacity Analysis Module:

Vol/Sat:	0.29	0.39	0.39	0.23	0.55	0.55	0.11	0.11	0.29	0.24	0.24	0.37
Crit Moves:	****			****			****			****		
Green/Cycle:	0.22	0.22	0.49	0.12	0.34	0.34	0.28	0.28	0.28	0.28	0.28	0.40
Volume/Cap:	1.36	1.80	0.79	1.85	1.62	1.62	0.41	0.41	1.05	0.89	0.89	0.92
Delay/Veh:	274.2	407	24.9	438.7	319	319.1	32.6	32.6	96.0	47.9	47.9	50.3
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:	274.2	407	24.9	438.7	319	319.1	32.6	32.6	96.0	47.9	47.9	50.3
LOS by Move:	F	F	C	F	F	F	C	C	F	D	D	D
HCM2kAvgQ:	8	60	20	38	82	82	6	6	23	18	18	23

Note: Queue reported is the number of cars per lane.

TSM PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #56 Overland Ave and I-10 EB On-Ramp

Cycle (sec): 90 Critical Vol./Cap.(X): 0.918
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 19.8
Optimal Cycle: 105 Level Of Service: B

Street Name:	Overland Ave						I-10 EB On-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	26	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	1	0	2	0	2	0	0	0	0

Volume Module:	Overland Ave			Overland Ave			I-10 EB On-Ramp			I-10 EB On-Ramp		
Base Vol:	0	2081	414	1000	1427	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2081	414	1000	1427	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	0	2191	436	1053	1502	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2191	436	1053	1502	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2191	436	1053	1502	0	0	0	0	0	0	0

Saturation Flow Module:	Overland Ave			Overland Ave			I-10 EB On-Ramp			I-10 EB On-Ramp		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.87	0.87	0.90	0.93	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.50	0.50	2.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	4134	822	3432	3538	0	0	0	0	0	0	0

Capacity Analysis Module:	Overland Ave			Overland Ave			I-10 EB On-Ramp			I-10 EB On-Ramp		
Vol/Sat:	0.00	0.53	0.53	0.31	0.42	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****			****								
Green/Cycle:	0.00	0.58	0.58	0.33	0.91	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.92	0.92	0.92	0.47	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	22.5	22.5	40.5	0.7	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	22.5	22.5	40.5	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	C	C	D	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	28	28	19	4	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

TSM PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #57 Overland Ave an National Blvd/National Pl

Cycle (sec): 90 Critical Vol./Cap.(X): 1.530
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 46.3
Optimal Cycle: 180 Level Of Service: D

Street Name:	Overland Ave						National Blvd/National Pl					
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	29	0	0	29	0	0	33	0	0	33	0
Lanes:	1	0	2	1	0	1	1	0	1	1	0	2

Volume Module:	Overland Ave			Overland Ave			National Blvd			National Blvd		
	Base Vol	Growth Adj	Initial Bse	Base Vol	Growth Adj	Initial Bse	Base Vol	Growth Adj	Initial Bse	Base Vol	Growth Adj	Initial Bse
Base Vol:	149	1442	35	144	1339	37	189	340	374	185	344	664
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:	149	1442	35	144	1339	37	189	340	374	185	344	664
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:	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:	157	1518	37	152	1409	39	199	358	394	195	362	699
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	1518	37	152	1409	39	199	358	394	195	362	699
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 Volume:	157	1518	37	152	1409	39	199	358	394	195	362	699

Saturation Flow Module:	Overland Ave			Overland Ave			National Blvd			National Blvd		
	Sat/Lane	Adjustment	Lanes	Sat/Lane	Adjustment	Lanes	Sat/Lane	Adjustment	Lanes	Sat/Lane	Adjustment	Lanes
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.11	0.89	0.89	0.13	0.93	0.93	0.22	0.86	0.86	0.16	0.98	0.73
Lanes:	1.00	2.93	0.07	1.00	1.95	0.05	1.00	1.00	1.00	1.00	1.00	2.00
Final Sat.:	203	4943	120	254	3429	95	418	1629	1629	313	1862	2786

Capacity Analysis Module:	Overland Ave			Overland Ave			National Blvd			National Blvd		
	Vol/Sat	Crit Moves	Green/Cycle	Vol/Sat	Crit Moves	Green/Cycle	Vol/Sat	Crit Moves	Green/Cycle	Vol/Sat	Crit Moves	Green/Cycle
Vol/Sat:	0.77	0.31	0.31	0.60	0.41	0.41	0.48	0.22	0.24	0.62	0.19	0.25
Crit Moves:	****									****		
Green/Cycle:	0.50	0.50	0.50	0.50	0.50	0.50	0.41	0.41	0.41	0.41	0.41	0.41
Volume/Cap:	1.53	0.61	0.61	1.18	0.81	0.81	1.17	0.54	0.59	1.53	0.48	0.62
Delay/Veh:	303.8	16.4	16.4	159.4	21.8	21.8	148.9	20.8	21.7	300.8	20.2	22.2
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:	303.8	16.4	16.4	159.4	21.8	21.8	148.9	20.8	21.7	300.8	20.2	22.2
LOS by Move:	F	B	B	F	C	C	F	C	C	F	C	C
HCM2kAvgQ:	13	12	12	10	20	20	12	8	10	16	8	9

Note: Queue reported is the number of cars per lane.

TSM PM Peak Hour
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Expo Light Rail

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

Intersection #58 I-10 EB Off-Ramp and National Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.661
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 20.9
Optimal Cycle: 43 Level Of Service: C

Street Name:	I-10 EB Off-Ramp						National Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	21	0
Lanes:	0	0	0	0	0	0	1	0	2	0	0	0

Volume Module:	I-10 EB Off-Ramp			I-10 SB Off-Ramp			National Blvd East			National Blvd West		
Base Vol:	0	0	0	671	0	604	0	674	0	0	627	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	671	0	604	0	674	0	0	627	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:	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:	0	0	0	706	0	636	0	709	0	0	660	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	706	0	636	0	709	0	0	660	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 Volume:	0	0	0	706	0	636	0	709	0	0	660	0

Saturation Flow Module:	I-10 EB Off-Ramp			I-10 SB Off-Ramp			National Blvd East			National Blvd West		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.83	1.00	0.93	1.00	1.00	0.93	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	1769	0	1583	0	3538	0	0	3538	0

Capacity Analysis Module:	I-10 EB Off-Ramp			I-10 SB Off-Ramp			National Blvd East			National Blvd West		
Vol/Sat:	0.00	0.00	0.00	0.40	0.00	0.40	0.00	0.20	0.00	0.00	0.19	0.00
Crit Moves:						****		****				
Green/Cycle:	0.00	0.00	0.00	0.61	0.00	0.61	0.00	0.30	0.00	0.00	0.30	0.00
Volume/Cap:	0.00	0.00	0.00	0.66	0.00	0.66	0.00	0.66	0.00	0.00	0.61	0.00
Delay/Veh:	0.0	0.0	0.0	13.0	0.0	13.3	0.0	28.9	0.0	0.0	27.9	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	13.0	0.0	13.3	0.0	28.9	0.0	0.0	27.9	0.0
LOS by Move:	A	A	A	B	A	B	A	C	A	A	C	A
HCM2kAvgQ:	0	0	0	13	0	12	0	10	0	0	9	0

Note: Queue reported is the number of cars per lane.

TSM PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #59 Overland Ave and Venice Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 1.570

Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 141.9

Optimal Cycle: 180 Level Of Service: F

Street Name:	Overland Ave						Venice Blvd					
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:	Ovl			Ovl			Include			Include		
Min. Green:	0	37	0	0	37	0	5	28	0	5	28	0
Lanes:	1	0	2	0	1	1	2	0	2	1	0	2

Volume Module:

Base Vol:	133	1080	132	128	1620	170	460	1778	227	480	1570	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:	133	1080	132	128	1620	170	460	1778	227	480	1570	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:	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:	140	1137	139	135	1705	179	484	1872	239	505	1653	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	1137	139	135	1705	179	484	1872	239	505	1653	205
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 Volume:	140	1137	139	135	1705	179	484	1872	239	505	1653	205

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.09	0.93	0.83	0.13	0.93	0.83	0.90	0.88	0.88	0.90	0.88	0.88
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.66	0.34	2.00	2.67	0.33
Final Sat.:	177	3538	1583	248	3538	1583	3432	4431	566	3432	4449	553

Capacity Analysis Module:

Vol/Sat:	0.79	0.32	0.09	0.54	0.48	0.11	0.14	0.42	0.42	0.15	0.37	0.37
Crit Moves:	****							****		****		
Green/Cycle:	0.47	0.47	0.56	0.47	0.47	0.58	0.11	0.31	0.31	0.09	0.29	0.29
Volume/Cap:	1.69	0.69	0.16	1.16	1.03	0.20	1.29	1.36	1.36	1.69	1.29	1.29
Delay/Veh:	380.6	20.0	9.8	157.4	53.8	9.1	187.9	196	196.2	365.5	167	166.5
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:	380.6	20.0	9.8	157.4	53.8	9.1	187.9	196	196.2	365.5	167	166.5
LOS by Move:	F	B	A	F	D	A	F	F	F	F	F	F
HCM2kAvgQ:	13	14	2	9	35	2	16	48	48	22	40	40

Note: Queue reported is the number of cars per lane.

TSM PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #60 Overland Ave and Washington Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.518

Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 106.1

Optimal Cycle: 180 Level Of Service: F

Street Name:	Overland Ave						Washington Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permit+Prot			Permit+Prot		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	5	29	0	5	30	0	5	33	0	5	30	0
Lanes:	1	0	2	0	1	1	1	0	2	0	1	0

Volume Module:												
Base Vol:	361	1097	132	218	1015	167	218	1423	329	121	1020	384
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:	361	1097	132	218	1015	167	218	1423	329	121	1020	384
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:	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:	380	1155	139	229	1068	176	229	1498	346	127	1074	404
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	380	1155	139	229	1068	176	229	1498	346	127	1074	404
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 Volume:	380	1155	139	229	1068	176	229	1498	346	127	1074	404

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.38	0.93	0.83	0.63	0.93	0.83	0.26	0.93	0.83	0.16	0.89	0.89
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.45	0.55
Final Sat.:	713	3538	1583	1189	3538	1583	490	3538	1583	310	2465	928

Capacity Analysis Module:												
Vol/Sat:	0.53	0.33	0.09	0.19	0.30	0.11	0.47	0.42	0.22	0.41	0.44	0.44
Crit Moves:	****						****			****		
Green/Cycle:	0.46	0.30	0.37	0.37	0.25	0.35	0.48	0.38	0.38	0.44	0.34	0.34
Volume/Cap:	1.04	1.09	0.24	0.84	1.21	0.32	0.76	1.11	0.57	0.54	1.27	1.27
Delay/Veh:	81.5	96.2	26.7	47.5	149	28.6	10.6	97.0	30.7	2.5	166	165.6
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:	81.5	96.2	26.7	47.5	149	28.6	10.6	97.0	30.7	2.5	166	165.6
LOS by Move:	F	F	C	D	F	C	B	F	C	A	F	F
HCM2kAvgQ:	21	33	4	10	35	5	9	42	10	4	50	50

Note: Queue reported is the number of cars per lane.

TSM PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #61 Motor Ave and National Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 1.094

Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 28.1

Optimal Cycle: 66 Level Of Service: C

Street Name:	Motor Ave						National Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permit+Prot			Permit+Prot			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	23	0	5	22	0	0	24	0	0	24	0
Lanes:	1	0	0	1	0	1	0	1	0	0	1	0

Volume Module:

Base Vol:	118	366	14	83	707	96	116	752	197	50	265	55
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:	118	366	14	83	707	96	116	752	197	50	265	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	124	385	15	87	744	101	122	792	207	53	279	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	385	15	87	744	101	122	792	207	53	279	58
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 Volume:	124	385	15	87	744	101	122	792	207	53	279	58

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.20	0.97	0.97	0.18	0.91	0.91	0.76	0.76	0.76	0.65	0.65	0.65
Lanes:	1.00	0.96	0.04	1.00	1.76	0.24	0.22	1.41	0.37	0.27	1.43	0.30
Final Sat.:	386	1783	68	350	3059	415	314	2037	534	333	1767	367

Capacity Analysis Module:

Vol/Sat:	0.32	0.22	0.22	0.25	0.24	0.24	0.39	0.39	0.39	0.16	0.16	0.16
Crit Moves:	****						****					
Green/Cycle:	0.40	0.29	0.29	0.38	0.27	0.27	0.51	0.51	0.51	0.51	0.51	0.51
Volume/Cap:	0.41	0.75	0.75	0.30	0.89	0.89	0.75	0.75	0.75	0.31	0.31	0.31
Delay/Veh:	32.8	35.3	35.3	31.5	41.9	41.9	19.6	19.6	19.6	12.7	12.7	12.7
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:	32.8	35.3	35.3	31.5	41.9	41.9	19.6	19.6	19.6	12.7	12.7	12.7
LOS by Move:	C	D	D	C	D	D	B	B	B	B	B	B
HCM2kAvgQ:	3	12	12	2	15	15	14	14	14	3	3	3

Note: Queue reported is the number of cars per lane.

TSM PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #62 Motor Ave and Venice Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 1.097
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 27.0
Optimal Cycle: 180 Level Of Service: C

Motor Ave						Venice Blvd						
North Bound			South Bound			East Bound			West Bound			
Approach:												
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	37	0	0	37	0	0	27	0	0	27	0
Lanes:	1	0	1	1	0	1	1	0	2	1	0	1

Volume Module:												
Base Vol:	38	248	44	203	554	230	108	1814	42	77	1823	127
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	248	44	203	554	230	108	1814	42	77	1823	127
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:	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:	40	261	46	214	583	242	114	1909	44	81	1919	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	261	46	214	583	242	114	1909	44	81	1919	134
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 Volume:	40	261	46	214	583	242	114	1909	44	81	1919	134

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.15	0.91	0.91	0.54	0.98	0.83	0.09	0.89	0.89	0.09	0.88	0.88
Lanes:	1.00	1.70	0.30	1.00	1.00	1.00	1.00	2.93	0.07	1.00	2.80	0.20
Final Sat.:	292	2936	521	1032	1862	1583	166	4953	115	166	4705	328

Capacity Analysis Module:												
Vol/Sat:	0.14	0.09	0.09	0.21	0.31	0.15	0.69	0.39	0.39	0.49	0.41	0.41
Crit Moves:				****			****					
Green/Cycle:	0.41	0.41	0.41	0.41	0.41	0.41	0.50	0.50	0.50	0.50	0.50	0.50
Volume/Cap:	0.33	0.22	0.22	0.50	0.76	0.37	1.37	0.77	0.77	0.98	0.82	0.82
Delay/Veh:	19.7	17.2	17.2	20.7	27.2	18.8	249.1	19.8	19.8	113.3	21.2	21.2
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:	19.7	17.2	17.2	20.7	27.2	18.8	249.1	19.8	19.8	113.3	21.2	21.2
LOS by Move:	B	B	B	C	C	B	F	B	B	F	C	C
HCM2kAvgQ:	1	3	3	5	15	5	9	18	18	5	20	20

Note: Queue reported is the number of cars per lane.

TSM PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #63 Motor Ave and Washington Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.780

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 18.4

Optimal Cycle: 61 Level Of Service: B

Street Name:	Motor Ave						Washington Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Permitted		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	27	0	0	0	0	0	24	0
Lanes:	0	0	0	0	0	0	1	0	2	0	0	0

Volume Module:												
Base Vol:	0	0	0	136	0	492	373	1286	0	0	1066	213
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	136	0	492	373	1286	0	0	1066	213
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:	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:	0	0	0	143	0	518	393	1354	0	0	1122	224
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	143	0	518	393	1354	0	0	1122	224
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 Volume:	0	0	0	143	0	518	393	1354	0	0	1122	224

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.83	0.93	0.93	1.00	1.00	0.91	0.91
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.67	0.33
Final Sat.:	0	0	0	1769	0	1583	1769	3538	0	0	2875	574

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.33	0.22	0.38	0.00	0.00	0.39	0.39
Crit Moves:				****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.13	0.00	0.42	0.79	0.79	0.00	0.00	0.50	0.50
Volume/Cap:	0.00	0.00	0.00	0.60	0.00	0.78	0.68	0.49	0.00	0.00	0.78	0.78
Delay/Veh:	0.0	0.0	0.0	44.9	0.0	30.9	27.1	3.9	0.0	0.0	22.8	22.8
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:	0.0	0.0	0.0	44.9	0.0	30.9	27.1	3.9	0.0	0.0	22.8	22.8
LOS by Move:	A	A	A	D	A	C	C	A	A	A	C	C
HCM2kAvgQ:	0	0	0	5	0	15	7	8	0	0	19	19

Note: Queue reported is the number of cars per lane.

TSM PM Peak Hour
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #64 Clarington Ave and Venice Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 1.442
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 40.4
Optimal Cycle: 180 Level Of Service: D

Clarington Ave						Venice Blvd					
North Bound			South Bound			East Bound			West Bound		
L	T	R	L	T	R	L	T	R	L	T	R
Control: Permitted			Control: Permitted			Control: Permitted			Control: Permitted		
Rights: Include			Rights: Include			Rights: Include			Rights: Include		
Min. Green: 0	37	0	0	37	0	0	22	0	0	22	0
Lanes: 0	0	1	0	0	0	1	0	2	1	0	1

Volume Module:												
Base Vol:	120	215	50	60	188	54	161	1662	114	83	1895	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:	120	215	50	60	188	54	161	1662	114	83	1895	42
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:	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:	126	226	53	63	198	57	169	1749	120	87	1995	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	226	53	63	198	57	169	1749	120	87	1995	44
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 Volume:	126	226	53	63	198	57	169	1749	120	87	1995	44

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.73	0.73	0.73	0.82	0.82	0.82	0.09	0.88	0.88	0.09	0.89	0.89
Lanes:	0.31	0.56	0.13	0.20	0.62	0.18	1.00	2.81	0.19	1.00	2.93	0.07
Final Sat.:	434	777	181	311	974	280	166	4709	323	166	4958	110

Capacity Analysis Module:												
Vol/Sat:	0.29	0.29	0.29	0.20	0.20	0.20	1.02	0.37	0.37	0.53	0.40	0.40
Crit Moves:	****						****					
Green/Cycle:	0.41	0.41	0.41	0.41	0.41	0.41	0.50	0.50	0.50	0.50	0.50	0.50
Volume/Cap:	0.71	0.71	0.71	0.49	0.49	0.49	2.05	0.74	0.74	1.05	0.80	0.80
Delay/Veh:	26.1	26.1	26.1	20.2	20.2	20.2	532.1	19.1	19.1	137.0	20.8	20.8
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:	26.1	26.1	26.1	20.2	20.2	20.2	532.1	19.1	19.1	137.0	20.8	20.8
LOS by Move:	C	C	C	C	C	C	F	B	B	F	C	C
HCM2kAvgQ:	11	11	11	7	7	7	17	16	16	6	19	19

Note: Queue reported is the number of cars per lane.

TSM PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #65 Clarington Ave / Madison Ave and Washington Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.763
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 27.3
Optimal Cycle: 79 Level Of Service: C

Clarington Ave / Madison Ave						Washington Blvd						
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	30	0	0	26	0	5	32	0	5	23	0
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1

Volume Module:												
Base Vol:	10	53	20	112	103	269	182	1213	32	23	1100	81
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:	10	53	20	112	103	269	182	1213	32	23	1100	81
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:	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:	11	56	21	118	108	283	192	1277	34	24	1158	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	56	21	118	108	283	192	1277	34	24	1158	85
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 Volume:	11	56	21	118	108	283	192	1277	34	24	1158	85

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.26	0.98	0.83	0.71	0.87	0.87	0.93	0.93	0.93	0.93	0.93	0.83
Lanes:	1.00	1.00	1.00	1.00	0.28	0.72	1.00	1.95	0.05	1.00	2.00	1.00
Final Sat.:	499	1862	1583	1346	460	1201	1769	3433	91	1769	3538	1583

Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.01	0.09	0.24	0.24	0.11	0.37	0.37	0.01	0.33	0.05
Crit Moves:				****			****			****		
Green/Cycle:	0.31	0.31	0.31	0.31	0.31	0.31	0.14	0.50	0.50	0.07	0.43	0.43
Volume/Cap:	0.07	0.10	0.04	0.28	0.76	0.76	0.76	0.74	0.74	0.20	0.76	0.13
Delay/Veh:	24.6	24.7	24.2	26.5	37.9	37.9	54.2	21.3	21.3	44.9	26.6	17.3
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:	24.6	24.7	24.2	26.5	37.9	37.9	54.2	21.3	21.3	44.9	26.6	17.3
LOS by Move:	C	C	C	C	D	D	D	C	C	D	C	B
HCM2kAvgQ:	0	1	0	3	13	13	8	18	18	1	17	2

Note: Queue reported is the number of cars per lane.

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Expo Light Rail

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

Intersection #66 Palms Blvd/National Blvd and Exposition Blvd/ National Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 1.548
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 58.2
Optimal Cycle: 180 Level Of Service: E

Street Name:	Palms Blvd / National Blvd					Exposition Blvd / National Blvd				
Approach:	North Bound					South Bound				
Movement:	L	-	T	-	R	L	-	T	-	R
Control:	Permitted					Permitted				
Rights:	Include					Include				
Min. Green:	0		26		0	0		24		0
Lanes:	1	0	1	1	0	1	0	1	1	0

Control:	Permitted					Permitted						
Rights:	Include					Include						
Min. Green:	0		26		0	0		29		0		
Lanes:	1	0	1	1	0	1	0	1	0	1		
Volume Module:												
Base Vol:	24	1100	294	236	1652	220	429	430	35	70	139	152
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:	24	1100	294	236	1652	220	429	430	35	70	139	152
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:	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:	25	1158	309	248	1739	232	452	453	37	74	146	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	1158	309	248	1739	232	452	453	37	74	146	160
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 Volume:	25	1158	309	248	1739	232	452	453	37	74	146	160

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.06	0.90	0.90	0.13	0.91	0.91	0.56	0.98	0.83	0.21	0.98	0.83
Lanes:	1.00	1.58	0.42	1.00	1.76	0.24	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	117	2702	722	252	3066	408	1069	1862	1583	408	1862	1583

Capacity Analysis Module:												
Vol/Sat:	0.22	0.43	0.43	0.99	0.57	0.57	0.42	0.24	0.02	0.18	0.08	0.10
Crit Moves:	*****											
Green/Cycle:	0.64	0.64	0.64	0.64	0.64	0.64	0.27	0.27	0.27	0.27	0.27	0.27
Volume/Cap:	0.32	0.67	0.67	1.55	0.89	0.89	1.55	0.89	0.09	0.66	0.29	0.37
Delay/Veh:	9.6	11.1	11.1	291.1	18.5	18.5	295.5	49.0	24.4	43.0	26.1	27.0
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:	9.6	11.1	11.1	291.1	18.5	18.5	295.5	49.0	24.4	43.0	26.1	27.0
LOS by Move:	A	B	B	F	B	B	F	D	C	D	C	C
HCM2kAvgQ:	1	14	14	20	28	28	34	16	1	3	3	4

Note: Queue reported is the number of cars per lane.

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Expo Light Rail

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

Intersection #67 Hughes Ave and Venice Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 1.683
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 52.5
Optimal Cycle: 180 Level Of Service: D

Street Name:	Hughes Ave						Venice Blvd								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted			Permitted			Permitted			Permitted					
Rights:	Include			Include			Include			Include					
Min. Green:	0	37	0	0	37	0	0	20	0	0	20	0			
Lanes:	0	0	1	0	0	0	0	1	0	0	1	0	2	1	0

Volume Module:

Base Vol:	66	258	118	54	318	65	102	1898	122	194	1839	59
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	258	118	54	318	65	102	1898	122	194	1839	59
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:	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:	69	272	124	57	335	68	107	1998	128	204	1936	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	272	124	57	335	68	107	1998	128	204	1936	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	69	272	124	57	335	68	107	1998	128	204	1936	62

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.81	0.81	0.86	0.86	0.86	0.09	0.88	0.88	0.09	0.89	0.89
Lanes:	0.15	0.58	0.27	0.12	0.73	0.15	1.00	2.82	0.18	1.00	2.91	0.09
Final Sat.:	231	901	412	202	1190	243	166	4733	304	166	4901	157

Capacity Analysis Module:

Vol/Sat:	0.30	0.30	0.30	0.28	0.28	0.28	0.65	0.42	0.42	1.23	0.40	0.40
Crit Moves:	****									****		
Green/Cycle:	0.41	0.41	0.41	0.41	0.41	0.41	0.50	0.50	0.50	0.50	0.50	0.50
Volume/Cap:	0.73	0.73	0.73	0.68	0.68	0.68	1.30	0.84	0.84	2.46	0.79	0.79
Delay/Veh:	26.7	26.7	26.7	24.6	24.6	24.6	219.8	22.3	22.3	716.3	20.3	20.3
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:	26.7	26.7	26.7	24.6	24.6	24.6	219.8	22.3	22.3	716.3	20.3	20.3
LOS by Move:	C	C	C	C	C	C	F	C	C	F	C	C
HCM2kAvgQ:	12	12	12	11	11	11	8	21	21	22	18	18

Note: Queue reported is the number of cars per lane.

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Expo Light Rail

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

Intersection #68 Hughes Ave / Duquesne Ave and Washington Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.731
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 18.0
Optimal Cycle: 64 Level Of Service: B

Hughes Ave / Duquesne Ave						Washington Blvd							
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	27	0	0	28	0	0	28	0	0	25	0	
Lanes:	1	0	0	1	0	0	1	0	1	1	0	1	0

Volume Module:												
Base Vol:	57	202	32	155	283	112	170	1115	73	57	786	187
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:	57	202	32	155	283	112	170	1115	73	57	786	187
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	60	213	34	163	298	118	179	1174	77	60	827	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	213	34	163	298	118	179	1174	77	60	827	197
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 Volume:	60	213	34	163	298	118	179	1174	77	60	827	197

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.25	0.96	0.96	0.46	0.94	0.94	0.21	0.92	0.92	0.15	0.90	0.90
Lanes:	1.00	0.86	0.14	1.00	0.72	0.28	1.00	1.88	0.12	1.00	1.62	0.38
Final Sat.:	467	1574	249	879	1277	505	408	3291	215	283	2775	660

Capacity Analysis Module:													
Vol/Sat:	0.13	0.14	0.14	0.19	0.23	0.23	0.44	0.36	0.36	0.21	0.30	0.30	
Crit Moves:	****						****						
Green/Cycle:	0.32	0.32	0.32	0.32	0.32	0.32	0.60	0.60	0.60	0.60	0.60	0.60	
Volume/Cap:	0.40	0.42	0.42	0.58	0.73	0.73	0.73	0.59	0.59	0.35	0.50	0.50	
Delay/Veh:	28.3	27.3	27.3	31.5	35.0	35.0	24.9	12.9	12.9	11.4	11.6	11.6	
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:	28.3	27.3	27.3	31.5	35.0	35.0	24.9	12.9	12.9	11.4	11.6	11.6	
LOS by Move:	C	C	C	C	D	D	C	B	B	B	B	B	
HCM2kAvgQ:	2	6	6	5	13	13	6	13	13	1	9	9	

Note: Queue reported is the number of cars per lane.

TSM PM Peak Hour
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Expo Light Rail

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

Intersection #69 National Blvd and Manning Ave / I-10 WB Ramp

Cycle (sec): 90 Critical Vol./Cap.(X): 1.267
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 54.6
Optimal Cycle: 180 Level Of Service: D

Street Name:	National Blvd						Manning Ave / I-10 WB Ramp								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted			Permitted			Split Phase			Split Phase					
Rights:	Include			Include			Include			Include					
Min. Green:	0	21	0	0	31	0	0	0	0	0	28	0			
Lanes:	1	0	2	0	0	0	0	1	1	0	1	0	0	1	0

Volume Module:	National Blvd						Manning Ave / I-10 WB Ramp					
Base Vol:	134	1128	0	0	992	208	142	0	119	536	194	122
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:	134	1128	0	0	992	208	142	0	119	536	194	122
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:	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:	141	1187	0	0	1044	219	149	0	125	564	204	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	1187	0	0	1044	219	149	0	125	564	204	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	141	1187	0	0	1044	219	149	0	125	564	204	128

Saturation Flow Module:	National Blvd						Manning Ave / I-10 WB Ramp					
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.11	0.93	1.00	1.00	0.91	0.91	0.93	1.00	0.83	0.93	0.92	0.92
Lanes:	1.00	2.00	0.00	0.00	1.65	0.35	1.00	0.00	1.00	1.00	0.61	0.39
Final Sat.:	203	3538	0	0	2849	597	1769	0	1583	1769	1077	677

Capacity Analysis Module:	National Blvd						Manning Ave / I-10 WB Ramp					
Vol/Sat:	0.69	0.34	0.00	0.00	0.37	0.37	0.08	0.00	0.08	0.32	0.19	0.19
Crit Moves:	****						****					
Green/Cycle:	0.50	0.50	0.00	0.00	0.50	0.50	0.06	0.00	0.06	0.31	0.31	0.31
Volume/Cap:	1.40	0.68	0.00	0.00	0.74	0.74	1.40	0.00	1.31	1.03	0.61	0.61
Delay/Veh:	253.2	18.3	0.0	0.0	19.9	19.9	270.4	0.0	240.1	75.9	28.4	28.4
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:	253.2	18.3	0.0	0.0	19.9	19.9	270.4	0.0	240.1	75.9	28.4	28.4
LOS by Move:	F	B	A	A	B	B	F	A	F	E	C	C
HCM2kAvgQ:	11	14	0	0	16	16	12	0	9	23	9	9

Note: Queue reported is the number of cars per lane.

TSM PM Peak Hour
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #70 Culver Blvd and Washington Blvd/Irving Pl

Cycle (sec): 120 Critical Vol./Cap.(X): 0.804

Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 66.8

Optimal Cycle: 180 Level Of Service: E

Street Name:	Culver Blvd						Washington Blvd/Irving Pl					
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	21	0	5	26	0	0	28	0	0	0	0
Lanes:	0	1	1	1	0	1	1	0	1	0	0	1

Volume Module:

Base Vol:	2	1160	17	85	963	756	31	835	6	61	0	122
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:	2	1160	17	85	963	756	31	835	6	61	0	122
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:	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:	2	1221	18	89	1014	796	33	879	6	64	0	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	1221	18	89	1014	796	33	879	6	64	0	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	2	1221	18	89	1014	796	33	879	6	64	0	128

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.83	0.83	0.93	0.87	0.87	0.93	0.93	0.93	0.93	1.00	0.83
Lanes:	0.01	2.95	0.04	1.00	1.68	1.32	1.00	1.99	0.01	1.00	0.00	1.00
Final Sat.:	8	4677	69	1769	2777	2180	1769	3509	25	1769	0	1583

Capacity Analysis Module:

Vol/Sat:	0.26	0.26	0.26	0.05	0.37	0.37	0.02	0.25	0.25	0.04	0.00	0.08
Crit Moves:					****				****			****
Green/Cycle:	0.24	0.24	0.24	0.32	0.56	0.56	0.23	0.23	0.23	0.07	0.00	0.07
Volume/Cap:	1.11	1.11	1.11	0.16	0.65	0.65	0.08	1.07	1.07	0.50	0.00	1.12
Delay/Veh:	106.6	107	106.6	29.0	18.8	18.8	36.0	99.0	99.0	56.6	0.0	174.2
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:	106.6	107	106.6	29.0	18.8	18.8	36.0	99.0	99.0	56.6	0.0	174.2
LOS by Move:	F	F	F	C	B	B	D	F	F	E	A	F
HCM2kAvgQ:	26	26	26	2	16	16	1	25	25	3	0	9

Note: Queue reported is the number of cars per lane.

TSM PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #71 Bagley Ave and Exposition Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.040

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 49.4

Optimal Cycle: 0 Level Of Service: E

Street Name:	Bagley Ave						Exposition Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
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

Volume Module:

Base Vol:	19	178	34	79	322	100	196	148	86	15	88	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	178	34	79	322	100	196	148	86	15	88	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	20	187	36	83	339	105	206	156	91	16	93	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	187	36	83	339	105	206	156	91	16	93	157
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 Volume:	20	187	36	83	339	105	206	156	91	16	93	157

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.08	0.77	0.15	0.16	0.64	0.20	0.46	0.34	0.20	0.06	0.35	0.59
Final Sat.:	36	335	64	80	326	101	223	168	98	27	158	268

Capacity Analysis Module:

Vol/Sat:	0.56	0.56	0.56	1.04	1.04	1.04	0.92	0.92	0.92	0.58	0.58	0.58
Crit Moves:	****			****			****			****		
Delay/Veh:	19.6	19.6	19.6	77.4	77.4	77.4	50.0	50.0	50.0	19.9	19.9	19.9
Delay Adj:	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	19.6	19.6	77.4	77.4	77.4	50.0	50.0	50.0	19.9	19.9	19.9
LOS by Move:	C	C	C	F	F	F	E	E	E	C	C	C
ApproachDel:	19.6			77.4			50.0			19.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	19.6			77.4			50.0			19.9		
LOS by Appr:	C			F			E			C		
AllWayAvgQ:	1.0	1.0	1.0	9.5	9.5	9.5	5.4	5.4	5.4	1.2	1.2	1.2

Note: Queue reported is the number of cars per lane.

TSM PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #72 Bagley Ave / Main St and Venice Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.929

Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 93.9

Optimal Cycle: 117 Level Of Service: F

Street Name:	Bagley Ave / Main St										Venice Blvd									
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		38		0	0		38		0	5		22		0	5		18		0
Lanes:	1	0	0	1	0	0	0	1	0	0	1	0	2	1	0	1	0	2	1	0

Volume Module:

Base Vol:	66	129	18	53	279	83	129	1862	79	72	2240	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	129	18	53	279	83	129	1862	79	72	2240	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	69	136	19	56	294	87	136	1960	83	76	2358	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	136	19	56	294	87	136	1960	83	76	2358	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	69	136	19	56	294	87	136	1960	83	76	2358	39

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.66	0.96	0.96	0.90	0.90	0.90	0.93	0.89	0.89	0.93	0.89	0.89
Lanes:	1.00	0.88	0.12	0.13	0.67	0.20	1.00	2.88	0.12	1.00	2.95	0.05
Final Sat.:	1259	1605	224	218	1147	341	1769	4847	206	1769	4991	82

Capacity Analysis Module:

Vol/Sat:	0.06	0.08	0.08	0.26	0.26	0.26	0.08	0.40	0.40	0.04	0.47	0.47
Crit Moves:				****			****			****		
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.06	0.39	0.39	0.06	0.38	0.38
Volume/Cap:	0.13	0.20	0.20	0.61	0.61	0.61	1.24	1.04	1.04	0.77	1.24	1.24
Delay/Veh:	16.0	16.5	16.5	21.7	21.7	21.7	204.4	59.0	59.0	72.4	139	138.5
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:	16.0	16.5	16.5	21.7	21.7	21.7	204.4	59.0	59.0	72.4	139	138.5
LOS by Move:	B	B	B	C	C	C	F	E	E	E	F	F
HCM2kAvgQ:	1	3	3	10	10	10	9	30	30	4	47	47

Note: Queue reported is the number of cars per lane.

TSM PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #73 Main St / Washington Blvd and Culver Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.216
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 287.5
Optimal Cycle: 180 Level Of Service: F

Main St / Washington Blvd					Culver Blvd														
North Bound					South Bound					East Bound					West Bound				
L - T - R					L - T - R					L - T - R					L - T - R				
Control: Split Phase					Split Phase					Protected					Protected				
Rights: Include					Include					Include					Include				
Min. Green: 0 33 0					0 33 0					5 30 0					5 26 0				
Lanes: 2 0 0 1 0					0 1 0 1 0					1 0 2 0 2					1 0 1 1 0				

Volume Module:

Base Vol:	1049	77	0	0	218	227	275	0	1557	6	640	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1049	77	0	0	218	227	275	0	1557	6	640	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	1104	81	0	0	229	239	289	0	1639	6	674	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1104	81	0	0	229	239	289	0	1639	6	674	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1104	81	0	0	229	239	289	0	1639	6	674	39

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.98	1.00	0.95	0.86	0.86	0.93	0.95	0.73	0.93	0.92	0.92
Lanes:	2.00	1.00	0.00	0.00	1.00	1.00	1.00	2.00	2.00	1.00	1.89	0.11
Final Sat.:	3432	1862	0	0	1634	1634	1769	3610	2786	1769	3318	192

Capacity Analysis Module:

Vol/Sat:	0.32	0.04	0.00	0.00	0.14	0.15	0.16	0.00	0.59	0.00	0.20	0.20
Crit Moves:	****				****				****	****		
Green/Cycle:	0.28	0.28	0.00	0.00	0.28	0.28	0.10	0.00	0.28	0.04	0.22	0.22
Volume/Cap:	1.17	0.16	0.00	0.00	0.51	0.53	1.64	0.00	2.14	0.09	0.94	0.94
Delay/Veh:	131.5	33.1	0.0	0.0	37.2	37.6	364.5	0.0	560.7	55.8	65.2	65.2
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:	131.5	33.1	0.0	0.0	37.2	37.6	364.5	0.0	560.7	55.8	65.2	65.2
LOS by Move:	F	C	A	A	D	D	F	A	F	E	E	E
HCM2kAvgQ:	34	2	0	0	8	8	26	0	95	0	18	18

Note: Queue reported is the number of cars per lane.

TSM PM Peak Hour
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #74 Culver Blvd and Venice Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 1.051
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 264.7
Optimal Cycle: 180 Level Of Service: F

Street Name:	Culver Blvd						Venice Blvd									
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
Control:	Split Phase			Split Phase			Permitted			Protected						
Rights:	Ovl			Include			Include			Include						
Min. Green:	0		0		0	0	36		0	0	40		0	5	21	0
Lanes:	1	0	1	0	2	1	0	1	0	0	1	0	2	1	0	0

Volume Module:

Base Vol:	77	93	641	370	51	47	31	1699	14	364	2017	139
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	93	641	370	51	47	31	1699	14	364	2017	139
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:	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:	81	98	675	389	54	49	33	1788	15	383	2123	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	98	675	389	54	49	33	1788	15	383	2123	146
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 Volume:	81	98	675	389	54	49	33	1788	15	383	2123	146

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.73	0.93	0.93	0.93	0.10	0.89	0.89	0.90	0.88	0.88
Lanes:	1.00	1.00	2.00	1.65	0.18	0.17	1.00	2.98	0.02	2.00	2.81	0.19
Final Sat.:	1769	1862	2786	2918	318	293	186	5037	42	3432	4708	324

Capacity Analysis Module:

Vol/Sat:	0.05	0.05	0.24	0.13	0.17	0.17	0.18	0.36	0.36	0.11	0.45	0.45
Crit Moves:	****			****			****			****		
Green/Cycle:	0.00	0.00	0.05	0.37	0.37	0.37	0.41	0.41	0.41	0.05	0.46	0.46
Volume/Cap:	xxxx	xxxx	4.70	0.36	0.45	0.45	0.42	0.86	0.86	2.17	0.97	0.97
Delay/Veh:	0.0	0.0	1728	22.3	23.4	23.4	24.1	29.9	29.9	589.9	38.1	38.1
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	1728	22.3	23.4	23.4	24.1	29.9	29.9	589.9	38.1	38.1
LOS by Move:	A	A	F	C	C	C	C	C	C	F	D	D
HCM2kAvgQ:	13	16	49	5	7	7	1	21	21	20	31	31

Note: Queue reported is the number of cars per lane.

TSM PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #75 Sawtelle Blvd and Washington Pl

Cycle (sec): 90 Critical Vol./Cap.(X): 0.801

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 21.7

Optimal Cycle: 64 Level Of Service: C

Street Name:	Sawtelle Blvd						Washington Pl					
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	26	0	0	28	0	0	26	0	0	22	0
Lanes:	0	1	0	1	0	0	1	0	1	1	0	1

Volume Module:												
Base Vol:	49	651	160	105	448	51	152	965	63	123	935	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	651	160	105	448	51	152	965	63	123	935	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	52	685	168	111	472	54	160	1016	66	129	984	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	685	168	111	472	54	160	1016	66	129	984	135
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 Volume:	52	685	168	111	472	54	160	1016	66	129	984	135

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.79	0.79	0.79	0.53	0.53	0.53	0.20	0.92	0.92	0.17	0.93	0.83
Lanes:	0.11	1.52	0.37	0.35	1.48	0.17	1.00	1.88	0.12	1.00	2.00	1.00
Final Sat.:	171	2278	560	351	1497	170	385	3291	215	322	3538	1583

Capacity Analysis Module:												
Vol/Sat:	0.30	0.30	0.30	0.32	0.32	0.32	0.42	0.31	0.31	0.40	0.28	0.09
Crit Moves:	****						****					
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.52	0.52	0.52	0.52	0.52	0.52
Volume/Cap:	0.77	0.77	0.77	0.80	0.80	0.80	0.80	0.60	0.60	0.78	0.54	0.16
Delay/Veh:	26.8	26.8	26.8	30.1	30.1	30.1	38.1	15.7	15.7	37.6	14.8	11.5
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:	26.8	26.8	26.8	30.1	30.1	30.1	38.1	15.7	15.7	37.6	14.8	11.5
LOS by Move:	C	C	C	C	C	C	D	B	B	D	B	B
HCM2kAvgQ:	13	13	13	11	11	11	6	11	11	5	10	2

Note: Queue reported is the number of cars per lane.

TSM PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #76 Sepulveda Blvd and Queensland St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.772
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 31.8
Optimal Cycle: 58 Level Of Service: C

Street Name:	Sepulveda Blvd						Queensland St					
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	17	0	0	0	0	0	30	0	0	30	0
Lanes:	1	0	1	1	0	1	0	0	1	0	0	1

Volume Module:	Sepulveda Blvd North Bound			Sepulveda Blvd South Bound			Queensland St East Bound			Queensland St West Bound		
Base Vol:	67	1609	55	40	1847	104	68	13	30	99	10	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	1609	55	40	1847	104	68	13	30	99	10	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	71	1694	58	42	1944	109	72	14	32	104	11	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	1694	58	42	1944	109	72	14	32	104	11	45
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 Volume:	71	1694	58	42	1944	109	72	14	32	104	11	45

Saturation Flow Module:	Sepulveda Blvd North Bound			Sepulveda Blvd South Bound			Queensland St East Bound			Queensland St West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.08	0.93	0.93	0.08	0.92	0.92	0.73	0.73	0.73	0.71	0.71	0.71
Lanes:	1.00	1.93	0.07	1.00	1.89	0.11	0.61	0.12	0.27	0.65	0.07	0.28
Final Sat.:	143	3404	116	143	3322	187	845	161	373	883	89	384

Capacity Analysis Module:	Sepulveda Blvd North Bound			Sepulveda Blvd South Bound			Queensland St East Bound			Queensland St West Bound		
Vol/Sat:	0.49	0.50	0.50	0.29	0.59	0.59	0.08	0.08	0.08	0.12	0.12	0.12
Crit Moves:				****						****		
Green/Cycle:	0.58	0.58	0.58	0.58	0.58	0.58	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.85	0.86	0.86	0.51	1.01	1.01	0.25	0.25	0.25	0.35	0.35	0.35
Delay/Veh:	68.7	20.0	20.0	16.5	42.2	42.2	22.1	22.1	22.1	23.2	23.2	23.2
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:	68.7	20.0	20.0	16.5	42.2	42.2	22.1	22.1	22.1	23.2	23.2	23.2
LOS by Move:	E	B	B	B	D	D	C	C	C	C	C	C
HCM2kAvgQ:	4	24	24	2	40	40	2	2	2	4	4	4

Note: Queue reported is the number of cars per lane.

TSM PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #77 Sepulveda Blvd and Rose Ave

Average Delay (sec/veh): 63.0 Worst Case Level Of Service: F[2673.0]

Street Name:	Sepulveda Blvd						Rose Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	1	1	0	0	0	1	0	0	0	0

Volume Module:												
Base Vol:	0	1681	90	72	1869	0	0	0	0	51	0	38
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	1681	90	72	1869	0	0	0	0	51	0	38
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:	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:	0	1769	95	76	1967	0	0	0	0	54	0	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	1769	95	76	1967	0	0	0	0	54	0	40

Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	6.8	6.5	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	1864	xxxx	xxxxx	3004	3983	984	2952	3936	932
Potent Cap.:	xxxx	xxxx	xxxxx	320	xxxx	xxxxx	6	3	248	11	3	268
Move Cap.:	xxxx	xxxx	xxxxx	320	xxxx	xxxxx	4	2	248	9	2	268
Volume/Cap:	xxxx	xxxx	xxxx	0.24	xxxx	xxxx	0.00	0.00	0.00	5.73	0.00	0.15

Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.9	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	19.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	C	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	16	xxxxx
Shared Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.5	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2673	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			2673.0		
ApproachLOS:	*			*			*			F		

Note: Queue reported is the number of cars per lane.

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Expo Light Rail

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

Intersection #78 Sepulveda Blvd and Washington Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 1.208

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 32.7

Optimal Cycle: 180 Level Of Service: C

Street Name:	Sepulveda Blvd						Washington Blvd					
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	37	0	0	39	0	0	37	0	0	37	0
Lanes:	1	0	1	1	0	1	1	0	2	1	0	1

Volume Module:

Base Vol:	110	1032	78	129	926	257	158	880	176	107	784	71
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:	110	1032	78	129	926	257	158	880	176	107	784	71
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:	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:	116	1086	82	136	975	271	166	926	185	113	825	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	1086	82	136	975	271	166	926	185	113	825	75
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 Volume:	116	1086	82	136	975	271	166	926	185	113	825	75

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.10	0.92	0.92	0.12	0.90	0.90	0.19	0.87	0.87	0.19	0.92	0.92
Lanes:	1.00	1.86	0.14	1.00	1.57	0.43	1.00	2.50	0.50	1.00	1.83	0.17
Final Sat.:	182	3256	246	224	2678	743	359	4130	826	361	3205	290

Capacity Analysis Module:

Vol/Sat:	0.64	0.33	0.33	0.61	0.36	0.36	0.46	0.22	0.22	0.31	0.26	0.26
Crit Moves:	****						****					
Green/Cycle:	0.53	0.53	0.53	0.53	0.53	0.53	0.38	0.38	0.38	0.38	0.38	0.38
Volume/Cap:	1.21	0.63	0.63	1.15	0.69	0.69	1.21	0.58	0.58	0.81	0.67	0.67
Delay/Veh:	179.5	15.8	15.8	148.9	17.0	17.0	171.1	22.5	22.5	54.0	24.4	24.4
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:	179.5	15.8	15.8	148.9	17.0	17.0	171.1	22.5	22.5	54.0	24.4	24.4
LOS by Move:	F	B	B	F	B	B	F	C	C	D	C	C
HCM2kAvgQ:	8	13	13	9	14	14	11	9	9	5	12	12

Note: Queue reported is the number of cars per lane.

TSM PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #79 Military Ave / Huron Ave and Venice Blvd

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Military Ave / Huron Ave						Venice Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1! 0 0	0	0	1! 0 0	1	0	2 1 0	1	0	2 1 0

Volume Module:												
Base Vol:	2	1	17	4	2	32	122	2324	14	231	2112	5
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:	2	1	17	4	2	32	122	2324	14	231	2112	5
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:	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:	2	1	18	4	2	34	128	2446	15	243	2223	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	2	1	18	4	2	34	128	2446	15	243	2223	5

Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:												
Cnflct Vol:	3939	5425	823	3785	5430	744	2228	xxxx	xxxxx	2461	xxxx	xxxxx
Potent Cap.:	1	0	317	1	0	357	230	xxxx	xxxxx	186	xxxx	xxxxx
Move Cap.:	0	0	317	0	0	357	230	xxxx	xxxxx	186	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.06	xxxx	xxxx	0.09	0.56	xxxx	xxxx	1.31	xxxx	xxxx

Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	3.1	xxxx	xxxxx	13.8	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	38.8	xxxx	xxxxx	220.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	E	*	*	F	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	0	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shared Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

Note: Queue reported is the number of cars per lane.

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Expo Light Rail

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

Intersection #80 Girard Ave and Washington Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.705
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 14.3
Optimal Cycle: 60 Level Of Service: B

Girard Ave						Washington Blvd						
North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	15	0
Lanes:	0	0	0	0	0	1	0	0	1	0	2	0

Volume Module:												
Base Vol:	0	0	0	43	0	167	122	1446	0	0	1390	104
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	43	0	167	122	1446	0	0	1390	104
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:	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:	0	0	0	45	0	176	128	1522	0	0	1463	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	45	0	176	128	1522	0	0	1463	109
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 Volume:	0	0	0	45	0	176	128	1522	0	0	1463	109

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.87	1.00	0.87	0.93	0.93	1.00	1.00	0.93	0.83
Lanes:	0.00	0.00	0.00	0.20	0.00	0.80	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	337	0	1309	1769	3538	0	0	3538	1583

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.13	0.07	0.43	0.00	0.00	0.41	0.07
Crit Moves:				****				****				****
Green/Cycle:	0.00	0.00	0.00	0.19	0.00	0.19	0.69	0.69	0.00	0.00	0.59	0.59
Volume/Cap:	0.00	0.00	0.00	0.71	0.00	0.71	0.47	0.62	0.00	0.00	0.71	0.12
Delay/Veh:	0.0	0.0	0.0	45.0	0.0	45.0	14.2	9.0	0.0	0.0	15.7	9.2
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:	0.0	0.0	0.0	45.0	0.0	45.0	14.2	9.0	0.0	0.0	15.7	9.2
LOS by Move:	A	A	A	D	A	D	B	A	A	A	B	A
HCM2kAvgQ:	0	0	0	8	0	8	2	14	0	0	17	1

Note: Queue reported is the number of cars per lane.

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

Intersection #81 Robertson Blvd / Higuera St and Washington Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.657
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 33.7
Optimal Cycle: 89 Level Of Service: C

Street Name:	Robertson Blvd / Higuera St					Washington Blvd														
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					Permitted					Permitted				
Rights:	Include					Include					Include					Include				
Min. Green:	5		36		0	5		32		0	0		33		0	0		36		0
Lanes:	1	0	1	1	0	1	0	1	0	1	1	0	1	1	0	1	0	1	1	0

Volume Module:	Robertson Blvd / Higuera St					Washington Blvd						
Base Vol:	99	196	44	32	322	4	193	1014	236	73	767	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:	99	196	44	32	322	4	193	1014	236	73	767	48
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:	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:	104	206	46	34	339	4	203	1067	248	77	807	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	206	46	34	339	4	203	1067	248	77	807	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 Volume:	104	206	46	34	339	4	203	1067	248	77	807	51

Saturation Flow Module:	Robertson Blvd / Higuera St					Washington Blvd						
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.91	0.91	0.93	0.98	0.83	0.23	0.90	0.90	0.08	0.92	0.92
Lanes:	1.00	1.63	0.37	1.00	1.00	1.00	1.00	1.62	0.38	1.00	1.88	0.12
Final Sat.:	1769	2811	631	1769	1862	1583	430	2790	649	158	3299	206

Capacity Analysis Module:	Robertson Blvd / Higuera St					Washington Blvd						
Vol/Sat:	0.06	0.07	0.07	0.02	0.18	0.00	0.47	0.38	0.38	0.49	0.24	0.24
Crit Moves:	****					****						
Green/Cycle:	0.06	0.36	0.36	0.05	0.35	0.35	0.47	0.47	0.47	0.47	0.47	0.47
Volume/Cap:	0.92	0.20	0.20	0.38	0.53	0.01	1.00	0.81	0.81	1.03	0.52	0.52
Delay/Veh:	107.8	22.2	22.2	48.7	26.9	21.4	91.1	26.0	26.0	140.2	18.9	18.9
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:	107.8	22.2	22.2	48.7	26.9	21.4	91.1	26.0	26.0	140.2	18.9	18.9
LOS by Move:	F	C	C	D	C	C	F	C	C	F	B	B
HCM2kAvgQ:	6	3	3	1	9	0	11	20	20	5	10	10

Note: Queue reported is the number of cars per lane.

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

Intersection #82 20th St and Broadway

Cycle (sec): 90 Critical Vol./Cap.(X): 0.695
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 19.3
Optimal Cycle: 54 Level Of Service: B

Street Name:	20th St						Broadway					
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	24	0	0	24	0	0	22	0	0	22	0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	30	1120	52	52	595	58	39	406	140	166	499	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1120	52	52	595	58	39	406	140	166	499	125
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:	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:	32	1179	55	55	626	61	41	427	147	175	525	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	1179	55	55	626	61	41	427	147	175	525	132
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 Volume:	32	1179	55	55	626	61	41	427	147	175	525	132

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.32	0.92	0.92	0.12	0.92	0.92	0.23	0.98	0.83	0.33	0.98	0.83
Lanes:	1.00	1.91	0.09	1.00	1.82	0.18	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	601	3357	156	225	3182	310	439	1862	1583	624	1862	1583

Capacity Analysis Module:

Vol/Sat:	0.05	0.35	0.35	0.24	0.20	0.20	0.09	0.23	0.09	0.28	0.28	0.08
Crit Moves:	****									****		
Green/Cycle:	0.51	0.51	0.51	0.51	0.51	0.51	0.41	0.41	0.41	0.41	0.41	0.41
Volume/Cap:	0.10	0.70	0.70	0.48	0.39	0.39	0.23	0.57	0.23	0.69	0.70	0.20
Delay/Veh:	11.8	18.2	18.2	17.7	13.9	13.9	18.2	21.6	17.7	29.9	25.0	17.5
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:	11.8	18.2	18.2	17.7	13.9	13.9	18.2	21.6	17.7	29.9	25.0	17.5
LOS by Move:	B	B	B	B	B	B	B	C	B	C	C	B
HCM2kAvgQ:	1	15	15	2	6	6	1	10	3	5	13	2

Note: Queue reported is the number of cars per lane.

TSM PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #83 14th St and Broadway

Cycle (sec): 90 Critical Vol./Cap.(X): 0.708

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 20.8

Optimal Cycle: 53 Level Of Service: C

Street Name:	14th St						Broadway					
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	23	0	0	23	0	0	22	0	0	22	0
Lanes:	1	0	0	1	0	0	1	0	1	1	0	1

Volume Module:

Base Vol:	56	413	69	41	456	86	45	546	47	46	586	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	413	69	41	456	86	45	546	47	46	586	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	59	435	73	43	480	91	47	575	49	48	617	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	435	73	43	480	91	47	575	49	48	617	45
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 Volume:	59	435	73	43	480	91	47	575	49	48	617	45

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.23	0.96	0.96	0.28	0.96	0.96	0.21	0.98	0.83	0.24	0.98	0.83
Lanes:	1.00	0.86	0.14	1.00	0.84	0.16	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	430	1562	261	534	1529	288	398	1862	1583	464	1862	1583

Capacity Analysis Module:

Vol/Sat:	0.14	0.28	0.28	0.08	0.31	0.31	0.12	0.31	0.03	0.10	0.33	0.03
Crit Moves:	****						****					
Green/Cycle:	0.44	0.44	0.44	0.44	0.44	0.44	0.47	0.47	0.47	0.47	0.47	0.47
Volume/Cap:	0.31	0.63	0.63	0.18	0.71	0.71	0.25	0.66	0.07	0.22	0.71	0.06
Delay/Veh:	17.1	20.9	20.9	15.5	23.3	23.3	15.2	20.3	13.2	14.8	21.8	13.2
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:	17.1	20.9	20.9	15.5	23.3	23.3	15.2	20.3	13.2	14.8	21.8	13.2
LOS by Move:	B	C	C	B	C	C	B	C	B	B	C	B
HCM2kAvgQ:	1	11	11	1	14	14	1	13	1	1	15	1

Note: Queue reported is the number of cars per lane.

TSM PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #84 Lincoln Blvd and Broadway

Cycle (sec): 90 Critical Vol./Cap.(X): 0.860

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 20.7

Optimal Cycle: 79 Level Of Service: C

Street Name:	Lincoln Blvd										Broadway									
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		21		0	0		22		0	0		23		0	0		23		0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	0	1	1	0	1	0	1

Volume Module:

Base Vol:	114	1034	86	36	1234	55	56	427	191	94	331	70
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:	114	1034	86	36	1234	55	56	427	191	94	331	70
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:	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:	120	1088	91	38	1299	58	59	449	201	99	348	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	1088	91	38	1299	58	59	449	201	99	348	74
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 Volume:	120	1088	91	38	1299	58	59	449	201	99	348	74

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.14	0.92	0.92	0.18	0.93	0.93	0.28	0.98	0.83	0.16	0.98	0.83
Lanes:	1.00	1.85	0.15	1.00	1.91	0.09	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	261	3227	268	345	3367	150	530	1862	1583	305	1862	1583

Capacity Analysis Module:

Vol/Sat:	0.46	0.34	0.34	0.11	0.39	0.39	0.11	0.24	0.13	0.32	0.19	0.05
Crit Moves:	****									****		
Green/Cycle:	0.53	0.53	0.53	0.53	0.53	0.53	0.38	0.38	0.38	0.38	0.38	0.38
Volume/Cap:	0.86	0.63	0.63	0.21	0.72	0.72	0.30	0.64	0.34	0.86	0.50	0.12
Delay/Veh:	56.2	15.4	15.4	11.5	17.3	17.3	20.5	25.1	20.4	69.7	22.1	18.4
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:	56.2	15.4	15.4	11.5	17.3	17.3	20.5	25.1	20.4	69.7	22.1	18.4
LOS by Move:	E	B	B	B	B	B	C	C	C	E	C	B
HCM2kAvgQ:	5	13	13	1	16	16	1	11	4	5	8	1

Note: Queue reported is the number of cars per lane.

TSM PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #85 4th St and Broadway

Cycle (sec): 120 Critical Vol./Cap.(X): 0.998

Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 29.2

Optimal Cycle: 72 Level Of Service: C

Street Name:	4th St						Broadway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	5	22	0	5	22	0	0	23	0	5	23	0
Lanes:	1	0	1	0	1	0	0	0	1	0	1	0

Volume Module:

Base Vol:	128	643	37	68	401	52	0	224	140	123	175	70
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:	128	643	37	68	401	52	0	224	140	123	175	70
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:	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:	135	677	39	72	422	55	0	236	147	129	184	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	677	39	72	422	55	0	236	147	129	184	74
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 Volume:	135	677	39	72	422	55	0	236	147	129	184	74

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.83	0.93	0.92	0.92	1.00	0.98	0.83	0.93	0.98	0.83
Lanes:	1.00	1.00	1.00	1.00	1.77	0.23	0.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1769	1862	1583	1769	3078	399	0	1862	1583	1769	1862	1583

Capacity Analysis Module:

Vol/Sat:	0.08	0.36	0.02	0.04	0.14	0.14	0.00	0.13	0.09	0.07	0.10	0.05
Crit Moves:	****			****			****			****		
Green/Cycle:	0.60	0.51	0.51	0.46	0.40	0.40	0.00	0.19	0.19	0.30	0.30	0.30
Volume/Cap:	0.22	0.71	0.05	0.27	0.34	0.34	0.00	0.66	0.49	0.49	0.34	0.16
Delay/Veh:	10.9	24.7	14.5	20.7	24.9	24.9	0.0	49.4	44.5	34.6	33.4	31.4
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:	10.9	24.7	14.5	20.7	24.9	24.9	0.0	49.4	44.5	34.6	33.4	31.4
LOS by Move:	B	C	B	C	C	C	A	D	D	C	C	C
HCM2kAvgQ:	2	19	1	2	6	6	0	9	5	4	5	2

Note: Queue reported is the number of cars per lane.

TSM PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #86 Main St and Colorado Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 0.537
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 12.6
Optimal Cycle: 39 Level Of Service: B

Street Name:	Main St						Colorado Ave					
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	20	0	0	0	0	0	31	0	0	0	0
Lanes:	2	0	0	0	0	0	0	0	2	0	1	0

Volume Module:

Base Vol:	311	0	145	0	0	0	0	498	279	266	384	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:	311	0	145	0	0	0	0	498	279	266	384	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:	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:	327	0	153	0	0	0	0	524	294	280	404	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	327	0	153	0	0	0	0	524	294	280	404	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 Volume:	327	0	153	0	0	0	0	524	294	280	404	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.59	1.00	0.83	1.00	1.00	1.00	1.00	0.93	0.83	0.43	0.93	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	2232	0	1583	0	0	0	0	3538	1583	817	3538	0

Capacity Analysis Module:

Vol/Sat:	0.15	0.00	0.10	0.00	0.00	0.00	0.00	0.15	0.19	0.34	0.11	0.00
Crit Moves:	****									****		
Green/Cycle:	0.27	0.00	0.27	0.00	0.00	0.00	0.00	0.64	0.64	0.64	0.64	0.00
Volume/Cap:	0.54	0.00	0.35	0.00	0.00	0.00	0.00	0.23	0.29	0.54	0.18	0.00
Delay/Veh:	28.8	0.0	26.8	0.0	0.0	0.0	0.0	7.0	7.4	10.1	6.7	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:	28.8	0.0	26.8	0.0	0.0	0.0	0.0	7.0	7.4	10.1	6.7	0.0
LOS by Move:	C	A	C	A	A	A	A	A	A	B	A	A
HCM2kAvgQ:	5	0	4	0	0	0	0	3	4	5	2	0

Note: Queue reported is the number of cars per lane.

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

Intersection #87 Sepulveda Blvd and Olympic Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.486
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 92.8
Optimal Cycle: 180 Level Of Service: F

Sepulveda Blvd						Olympic Blvd					
North Bound			South Bound			East Bound			West Bound		
L	T	R	L	T	R	L	T	R	L	T	R
Control: Permitted			Control: Permitted			Control: Permitted			Control: Protected		
Rights: Include			Rights: Include			Rights: Include			Rights: Include		
Min. Green: 0	29	0	0	29	0	0	25	0	5	24	0
Lanes: 1	0	2	0	1	1	0	1	0	1	0	3
1	0	2	0	1	1	0	1	0	1	0	3

Volume Module:

Base Vol:	81	1088	119	74	986	126	89	1807	80	172	2654	132
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	1088	119	74	986	126	89	1807	80	172	2654	132
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:	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:	85	1145	125	78	1038	133	94	1902	84	181	2794	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	1145	125	78	1038	133	94	1902	84	181	2794	139
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 Volume:	85	1145	125	78	1038	133	94	1902	84	181	2794	139

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.14	0.93	0.83	0.14	0.92	0.92	0.05	0.89	0.89	0.93	0.89	0.89
Lanes:	1.00	2.00	1.00	1.00	1.77	0.23	1.00	2.87	0.13	1.00	3.81	0.19
Final Sat.:	257	3538	1583	257	3084	394	104	4839	214	1769	6411	319

Capacity Analysis Module:

Vol/Sat:	0.33	0.32	0.08	0.30	0.34	0.34	0.90	0.39	0.39	0.10	0.44	0.44
Crit Moves:					****		****			****		
Green/Cycle:	0.24	0.24	0.24	0.24	0.24	0.24	0.60	0.60	0.60	0.06	0.66	0.66
Volume/Cap:	1.37	1.34	0.33	1.25	1.39	1.39	1.51	0.66	0.66	1.65	0.66	0.66
Delay/Veh:	287.3	206	38.0	242.8	229	229.5	318.6	16.6	16.6	387.3	12.8	12.8
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:	287.3	206	38.0	242.8	229	229.5	318.6	16.6	16.6	387.3	12.8	12.8
LOS by Move:	F	F	D	F	F	F	F	B	B	F	B	B
HCM2kAvgQ:	8	43	4	7	45	45	9	18	18	17	18	18

Note: Queue reported is the number of cars per lane.

TSM PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #88 Westwood Blvd and Pico Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.134
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 52.1
Optimal Cycle: 180 Level Of Service: D

Street Name:	Westwood Blvd						Pico Blvd					
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			Prot+Permit			Prot+Permit		
Rights:	Ovl			Include			Ovl			Ovl		
Min. Green:	5	27	0	5	29	0	5	27	0	5	23	0
Lanes:	1	0	2	0	1	1	0	1	3	0	1	3

Volume Module:	Westwood Blvd			Westwood Blvd			Pico Blvd			Pico Blvd		
Base Vol:	143	607	81	217	931	160	160	1279	205	229	1644	243
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	607	81	217	931	160	160	1279	205	229	1644	243
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:	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:	151	639	85	228	980	168	168	1346	216	241	1731	256
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	639	85	228	980	168	168	1346	216	241	1731	256
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	151	639	85	228	980	168	168	1346	216	241	1731	256

Saturation Flow Module:	Westwood Blvd			Westwood Blvd			Pico Blvd			Pico Blvd		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.83	0.93	0.91	0.91	0.93	0.89	0.83	0.93	0.89	0.83
Lanes:	1.00	2.00	1.00	1.00	1.71	0.29	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1769	3538	1583	1769	2953	507	1769	5083	1583	1769	5083	1583

Capacity Analysis Module:	Westwood Blvd			Westwood Blvd			Pico Blvd			Pico Blvd		
Vol/Sat:	0.09	0.18	0.05	0.13	0.33	0.33	0.10	0.26	0.14	0.14	0.34	0.16
Crit Moves:	****			****			****			****		
Green/Cycle:	0.09	0.27	0.42	0.15	0.34	0.34	0.39	0.29	0.38	0.48	0.35	0.50
Volume/Cap:	0.98	0.67	0.13	0.84	0.98	0.98	0.72	0.91	0.36	0.73	0.98	0.32
Delay/Veh:	122.4	41.0	21.4	68.7	61.8	61.8	39.9	49.1	27.2	37.9	56.6	18.1
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:	122.4	41.0	21.4	68.7	61.8	61.8	39.9	49.1	27.2	37.9	56.6	18.1
LOS by Move:	F	D	C	E	E	E	D	D	C	D	E	B
HCM2kAvgQ:	9	12	2	11	28	28	7	21	6	9	29	6

Note: Queue reported is the number of cars per lane.

TSM PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #89 Overland Ave and Pico Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 1.061
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 211.3
Optimal Cycle: 180 Level Of Service: F

Street Name:	Overland Ave						Pico Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	29	0	0	31	0	0	34	0	5	30	0
Lanes:	2	0	1	0	2	1	0	2	1	0	2	0

Volume Module:												
Base Vol:	361	579	626	50	708	33	52	1022	364	938	1618	44
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:	361	579	626	50	708	33	52	1022	364	938	1618	44
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:	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:	380	609	659	53	745	35	55	1076	383	987	1703	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	380	609	659	53	745	35	55	1076	383	987	1703	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 Volume:	380	609	659	53	745	35	55	1076	383	987	1703	46

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.98	0.73	0.13	0.92	0.92	0.12	0.86	0.86	0.90	0.93	0.83
Lanes:	2.00	1.00	2.00	1.00	1.91	0.09	1.00	2.21	0.79	2.00	2.00	1.00
Final Sat.:	3432	1862	2786	240	3357	156	220	3602	1283	3432	3538	1583

Capacity Analysis Module:												
Vol/Sat:	0.11	0.33	0.24	0.22	0.22	0.22	0.25	0.30	0.30	0.29	0.48	0.03
Crit Moves:	****			****			****			****		
Green/Cycle:	0.06	0.40	0.49	0.34	0.34	0.34	0.38	0.38	0.38	0.09	0.47	0.47
Volume/Cap:	1.99	0.82	0.48	0.64	0.64	0.64	0.66	0.79	0.79	3.24	1.03	0.06
Delay/Veh:	506.9	31.2	15.7	40.0	26.1	26.1	41.1	27.2	27.2	1056	54.7	13.2
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:	506.9	31.2	15.7	40.0	26.1	26.1	41.1	27.2	27.2	1056	54.7	13.2
LOS by Move:	F	C	B	D	C	C	D	C	C	F	D	B
HCM2kAvgQ:	19	17	7	2	10	10	3	15	15	58	35	1

Note: Queue reported is the number of cars per lane.

TSM PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #90 Bagley Ave and National Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 1.079

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 31.5

Optimal Cycle: 180 Level Of Service: C

Street Name:	Bagley Ave						National Blvd								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted			Permitted			Permitted			Permitted					
Rights:	Include			Include			Include			Include					
Min. Green:	0	23	0	0	25	0	0	20	0	0	20	0			
Lanes:	0	0	1	0	0	0	0	1	0	1	0	1			

Volume Module:												
Base Vol:	42	171	149	86	171	70	64	953	41	96	671	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	171	149	86	171	70	64	953	41	96	671	32
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:	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:	44	180	157	91	180	74	67	1003	43	101	706	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	180	157	91	180	74	67	1003	43	101	706	34
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 Volume:	44	180	157	91	180	74	67	1003	43	101	706	34

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.85	0.85	0.85	0.67	0.67	0.67	0.24	0.98	0.83	0.07	0.98	0.83
Lanes:	0.12	0.47	0.41	0.26	0.53	0.21	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	188	766	668	336	668	274	452	1862	1583	142	1862	1583

Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.23	0.27	0.27	0.27	0.15	0.54	0.03	0.71	0.38	0.02
Crit Moves:	****						****					
Green/Cycle:	0.28	0.28	0.28	0.28	0.28	0.28	0.63	0.63	0.63	0.63	0.63	0.63
Volume/Cap:	0.85	0.85	0.85	0.97	0.97	0.97	0.24	0.85	0.04	1.13	0.60	0.03
Delay/Veh:	44.4	44.4	44.4	71.6	71.6	71.6	7.5	19.2	6.2	150.1	10.6	6.2
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:	44.4	44.4	44.4	71.6	71.6	71.6	7.5	19.2	6.2	150.1	10.6	6.2
LOS by Move:	D	D	D	E	E	E	A	B	A	F	B	A
HCM2kAvgQ:	13	13	13	14	14	14	1	25	0	7	12	0

Note: Queue reported is the number of cars per lane.

SEGMENT 1,2,3 AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

Scenario Report

Scenario: SEGMENT 1,2,3 AM (2)

Command: SEGMENT 1,2,3 AM

Volume: SEGMENT 1,2,3 AM Vol

Geometry: AM

Impact Fee: Default Impact Fee

Trip Generation: Default Trip Generation

Trip Distribution: Default Trip Distribution

Paths: Default Path

Routes: Default Route

Configuration: SEGMENT 1,2,3 AM

SEGMENT 1,2,3 AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #1 4th St and Colorado Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 0.893

Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 32.0

Optimal Cycle: 68 Level Of Service: C

Street Name:	4th St						Colorado Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Ovl			Include		
Min. Green:	5	19	0	5	19	0	5	23	0	5	23	0
Lanes:	1	0	1	1	0	1	1	0	2	0	1	1
	0	1	1	0	1	1	0	1	0	1	1	0

Volume Module:

Base Vol:	281	725	311	138	484	70	101	340	61	129	278	85
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:	281	725	311	138	484	70	101	340	61	129	278	85
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:	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:	296	763	327	145	509	74	106	358	64	136	293	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	296	763	327	145	509	74	106	358	64	136	293	89
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 Volume:	296	763	327	145	509	74	106	358	64	136	293	89

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.89	0.89	0.93	0.91	0.91	0.93	0.93	0.83	0.93	0.90	0.90
Lanes:	1.00	1.40	0.60	1.00	1.75	0.25	1.00	2.00	1.00	1.00	1.53	0.47
Final Sat.:	1769	2364	1014	1769	3032	439	1769	3538	1583	1769	2615	799

Capacity Analysis Module:

Vol/Sat:	0.17	0.32	0.32	0.08	0.17	0.17	0.06	0.10	0.04	0.08	0.11	0.11
Crit Moves:	****			****			****			****		
Green/Cycle:	0.60	0.45	0.45	0.40	0.28	0.28	0.26	0.19	0.47	0.33	0.23	0.23
Volume/Cap:	0.46	0.71	0.71	0.46	0.59	0.59	0.37	0.53	0.09	0.42	0.49	0.49
Delay/Veh:	14.1	28.2	28.2	24.9	37.9	37.9	35.5	44.4	17.3	30.5	40.8	40.8
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:	14.1	28.2	28.2	24.9	37.9	37.9	35.5	44.4	17.3	30.5	40.8	40.8
LOS by Move:	B	C	C	C	D	D	D	D	B	C	D	D
HCM2kAvgQ:	6	18	18	4	10	10	3	7	1	4	7	7

Note: Queue reported is the number of cars per lane.

SEGMENT 1,2,3 AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #2 4th St / I-10 WB and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.858
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 26.0
Optimal Cycle: 82 Level Of Service: C

4th St / I-10 WB						Olympic Blvd									
North Bound			South Bound			East Bound			West Bound						
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	21	0	0	0	0	0	0	0	0	0	0			
Lanes:	0	0	2	0	0	0	0	2	0	0	2	0	0	0	1

Volume Module:												
Base Vol:	0	722	0	0	864	0	0	0	0	987	0	800
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	722	0	0	864	0	0	0	0	987	0	800
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:	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:	0	760	0	0	909	0	0	0	0	1039	0	842
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	760	0	0	909	0	0	0	0	1039	0	842
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 Volume:	0	760	0	0	909	0	0	0	0	1039	0	842

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.93	1.00	1.00	0.93	1.00	1.00	1.00	1.00	0.90	1.00	0.83
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3538	0	0	3538	0	0	0	0	3432	0	1583

Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.00	0.00	0.26	0.00	0.00	0.00	0.00	0.30	0.00	0.53
Crit Moves:					****							****
Green/Cycle:	0.00	0.30	0.00	0.00	0.30	0.00	0.00	0.00	0.00	0.62	0.00	0.62
Volume/Cap:	0.00	0.72	0.00	0.00	0.86	0.00	0.00	0.00	0.00	0.49	0.00	0.86
Delay/Veh:	0.0	33.6	0.0	0.0	40.1	0.0	0.0	0.0	0.0	10.5	0.0	23.0
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	33.6	0.0	0.0	40.1	0.0	0.0	0.0	0.0	10.5	0.0	23.0
LOS by Move:	A	C	A	A	D	A	A	A	A	B	A	C
HCM2kAvgQ:	0	12	0	0	17	0	0	0	0	9	0	24

Note: Queue reported is the number of cars per lane.

SEGMENT 1,2,3 AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #3 4th St / I-10 EB and Olympic Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.943
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 66.6
Optimal Cycle: 151 Level Of Service: E

4th St / I-10 EB						Olympic Blvd						
North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	5	27	0	5	27	0	0	27	0	0	0	0
Lanes:	1	0	1	0	1	0	0	1	1	1	0	0

Volume Module:												
Base Vol:	13	685	882	640	763	281	21	265	24	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	685	882	640	763	281	21	265	24	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	14	721	928	674	803	296	22	279	25	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	721	928	674	803	296	22	279	25	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	14	721	928	674	803	296	22	279	25	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.83	0.90	0.89	0.89	0.87	0.87	0.87	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	2.00	1.46	0.54	0.20	2.57	0.23	0.00	0.00	0.00
Final Sat.:	1769	1862	1583	3432	2482	914	337	4250	385	0	0	0

Capacity Analysis Module:												
Vol/Sat:	0.01	0.39	0.59	0.20	0.32	0.32	0.07	0.07	0.07	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.08	0.51	0.51	0.17	0.60	0.60	0.23	0.23	0.23	0.00	0.00	0.00
Volume/Cap:	0.10	0.77	1.16	1.16	0.54	0.54	0.29	0.29	0.29	0.00	0.00	0.00
Delay/Veh:	51.8	27.7	115.3	139.8	14.6	14.6	38.7	38.7	38.7	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:	51.8	27.7	115.3	139.8	14.6	14.6	38.7	38.7	38.7	0.0	0.0	0.0
LOS by Move:	D	C	F	F	B	B	D	D	D	A	A	A
HCM2kAvgQ:	1	22	52	22	13	13	4	4	4	0	0	0

Note: Queue reported is the number of cars per lane.

SEGMENT 1,2,3 AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #4 Lincoln Blvd and Colorado Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 1.244

Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 51.1

Optimal Cycle: 150 Level Of Service: D

Street Name:	Lincoln Blvd						Colorado Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	5	24	0	5	24	0	5	24	0	5	24	0
Lanes:	1	0	1	1	0	1	1	0	2	0	1	0

Volume Module:												
Base Vol:	126	1500	359	52	1369	32	62	365	250	170	316	40
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:	126	1500	359	52	1369	32	62	365	250	170	316	40
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:	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:	133	1579	378	55	1441	34	65	384	263	179	333	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	1579	378	55	1441	34	65	384	263	179	333	42
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 Volume:	133	1579	378	55	1441	34	65	384	263	179	333	42

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.90	0.90	0.93	0.93	0.93	0.93	0.93	0.83	0.81	0.92	0.92
Lanes:	1.00	1.61	0.39	1.00	1.95	0.05	1.00	2.00	1.00	1.00	1.78	0.22
Final Sat.:	1769	2772	663	1769	3447	81	1769	3538	1583	1538	3087	391

Capacity Analysis Module:												
Vol/Sat:	0.07	0.57	0.57	0.03	0.42	0.42	0.04	0.11	0.17	0.12	0.11	0.11
Crit Moves:	****			****			****			****		
Green/Cycle:	0.61	0.53	0.53	0.53	0.49	0.49	0.25	0.20	0.20	0.33	0.24	0.24
Volume/Cap:	0.61	1.07	1.07	0.40	0.86	0.86	0.24	0.54	0.83	0.61	0.44	0.44
Delay/Veh:	30.4	72.0	72.0	15.8	32.0	32.0	35.5	43.9	62.8	34.5	38.9	38.9
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:	30.4	72.0	72.0	15.8	32.0	32.0	35.5	43.9	62.8	34.5	38.9	38.9
LOS by Move:	C	E	E	B	C	C	D	D	E	C	D	D
HCM2kAvgQ:	4	51	51	2	28	28	2	7	12	6	6	6

Note: Queue reported is the number of cars per lane.

SEGMENT 1,2,3 AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #5 Lincoln Blvd (N) / I-10 WB and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.963
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 41.2
Optimal Cycle: 149 Level Of Service: D

Lincoln Blvd (N) /I-10 WB						Olympic Blvd						
North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	5	18	0	0	17	0	0	0	0	0	24	0
Lanes:	1	0	2	0	0	1	1	1	0	0	1	1

Volume Module:												
Base Vol:	313	1002	0	3	1439	32	0	0	0	739	313	920
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:	313	1002	0	3	1439	32	0	0	0	739	313	920
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:	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:	329	1055	0	3	1515	34	0	0	0	778	329	968
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	329	1055	0	3	1515	34	0	0	0	778	329	968
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	329	1055	0	3	1515	34	0	0	0	778	329	968

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	1.00	0.83	0.83	0.83	1.00	1.00	1.00	0.82	0.82	0.82
Lanes:	1.00	2.00	0.00	0.01	2.93	0.06	0.00	0.00	0.00	1.50	0.63	1.87
Final Sat.:	1769	3538	0	10	4636	103	0	0	0	2328	986	2898

Capacity Analysis Module:												
Vol/Sat:	0.19	0.30	0.00	0.33	0.33	0.33	0.00	0.00	0.00	0.33	0.33	0.33
Crit Moves:	****			****						****		
Green/Cycle:	0.19	0.53	0.00	0.34	0.34	0.34	0.00	0.00	0.00	0.35	0.35	0.35
Volume/Cap:	0.96	0.56	0.00	0.96	0.96	0.96	0.00	0.00	0.00	0.96	0.96	0.96
Delay/Veh:	78.6	15.9	0.0	47.0	47.0	47.0	0.0	0.0	0.0	43.8	43.8	43.8
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:	78.6	15.9	0.0	47.0	47.0	47.0	0.0	0.0	0.0	43.8	43.8	43.8
LOS by Move:	E	B	A	D	D	D	A	A	A	D	D	D
HCM2kAvgQ:	15	12	0	23	23	23	0	0	0	22	22	22

Note: Queue reported is the number of cars per lane.

SEGMENT 1,2,3 AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #6 Lincoln Blvd / I-10 EB and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.949
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 110.9
Optimal Cycle: 138 Level Of Service: F

Lincoln Blvd / I-10 EB						Olympic Blvd																	
North Bound						South Bound						East Bound						West Bound					
L - T - R						L - T - R						L - T - R						L - T - R					
Control: Permitted						Protected						Split Phase						Split Phase					
Rights: Include						Include						Include						Include					
Min. Green: 0 22 0						5 18 0						0 32 0						0 0 0					
Lanes: 0 0 2 1 1						2 0 2 0 0						0 1 1 0 1						0 0 0 0 0					

Volume Module:												
Base Vol:	0	1199	707	1257	945	0	115	326	103	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1199	707	1257	945	0	115	326	103	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	0	1262	744	1323	995	0	121	343	108	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1262	744	1323	995	0	121	343	108	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1262	744	1323	995	0	121	343	108	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.84	0.84	0.90	0.93	1.00	0.90	0.90	0.83	1.00	1.00	1.00
Lanes:	0.00	2.52	1.48	2.00	2.00	0.00	0.52	1.48	1.00	0.00	0.00	0.00
Final Sat.:	0	4025	2373	3432	3538	0	893	2532	1583	0	0	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.31	0.39	0.28	0.00	0.14	0.14	0.07	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.00	0.25	0.25	0.31	0.56	0.00	0.32	0.32	0.32	0.00	0.00	0.00
Volume/Cap:	0.00	1.25	1.25	1.25	0.50	0.00	0.42	0.42	0.21	0.00	0.00	0.00
Delay/Veh:	0.0	155	154.6	154.4	13.7	0.0	27.0	27.0	25.0	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	155	154.6	154.4	13.7	0.0	27.0	27.0	25.0	0.0	0.0	0.0
LOS by Move:	A	F	F	F	B	A	C	C	C	A	A	A
HCM2kAvgQ:	0	33	33	40	10	0	6	6	2	0	0	0

Note: Queue reported is the number of cars per lane.

SEGMENT 1,2,3 AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #7 11th St and Colorado Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 0.770

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 20.5

Optimal Cycle: 58 Level Of Service: C

Street Name:	11th St						Colorado Ave					
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	21	0	0	21	0	0	21	0	0	21	0
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1

Volume Module:												
Base Vol:	80	728	147	83	558	45	56	644	102	112	430	47
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:	80	728	147	83	558	45	56	644	102	112	430	47
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:	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:	84	766	155	87	587	47	59	678	107	118	453	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	766	155	87	587	47	59	678	107	118	453	49
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 Volume:	84	766	155	87	587	47	59	678	107	118	453	49

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.25	0.98	0.83	0.16	0.97	0.97	0.38	0.91	0.91	0.21	0.92	0.92
Lanes:	1.00	1.00	1.00	1.00	0.93	0.07	1.00	1.73	0.27	1.00	1.80	0.20
Final Sat.:	475	1862	1583	300	1704	137	721	2990	474	406	3141	343

Capacity Analysis Module:												
Vol/Sat:	0.18	0.41	0.10	0.29	0.34	0.34	0.08	0.23	0.23	0.29	0.14	0.14
Crit Moves:	****									****		
Green/Cycle:	0.53	0.53	0.53	0.53	0.53	0.53	0.38	0.38	0.38	0.38	0.38	0.38
Volume/Cap:	0.33	0.77	0.18	0.55	0.65	0.65	0.22	0.60	0.60	0.77	0.38	0.38
Delay/Veh:	12.6	20.3	10.9	17.7	16.4	16.4	19.4	23.4	23.4	45.6	20.6	20.6
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:	12.6	20.3	10.9	17.7	16.4	16.4	19.4	23.4	23.4	45.6	20.6	20.6
LOS by Move:	B	C	B	B	B	B	B	C	C	D	C	C
HCM2kAvgQ:	2	18	2	3	13	13	1	10	10	5	5	5

Note: Queue reported is the number of cars per lane.

SEGMENT 1,2,3 AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #8 11th St (N) and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.637

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 14.0

Optimal Cycle: 66 Level Of Service: B

Street Name:	11th St (N)						Olympic Blvd					
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	35	0	0	35	0	0	23	0	0	23	0
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1

Volume Module:

Base Vol:	59	837	249	105	450	120	17	22	11	116	252	111
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:	59	837	249	105	450	120	17	22	11	116	252	111
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:	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:	62	881	262	111	474	126	18	23	12	122	265	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	881	262	111	474	126	18	23	12	122	265	117
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 Volume:	62	881	262	111	474	126	18	23	12	122	265	117

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.43	0.98	0.83	0.20	0.98	0.83	0.39	0.88	0.88	0.72	0.89	0.89
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	0.67	1.00	1.39	0.61
Final Sat.:	816	1862	1583	389	1862	1583	737	2241	1120	1374	2343	1032

Capacity Analysis Module:

Vol/Sat:	0.08	0.47	0.17	0.28	0.25	0.08	0.02	0.01	0.01	0.09	0.11	0.11
Crit Moves:	****									****		
Green/Cycle:	0.69	0.69	0.69	0.69	0.69	0.69	0.23	0.23	0.23	0.23	0.23	0.23
Volume/Cap:	0.11	0.69	0.24	0.41	0.37	0.12	0.11	0.04	0.04	0.39	0.49	0.49
Delay/Veh:	5.3	10.7	5.9	7.7	6.6	5.3	30.7	30.0	30.0	33.3	33.9	33.9
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:	5.3	10.7	5.9	7.7	6.6	5.3	30.7	30.0	30.0	33.3	33.9	33.9
LOS by Move:	A	B	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	1	16	3	2	6	1	1	0	0	3	6	6

Note: Queue reported is the number of cars per lane.

SEGMENT 1,2,3 AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #9 11th St (S) and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.638

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 11.1

Optimal Cycle: 42 Level Of Service: B

Street Name:	11th St						Olympic Blvd					
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	16	0	0	0	0	0	0	0
Lanes:	0	0	1	0	0	0	1	0	0	1	0	0

Volume Module:

Base Vol:	0	837	0	0	449	0	155	0	45	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	837	0	0	449	0	155	0	45	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	0	881	0	0	473	0	163	0	47	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	881	0	0	473	0	163	0	47	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	881	0	0	473	0	163	0	47	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.98	1.00	1.00	0.98	1.00	0.75	1.00	0.83	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Final Sat.:	0	1862	0	0	1862	0	1432	0	1583	0	1900	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.47	0.00	0.00	0.25	0.00	0.11	0.00	0.03	0.00	0.00	0.00
Crit Moves:	****						****					
Green/Cycle:	0.00	0.74	0.00	0.00	0.74	0.00	0.18	0.00	0.18	0.00	0.00	0.00
Volume/Cap:	0.00	0.64	0.00	0.00	0.34	0.00	0.64	0.00	0.17	0.00	0.00	0.00
Delay/Veh:	0.0	7.4	0.0	0.0	4.6	0.0	43.4	0.0	35.1	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	7.4	0.0	0.0	4.6	0.0	43.4	0.0	35.1	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	D	A	A	A
HCM2kAvgQ:	0	14	0	0	5	0	6	0	1	0	0	0

Note: Queue reported is the number of cars per lane.

SEGMENT 1,2,3 AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 14th St and Colorado Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 0.506

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 17.0

Optimal Cycle: 53 Level Of Service: B

Street Name:	14th St						Colorado Ave					
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	24	0	0	22	0	0	21	0	0	21	0
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1

Volume Module:												
Base Vol:	70	431	96	61	448	30	76	599	85	56	362	50
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:	70	431	96	61	448	30	76	599	85	56	362	50
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:	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:	74	454	101	64	472	32	80	631	89	59	381	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	454	101	64	472	32	80	631	89	59	381	53
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 Volume:	74	454	101	64	472	32	80	631	89	59	381	53

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.35	0.98	0.83	0.37	0.98	0.83	0.44	0.91	0.91	0.26	0.91	0.91
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.75	0.25	1.00	1.76	0.24
Final Sat.:	668	1862	1583	698	1862	1583	832	3039	431	501	3053	422

Capacity Analysis Module:												
Vol/Sat:	0.11	0.24	0.06	0.09	0.25	0.02	0.10	0.21	0.21	0.12	0.12	0.12
Crit Moves:	*****											
Green/Cycle:	0.50	0.50	0.50	0.50	0.50	0.50	0.41	0.41	0.41	0.41	0.41	0.41
Volume/Cap:	0.22	0.49	0.13	0.18	0.51	0.04	0.23	0.51	0.51	0.29	0.30	0.30
Delay/Veh:	12.9	15.2	12.0	12.6	15.5	11.5	17.7	20.0	20.0	18.5	18.0	18.0
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:	12.9	15.2	12.0	12.6	15.5	11.5	17.7	20.0	20.0	18.5	18.0	18.0
LOS by Move:	B	B	B	B	B	B	B	C	C	B	B	B
HCM2kAvgQ:	1	8	1	1	9	0	2	8	8	1	4	4

Note: Queue reported is the number of cars per lane.

SEGMENT 1,2,3 AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #11 14th St and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.664

Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 25.3

Optimal Cycle: 75 Level Of Service: C

Street Name:	14th St						Olympic Blvd					
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	34	0	0	34	0	5	24	0	5	24	0
Lanes:	1	0	0	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	31	491	135	179	293	73	56	312	14	66	422	122
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:	31	491	135	179	293	73	56	312	14	66	422	122
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:	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:	33	517	142	188	308	77	59	328	15	69	444	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	517	142	188	308	77	59	328	15	69	444	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	33	517	142	188	308	77	59	328	15	69	444	128

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.51	0.95	0.95	0.26	0.98	0.83	0.93	0.93	0.93	0.93	0.90	0.90
Lanes:	1.00	0.78	0.22	1.00	1.00	1.00	1.00	1.91	0.09	1.00	1.55	0.45
Final Sat.:	970	1414	389	492	1862	1583	1769	3366	151	1769	2651	766

Capacity Analysis Module:

Vol/Sat:	0.03	0.37	0.37	0.38	0.17	0.05	0.03	0.10	0.10	0.04	0.17	0.17
Crit Moves:				****			****			****		
Green/Cycle:	0.58	0.58	0.58	0.58	0.58	0.58	0.05	0.25	0.25	0.05	0.25	0.25
Volume/Cap:	0.06	0.63	0.63	0.66	0.29	0.08	0.66	0.39	0.39	0.75	0.66	0.66
Delay/Veh:	9.3	15.4	15.4	20.3	10.9	9.4	64.0	31.4	31.4	75.7	35.5	35.5
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:	9.3	15.4	15.4	20.3	10.9	9.4	64.0	31.4	31.4	75.7	35.5	35.5
LOS by Move:	A	B	B	C	B	A	E	C	C	E	D	D
HCM2kAvgQ:	0	14	14	5	5	1	3	5	5	4	9	9

Note: Queue reported is the number of cars per lane.

SEGMENT 1,2,3 AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #12 17th St and Colorado Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 0.526

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 17.1

Optimal Cycle: 54 Level Of Service: B

Street Name:	17th St						Colorado Ave					
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	24	0	0	24	0	0	19	0	0	22	0
Lanes:	1	0	0	1	0	1	1	0	1	1	0	0

Volume Module:

Base Vol:	47	316	100	89	294	36	61	737	47	26	475	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	316	100	89	294	36	61	737	47	26	475	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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	333	105	94	309	38	64	776	49	27	500	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	333	105	94	309	38	64	776	49	27	500	80
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 Volume:	49	333	105	94	309	38	64	776	49	27	500	80

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.48	0.94	0.94	0.36	0.98	0.83	0.36	0.92	0.92	0.23	0.91	0.91
Lanes:	1.00	0.76	0.24	1.00	1.00	1.00	1.00	1.88	0.12	1.00	1.72	0.28
Final Sat.:	905	1363	431	681	1862	1583	678	3296	210	443	2986	478

Capacity Analysis Module:

Vol/Sat:	0.05	0.24	0.24	0.14	0.17	0.02	0.09	0.24	0.24	0.06	0.17	0.17
Crit Moves:	****						****					
Green/Cycle:	0.46	0.46	0.46	0.46	0.46	0.46	0.45	0.45	0.45	0.45	0.45	0.45
Volume/Cap:	0.12	0.53	0.53	0.30	0.36	0.05	0.21	0.53	0.53	0.14	0.37	0.37
Delay/Veh:	13.8	17.7	17.7	15.5	15.8	13.3	15.5	18.3	18.3	15.0	16.7	16.7
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:	13.8	17.7	17.7	15.5	15.8	13.3	15.5	18.3	18.3	15.0	16.7	16.7
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
HCM2kAvgQ:	1	9	9	2	6	1	1	9	9	1	6	6

Note: Queue reported is the number of cars per lane.

SEGMENT 1,2,3 AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #13 17th St and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.466

Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 27.3

Optimal Cycle: 76 Level Of Service: C

Street Name:	17th St						Olympic Blvd					
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	34	0	0	34	0	5	25	0	5	22	0
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1

Volume Module:

Base Vol:	18	254	72	224	158	52	50	553	3	169	535	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	254	72	224	158	52	50	553	3	169	535	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	19	267	76	236	166	55	53	582	3	178	563	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	267	76	236	166	55	53	582	3	178	563	135
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 Volume:	19	267	76	236	166	55	53	582	3	178	563	135

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.51	0.98	0.83	0.45	0.94	0.94	0.93	0.93	0.93	0.93	0.90	0.90
Lanes:	1.00	1.00	1.00	1.00	0.75	0.25	1.00	1.99	0.01	1.00	1.61	0.39
Final Sat.:	965	1862	1583	853	1349	444	1769	3515	19	1769	2772	663

Capacity Analysis Module:

Vol/Sat:	0.02	0.14	0.05	0.28	0.12	0.12	0.03	0.17	0.17	0.10	0.20	0.20
Crit Moves:	****						****			****		
Green/Cycle:	0.34	0.34	0.34	0.34	0.34	0.34	0.10	0.34	0.34	0.20	0.44	0.44
Volume/Cap:	0.06	0.42	0.14	0.81	0.36	0.36	0.30	0.49	0.49	0.49	0.46	0.46
Delay/Veh:	22.3	25.9	23.0	46.0	25.2	25.2	42.7	26.7	26.7	36.3	19.9	19.9
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:	22.3	25.9	23.0	46.0	25.2	25.2	42.7	26.7	26.7	36.3	19.9	19.9
LOS by Move:	C	C	C	D	C	C	D	C	C	D	B	B
HCM2kAvgQ:	0	6	2	9	5	5	2	8	8	5	8	8

Note: Queue reported is the number of cars per lane.

SEGMENT 1,2,3 AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #14 20th St and Colorado Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 0.902
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 21.2
Optimal Cycle: 97 Level Of Service: C

20th St						Colorado Ave					
North Bound			South Bound			East Bound			West Bound		
L	T	R	L	T	R	L	T	R	L	T	R
Control: Permitted			Control: Permitted			Control: Permitted			Control: Permitted		
Rights: Include			Rights: Include			Rights: Include			Rights: Include		
Min. Green: 0	26	0	0	24	0	0	27	0	0	22	0
Lanes: 1	0	2	0	1	0	1	0	2	0	1	0

Volume Module:												
Base Vol:	80	1005	216	113	680	41	50	829	79	147	498	237
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:	80	1005	216	113	680	41	50	829	79	147	498	237
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:	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:	84	1058	227	119	716	43	53	873	83	155	524	249
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	1058	227	119	716	43	53	873	83	155	524	249
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 Volume:	84	1058	227	119	716	43	53	873	83	155	524	249

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.25	0.93	0.83	0.13	0.92	0.92	0.27	0.93	0.83	0.23	0.89	0.89
Lanes:	1.00	2.00	1.00	1.00	1.89	0.11	1.00	2.00	1.00	1.00	1.36	0.64
Final Sat.:	481	3538	1583	255	3307	199	511	3538	1583	436	2282	1086

Capacity Analysis Module:												
Vol/Sat:	0.17	0.30	0.14	0.47	0.22	0.22	0.10	0.25	0.05	0.36	0.23	0.23
Crit Moves:				****							****	
Green/Cycle:	0.52	0.52	0.52	0.52	0.52	0.52	0.39	0.39	0.39	0.39	0.39	0.39
Volume/Cap:	0.34	0.58	0.28	0.90	0.42	0.42	0.26	0.63	0.13	0.90	0.58	0.58
Delay/Veh:	13.5	15.4	12.4	69.5	13.5	13.5	19.1	22.9	17.6	67.5	22.1	22.1
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:	13.5	15.4	12.4	69.5	13.5	13.5	19.1	22.9	17.6	67.5	22.1	22.1
LOS by Move:	B	B	B	E	B	B	B	C	B	E	C	C
HCM2kAvgQ:	2	11	4	6	7	7	1	11	1	7	9	9

Note: Queue reported is the number of cars per lane.

SEGMENT 1,2,3 AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #15 20th St and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.335
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 81.6
Optimal Cycle: 180 Level Of Service: F

Street Name:	20th St						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	35	0	5	35	0	5	25	0	5	25	0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	115	984	312	306	551	68	45	757	40	156	837	210
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:	115	984	312	306	551	68	45	757	40	156	837	210
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:	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:	121	1036	328	322	580	72	47	797	42	164	881	221
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	1036	328	322	580	72	47	797	42	164	881	221
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 Volume:	121	1036	328	322	580	72	47	797	42	164	881	221

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.90	0.90	0.46	0.92	0.92	0.93	0.92	0.92	0.93	0.90	0.90
Lanes:	1.00	1.52	0.48	1.00	1.78	0.22	1.00	1.90	0.10	1.00	1.60	0.40
Final Sat.:	1769	2589	821	868	3099	382	1769	3337	176	1769	2743	688

Capacity Analysis Module:

Vol/Sat:	0.07	0.40	0.40	0.37	0.19	0.19	0.03	0.24	0.24	0.09	0.32	0.32
Crit Moves:	****			****			****			****		
Green/Cycle:	0.43	0.35	0.35	0.55	0.43	0.43	0.05	0.25	0.25	0.08	0.28	0.28
Volume/Cap:	0.31	1.14	1.14	0.90	0.44	0.44	0.54	0.96	0.96	1.15	1.14	1.14
Delay/Veh:	17.7	107	107.2	37.9	20.5	20.5	52.7	57.2	57.2	166.9	113	113.1
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:	17.7	107	107.2	37.9	20.5	20.5	52.7	57.2	57.2	166.9	113	113.1
LOS by Move:	B	F	F	D	C	C	D	E	E	F	F	F
HCM2kAvgQ:	3	37	37	13	8	8	2	18	18	11	30	30

Note: Queue reported is the number of cars per lane.

SEGMENT 1,2,3 AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #16 Cloverfield Blvd and Colorado Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 0.714

Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 37.8

Optimal Cycle: 88 Level Of Service: D

Street Name:	Cloverfield Blvd										Colorado Ave									
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		28		0	5		30		0	5		32		0	5		25		0
Lanes:	2	0	2	0	1	1	0	1	1	0	1	0	2	0	1	2	0	1	1	0

Volume Module:

Base Vol:	247	846	246	49	649	45	129	542	439	139	570	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:	247	846	246	49	649	45	129	542	439	139	570	48
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:	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:	260	891	259	52	683	47	136	571	462	146	600	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	891	259	52	683	47	136	571	462	146	600	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 Volume:	260	891	259	52	683	47	136	571	462	146	600	51

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.83	0.93	0.92	0.92	0.93	0.93	0.83	0.90	0.92	0.92
Lanes:	2.00	2.00	1.00	1.00	1.87	0.13	1.00	2.00	1.00	2.00	1.84	0.16
Final Sat.:	3432	3538	1583	1769	3275	227	1769	3538	1583	3432	3224	271

Capacity Analysis Module:

Vol/Sat:	0.08	0.25	0.16	0.03	0.21	0.21	0.08	0.16	0.29	0.04	0.19	0.19
Crit Moves:	****			****					****	****		
Green/Cycle:	0.11	0.34	0.34	0.06	0.29	0.29	0.13	0.41	0.41	0.06	0.34	0.34
Volume/Cap:	0.71	0.74	0.48	0.52	0.71	0.71	0.61	0.39	0.71	0.71	0.54	0.54
Delay/Veh:	58.5	37.2	31.8	59.6	40.4	40.4	54.4	25.2	33.4	66.7	32.4	32.4
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:	58.5	37.2	31.8	59.6	40.4	40.4	54.4	25.2	33.4	66.7	32.4	32.4
LOS by Move:	E	D	C	E	D	D	D	C	C	E	C	C
HCM2kAvgQ:	6	16	8	3	14	14	6	8	15	4	10	10

Note: Queue reported is the number of cars per lane.

SEGMENT 1,2,3 AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #17 Cloverfield Blvd and Olympic Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.768

Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 46.7

Optimal Cycle: 99 Level Of Service: D

Street Name:	Cloverfield Blvd										Olympic Blvd									
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		37		0	5		37		0	5		36		0	5		36		0
Lanes:	2	0	2	1	0	2	0	2	1	0	1	0	1	1	0	2	0	2	0	1

Volume Module:

Base Vol:	322	1582	49	93	754	28	164	630	358	304	654	201
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:	322	1582	49	93	754	28	164	630	358	304	654	201
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:	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:	339	1665	52	98	794	29	173	663	377	320	688	212
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	339	1665	52	98	794	29	173	663	377	320	688	212
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 Volume:	339	1665	52	98	794	29	173	663	377	320	688	212

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.89	0.89	0.90	0.89	0.89	0.93	0.88	0.88	0.90	0.93	0.83
Lanes:	2.00	2.91	0.09	2.00	2.89	0.11	1.00	1.28	0.72	2.00	2.00	1.00
Final Sat.:	3432	4911	152	3432	4877	181	1769	2134	1213	3432	3538	1583

Capacity Analysis Module:

Vol/Sat:	0.10	0.34	0.34	0.03	0.16	0.16	0.10	0.31	0.31	0.09	0.19	0.13
Crit Moves:	****			****			****			****		
Green/Cycle:	0.11	0.37	0.37	0.05	0.31	0.31	0.11	0.35	0.35	0.10	0.34	0.34
Volume/Cap:	0.90	0.91	0.91	0.62	0.53	0.53	0.89	0.90	0.90	0.90	0.57	0.39
Delay/Veh:	76.5	42.9	42.9	63.8	34.6	34.6	87.6	47.1	47.1	78.0	33.3	30.8
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:	76.5	42.9	42.9	63.8	34.6	34.6	87.6	47.1	47.1	78.0	33.3	30.8
LOS by Move:	E	D	D	E	C	C	F	D	D	E	C	C
HCM2kAvgQ:	9	26	26	3	9	9	9	23	23	9	11	6

Note: Queue reported is the number of cars per lane.

SEGMENT 1,2,3 AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #18 26th St and Colorado Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 0.714

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 19.9

Optimal Cycle: 54 Level Of Service: B

Street Name:	26th St						Colorado Ave					
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	23	0	0	23	0	0	23	0	0	22	0
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1

Volume Module:

Base Vol:	60	494	81	97	631	146	122	452	277	99	589	202
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:	60	494	81	97	631	146	122	452	277	99	589	202
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:	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:	63	520	85	102	664	154	128	476	292	104	620	213
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	520	85	102	664	154	128	476	292	104	620	213
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 Volume:	63	520	85	102	664	154	128	476	292	104	620	213

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.20	0.98	0.83	0.31	0.98	0.83	0.23	0.98	0.83	0.26	0.90	0.90
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.49	0.51
Final Sat.:	382	1862	1583	594	1862	1583	438	1862	1583	492	2534	869

Capacity Analysis Module:

Vol/Sat:	0.17	0.28	0.05	0.17	0.36	0.10	0.29	0.26	0.18	0.21	0.24	0.24
Crit Moves:				****			****					
Green/Cycle:	0.50	0.50	0.50	0.50	0.50	0.50	0.41	0.41	0.41	0.41	0.41	0.41
Volume/Cap:	0.33	0.56	0.11	0.34	0.71	0.19	0.71	0.62	0.45	0.52	0.59	0.59
Delay/Veh:	14.5	16.4	12.0	14.3	20.1	12.6	34.8	22.5	19.6	22.1	21.3	21.3
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:	14.5	16.4	12.0	14.3	20.1	12.6	34.8	22.5	19.6	22.1	21.3	21.3
LOS by Move:	B	B	B	B	C	B	C	C	B	C	C	C
HCM2kAvgQ:	1	10	1	2	15	2	5	11	6	3	10	10

Note: Queue reported is the number of cars per lane.

SEGMENT 1,2,3 AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #19 26th St and Olympic Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.675
Loss Time (sec): 19 (Y+R=4.0 sec) Average Delay (sec/veh): 41.8
Optimal Cycle: 98 Level Of Service: D

26th St						Olympic Blvd					
North Bound			South Bound			East Bound			West Bound		
L	T	R	L	T	R	L	T	R	L	T	R
Control: Split Phase			Split Phase			Protected			Permitted		
Rights: Include			Ovl			Include			Include		
Min. Green:	0	34	0	0	0	5	40	0	0	40	0
Lanes:	1	0	1	1	0	2	0	0	0	2	0

Volume Module:												
Base Vol:	11	298	59	225	0	343	100	759	0	0	907	456
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:	11	298	59	225	0	343	100	759	0	0	907	456
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:	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:	12	314	62	237	0	361	105	799	0	0	955	480
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	314	62	237	0	361	105	799	0	0	955	480
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 Volume:	12	314	62	237	0	361	105	799	0	0	955	480

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.91	0.91	0.90	1.00	0.73	0.93	0.93	1.00	1.00	0.93	0.83
Lanes:	1.00	1.67	0.33	2.00	0.00	2.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	1769	2879	570	3432	0	2786	1769	3538	0	0	3538	1583

Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.11	0.07	0.00	0.13	0.06	0.23	0.00	0.00	0.27	0.30
Crit Moves:	****			****			****			****		
Green/Cycle:	0.28	0.28	0.28	0.15	0.00	0.23	0.07	0.40	0.00	0.00	0.33	0.33
Volume/Cap:	0.02	0.38	0.38	0.45	0.00	0.58	0.84	0.56	0.00	0.00	0.81	0.91
Delay/Veh:	31.0	34.8	34.8	46.7	0.0	42.7	92.2	28.0	0.0	0.0	40.8	58.1
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:	31.0	34.8	34.8	46.7	0.0	42.7	92.2	28.0	0.0	0.0	40.8	58.1
LOS by Move:	C	C	C	D	A	D	F	C	A	A	D	E
HCM2kAvgQ:	0	6	6	4	0	7	6	12	0	0	19	21

Note: Queue reported is the number of cars per lane.

SEGMENT 1,2,3 AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #20 Stewart St and Colorado Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 0.625

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 17.0

Optimal Cycle: 40 Level Of Service: B

Street Name:	Stewart St						Colorado Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	28	0	0	0	0
Lanes:	1	0	0	0	0	0	0	0	1	0	1	0

Volume Module:

Base Vol:	406	0	120	0	0	0	0	433	174	144	580	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:	406	0	120	0	0	0	0	433	174	144	580	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:	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:	427	0	126	0	0	0	0	456	183	152	611	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	427	0	126	0	0	0	0	456	183	152	611	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 Volume:	427	0	126	0	0	0	0	456	183	152	611	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.83	1.00	1.00	1.00	1.00	0.98	0.83	0.38	0.98	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1769	0	1583	0	0	0	0	1862	1583	719	1862	0

Capacity Analysis Module:

Vol/Sat:	0.24	0.00	0.08	0.00	0.00	0.00	0.00	0.24	0.12	0.21	0.33	0.00
Crit Moves:	****										****	
Green/Cycle:	0.39	0.00	0.39	0.00	0.00	0.00	0.00	0.52	0.52	0.52	0.52	0.00
Volume/Cap:	0.63	0.00	0.21	0.00	0.00	0.00	0.00	0.47	0.22	0.40	0.63	0.00
Delay/Veh:	24.2	0.0	18.6	0.0	0.0	0.0	0.0	13.8	11.6	13.6	16.4	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:	24.2	0.0	18.6	0.0	0.0	0.0	0.0	13.8	11.6	13.6	16.4	0.0
LOS by Move:	C	A	B	A	A	A	A	B	B	B	B	A
HCM2kAvgQ:	10	0	2	0	0	0	0	8	3	3	12	0

Note: Queue reported is the number of cars per lane.

SEGMENT 1,2,3 AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #21 Stewart St and Olympic Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.832

Loss Time (sec): 24 (Y+R=4.0 sec) Average Delay (sec/veh): 49.0

Optimal Cycle: 119 Level Of Service: D

Street Name:	Stewart St						Olympic Blvd					
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	31	0	5	31	0	5	29	0	5	29	0
Lanes:	1	0	1	1	0	0	1	0	2	0	1	1
	0	1	1	0	2	0	1	0	2	0	1	1

Volume Module:

Base Vol:	100	326	98	88	154	63	62	938	60	78	1244	208
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:	100	326	98	88	154	63	62	938	60	78	1244	208
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:	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:	105	343	103	93	162	66	65	987	63	82	1309	219
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	343	103	93	162	66	65	987	63	82	1309	219
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	105	343	103	93	162	66	65	987	63	82	1309	219

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.90	0.90	0.90	0.94	0.94	0.93	0.93	0.83	0.90	0.91	0.91
Lanes:	1.00	1.54	0.46	2.00	0.71	0.29	1.00	2.00	1.00	2.00	1.71	0.29
Final Sat.:	1769	2625	789	3432	1265	517	1769	3538	1583	3432	2967	496

Capacity Analysis Module:

Vol/Sat:	0.06	0.13	0.13	0.03	0.13	0.13	0.04	0.28	0.04	0.02	0.44	0.44
Crit Moves:	****			****			****			****		
Green/Cycle:	0.06	0.27	0.27	0.04	0.26	0.26	0.04	0.42	0.42	0.06	0.44	0.44
Volume/Cap:	1.00	0.48	0.48	0.61	0.50	0.50	0.89	0.67	0.10	0.38	1.00	1.00
Delay/Veh:	144.7	36.8	36.8	63.5	38.7	38.7	124.2	29.2	21.1	55.1	57.0	57.0
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:	144.7	36.8	36.8	63.5	38.7	38.7	124.2	29.2	21.1	55.1	57.0	57.0
LOS by Move:	F	D	D	E	D	D	F	C	C	E	E	E
HCM2kAvgQ:	7	7	7	3	7	7	5	16	1	2	37	37

Note: Queue reported is the number of cars per lane.

SEGMENT 1,2,3 AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #22 Centinela Ave (N) and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.865
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 17.0
Optimal Cycle: 84 Level Of Service: B

Centinela Ave (N)						Olympic Blvd					
North Bound			South Bound			East Bound			West Bound		
L	T	R	L	T	R	L	T	R	L	T	R
Split Phase			Split Phase			Permitted			Permitted		
Include			Include			Include			Ovl		
0	0	0	0	35	0	0	0	0	0	32	0
0	0	0	2	0	0	1	0	1	1	0	1

Volume Module:												
Base Vol:	0	0	0	739	0	45	25	741	0	0	1913	944
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	739	0	45	25	741	0	0	1913	944
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:	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:	0	0	0	778	0	47	26	780	0	0	2014	994
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	778	0	47	26	780	0	0	2014	994
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 Volume:	0	0	0	778	0	47	26	780	0	0	2014	994

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.90	1.00	0.83	0.06	0.93	0.95	1.00	0.93	0.83
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	3432	0	1583	114	3538	0	1900	3538	1583

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.23	0.00	0.03	0.23	0.22	0.00	0.00	0.57	0.63
Crit Moves:	****						****					
Green/Cycle:	0.00	0.00	0.00	0.26	0.00	0.26	0.66	0.66	0.00	0.00	0.66	0.92
Volume/Cap:	0.00	0.00	0.00	0.87	0.00	0.11	0.35	0.34	0.00	0.00	0.87	0.68
Delay/Veh:	0.0	0.0	0.0	44.0	0.0	28.2	10.5	7.6	0.0	0.0	17.2	2.2
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:	0.0	0.0	0.0	44.0	0.0	28.2	10.5	7.6	0.0	0.0	17.2	2.2
LOS by Move:	A	A	A	D	A	C	B	A	A	A	B	A
HCM2kAvgQ:	0	0	0	15	0	1	1	6	0	0	29	8

Note: Queue reported is the number of cars per lane.

SEGMENT 1,2,3 AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #23 Centinela Ave (S) and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.870
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 21.2
Optimal Cycle: 86 Level Of Service: C

Centinela Ave (S)						Olympic Blvd					
North Bound			South Bound			East Bound			West Bound		
L	T	R	L	T	R	L	T	R	L	T	R
Split Phase			Split Phase			Permitted			Permitted		
Include			Include			Ovl			Include		
Min. Green:	5	30	0	0	0	0	26	0	0	26	0
Lanes:	1	0	1	0	0	0	0	1	1	0	2

Volume Module:												
Base Vol:	967	0	158	0	0	0	0	826	635	195	1847	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:	967	0	158	0	0	0	0	826	635	195	1847	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:	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:	1018	0	166	0	0	0	0	869	668	205	1944	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1018	0	166	0	0	0	0	869	668	205	1944	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 Volume:	1018	0	166	0	0	0	0	869	668	205	1944	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	1.00	1.00	1.00	1.00	0.89	0.83	0.26	0.89	0.91
Lanes:	1.75	0.00	0.25	0.00	1.00	0.00	1.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	3066	0	431	0	1900	0	1900	5083	1583	495	5083	0

Capacity Analysis Module:												
Vol/Sat:	0.33	0.00	0.39	0.00	0.00	0.00	0.00	0.17	0.42	0.41	0.38	0.00
Crit Moves:	****									****		
Green/Cycle:	0.44	0.00	0.44	0.00	0.00	0.00	0.00	0.48	0.92	0.48	0.48	0.00
Volume/Cap:	0.75	0.00	0.87	0.00	0.00	0.00	0.00	0.36	0.46	0.87	0.80	0.00
Delay/Veh:	25.2	0.0	31.5	0.0	0.0	0.0	0.0	16.6	0.8	51.0	24.2	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:	25.2	0.0	31.5	0.0	0.0	0.0	0.0	16.6	0.8	51.0	24.2	0.0
LOS by Move:	C	A	C	A	A	A	A	B	A	D	C	A
HCM2kAvgQ:	16	0	22	0	0	0	0	6	3	9	20	0

Note: Queue reported is the number of cars per lane.

SEGMENT 1,2,3 AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #24 Centinela Ave and Exposition Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.866
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 11.2
Optimal Cycle: 85 Level Of Service: B

Centinela Ave						Exposition Blvd					
North Bound			South Bound			East Bound			West Bound		
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	16	0	0	16	0	0	0	0	21	0
Lanes:	0	0	0	1	0	0	0	1	0	0	0

Volume Module:												
Base Vol:	0	1268	24	18	657	0	0	0	0	15	0	85
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	1268	24	18	657	0	0	0	0	15	0	85
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:	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:	0	1335	25	19	692	0	0	0	0	16	0	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1335	25	19	692	0	0	0	0	16	0	89
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 Volume:	0	1335	25	19	692	0	0	0	0	16	0	89

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.98	0.98	0.93	0.93	1.00	1.00	1.00	1.00	0.86	1.00	0.86
Lanes:	0.00	0.98	0.02	0.03	0.97	0.00	0.00	1.00	0.00	0.15	0.00	0.85
Final Sat.:	0	1822	34	47	1722	0	0	1900	0	245	0	1391

Capacity Analysis Module:												
Vol/Sat:	0.00	0.73	0.73	0.40	0.40	0.00	0.00	0.00	0.00	0.06	0.00	0.06
Crit Moves:	*****											
Green/Cycle:	0.00	0.85	0.85	0.85	0.85	0.00	0.00	0.00	0.00	0.07	0.00	0.07
Volume/Cap:	0.00	0.87	0.87	0.47	0.47	0.00	0.00	0.00	0.00	0.87	0.00	0.87
Delay/Veh:	0.0	9.8	9.8	2.2	2.2	0.0	0.0	0.0	0.0	89.5	0.0	89.5
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	9.8	9.8	2.2	2.2	0.0	0.0	0.0	0.0	89.5	0.0	89.5
LOS by Move:	A	A	A	A	A	A	A	A	A	F	A	F
HCM2kAvgQ:	0	27	27	6	6	0	0	0	0	6	0	6

Note: Queue reported is the number of cars per lane.

SEGMENT 1,2,3 AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #25 Centinela Ave and Pico Blvd

Cycle (sec): 85 Critical Vol./Cap.(X): 0.968

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 26.0

Optimal Cycle: 140 Level Of Service: C

Street Name:	Centinela Ave						Pico Blvd					
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	29	0	0	29	0	0	25	0	0	26	0
Lanes:	1	0	1	0	1	0	1	0	2	0	1	0

Volume Module:

Base Vol:	82	581	76	61	647	279	123	775	382	74	741	490
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:	82	581	76	61	647	279	123	775	382	74	741	490
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:	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:	86	612	80	64	681	294	129	816	402	78	780	516
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	612	80	64	681	294	129	816	402	78	780	516
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 Volume:	86	612	80	64	681	294	129	816	402	78	780	516

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.13	0.98	0.83	0.13	0.89	0.89	0.13	0.93	0.83	0.28	0.88	0.88
Lanes:	1.00	1.00	1.00	1.00	1.40	0.60	1.00	2.00	1.00	1.00	1.20	0.80
Final Sat.:	254	1862	1583	254	2361	1018	241	3538	1583	530	2002	1324

Capacity Analysis Module:

Vol/Sat:	0.34	0.33	0.05	0.25	0.29	0.29	0.54	0.23	0.25	0.15	0.39	0.39
Crit Moves:	****						****					
Green/Cycle:	0.35	0.35	0.35	0.35	0.35	0.35	0.56	0.56	0.56	0.56	0.56	0.56
Volume/Cap:	0.97	0.94	0.14	0.72	0.82	0.82	0.97	0.42	0.46	0.26	0.70	0.70
Delay/Veh:	111.7	47.8	19.0	48.7	30.0	30.0	86.0	11.1	11.7	10.3	15.0	15.0
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:	111.7	47.8	19.0	48.7	30.0	30.0	86.0	11.1	11.7	10.3	15.0	15.0
LOS by Move:	F	D	B	D	C	C	F	B	B	B	B	B
HCM2kAvgQ:	5	20	1	3	15	15	7	7	6	1	14	14

Note: Queue reported is the number of cars per lane.

SEGMENT 1,2,3 AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #26 Bundy Dr and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.252
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 216.0
Optimal Cycle: 180 Level Of Service: F

Street Name:	Bundy Dr					Olympic Blvd									
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Protected				
Rights:	Ovl					Include					Ovl				
Min. Green:	5	40		0		5	40		0		5	35		0	
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	3	0	1

Volume Module:

Base Vol:	312	1277	303	393	1234	146	182	603	224	244	1601	460
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:	312	1277	303	393	1234	146	182	603	224	244	1601	460
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:	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:	328	1344	319	414	1299	154	192	635	236	257	1685	484
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	328	1344	319	414	1299	154	192	635	236	257	1685	484
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 Volume:	328	1344	319	414	1299	154	192	635	236	257	1685	484

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.83	0.93	0.93	0.83	0.93	0.89	0.83	0.90	0.89	0.83
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1769	3538	1583	1769	3538	1583	1769	5083	1583	3432	5083	1583

Capacity Analysis Module:

Vol/Sat:	0.19	0.38	0.20	0.23	0.37	0.10	0.11	0.12	0.15	0.07	0.33	0.31
Crit Moves:	****			****			****			****		
Green/Cycle:	0.05	0.40	0.45	0.05	0.40	0.40	0.05	0.35	0.40	0.05	0.35	0.40
Volume/Cap:	3.75	0.96	0.45	4.72	0.93	0.25	2.19	0.36	0.38	1.51	0.96	0.77
Delay/Veh:	1313	45.1	19.9	1750	40.0	20.6	618.0	24.8	22.0	306.3	45.0	32.5
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:	1313	45.1	19.9	1750	40.0	20.6	618.0	24.8	22.0	306.3	45.0	32.5
LOS by Move:	F	D	B	F	D	C	F	C	C	F	D	C
HCM2kAvgQ:	41	27	7	54	25	3	20	5	5	11	24	15

Note: Queue reported is the number of cars per lane.

SEGMENT 1,2,3 AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #27 Bundy Dr and Exposition Blvd

Average Delay (sec/veh): 3.4 Worst Case Level Of Service: F[247.5]

Street Name:	Bundy Dr					Exposition Blvd									
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign				
Rights:	Include					Include					Include				
Lanes:	1	0	1	1	0	1	0	1	1	0	0	0	1	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0

Volume Module:															
Base Vol:	39	1873		5	14	1193		76	8	0	24		0	1	51
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Initial Bse:	39	1873		5	14	1193		76	8	0	24		0	1	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:	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:	41	1972		5	15	1256		80	8	0	25		0	1	54
Reduct Vol:	0	0		0	0	0		0	0	0	0		0	0	0
Final Volume:	41	1972		5	15	1256		80	8	0	25		0	1	54

Critical Gap Module:															
Critical Gp:	4.1	xxxx	xxxxxx		4.1	xxxx	xxxxxx		7.5	6.5	6.9	xxxxxx		6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxxx		2.2	xxxx	xxxxxx		3.5	4.0	3.3	xxxxxx		4.0	3.3

Capacity Module:															
Cnflct Vol:	1336	xxxx	xxxxxx		1977	xxxx	xxxxxx		2394	3384	668	xxxx		3422	988
Potent Cap.:	512	xxxx	xxxxxx		289	xxxx	xxxxxx		18	7	401	xxxx		7	246
Move Cap.:	512	xxxx	xxxxxx		289	xxxx	xxxxxx		11	6	401	xxxx		6	246
Volume/Cap:	0.08	xxxx	xxxx		0.05	xxxx	xxxx		0.78	0.00	0.06	xxxx		0.17	0.22

Level Of Service Module:															
2Way95thQ:	0.3	xxxx	xxxxxx		0.2	xxxx	xxxxxx		xxxx	xxxx	xxxxxx		xxxx	xxxx	xxxxxx
Control Del:	12.6	xxxx	xxxxxx		18.1	xxxx	xxxxxx		xxxxxx	xxxx	xxxxxx		xxxxxx	xxxx	xxxxxx
LOS by Move:	B	*	*		C	*	*		*	*	*		*	*	*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxxx		xxxx	xxxx	xxxxxx		xxxx	40	xxxxxx		xxxx	xxxx	140
SharedQueue:	xxxxxx	xxxx	xxxxxx		xxxxxx	xxxx	xxxxxx		xxxxxx	3.2	xxxxxx		xxxxxx	xxxx	1.7
Shrd ConDel:	xxxxxx	xxxx	xxxxxx		xxxxxx	xxxx	xxxxxx		xxxxxx	248	xxxxxx		xxxxxx	xxxx	46.3
Shared LOS:	*	*	*		*	*	*		*	F	*		*	*	E
ApproachDel:	xxxxxx				xxxxxx				247.5				46.3		
ApproachLOS:	*				*				F				E		

Note: Queue reported is the number of cars per lane.

SEGMENT 1,2,3 AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #28 Bundy Dr and Pico Blvd

Cycle (sec): 85 Critical Vol./Cap.(X): 1.716
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 60.6
Optimal Cycle: 140 Level Of Service: E

Street Name:	Bundy Dr						Pico Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	5	29	0	5	29	0	5	29	0	5	29	0
Lanes:	1	0	2	1	0	2	1	0	1	1	0	1

Volume Module:	Bundy Dr			Bundy Dr			Pico Blvd			Pico Blvd		
Base Vol:	205	1670	258	99	1164	15	111	766	62	135	940	83
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:	205	1670	258	99	1164	15	111	766	62	135	940	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	216	1758	272	104	1225	16	117	806	65	142	989	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	216	1758	272	104	1225	16	117	806	65	142	989	87
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 Volume:	216	1758	272	104	1225	16	117	806	65	142	989	87

Saturation Flow Module:	Bundy Dr			Bundy Dr			Pico Blvd			Pico Blvd		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.24	0.87	0.87	0.55	0.93	0.83	0.53	0.92	0.92	0.36	0.92	0.92
Lanes:	1.00	2.60	0.40	1.00	2.00	1.00	1.00	1.85	0.15	1.00	1.84	0.16
Final Sat.:	456	4315	667	1048	3538	1583	1012	3237	262	687	3212	284

Capacity Analysis Module:	Bundy Dr			Bundy Dr			Pico Blvd			Pico Blvd		
Vol/Sat:	0.47	0.41	0.41	0.10	0.35	0.01	0.12	0.25	0.25	0.21	0.31	0.31
Crit Moves:	****						****			****		
Green/Cycle:	0.47	0.36	0.36	0.39	0.34	0.34	0.46	0.34	0.34	0.40	0.34	0.34
Volume/Cap:	1.00	1.13	1.13	0.58	1.02	0.03	0.60	0.73	0.73	0.74	0.90	0.90
Delay/Veh:	76.3	94.4	94.4	21.3	57.7	18.7	23.5	26.9	26.9	33.6	36.4	36.4
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:	76.3	94.4	94.4	21.3	57.7	18.7	23.5	26.9	26.9	33.6	36.4	36.4
LOS by Move:	E	F	F	C	E	B	C	C	C	C	D	D
HCM2kAvgQ:	10	34	34	3	25	0	3	12	12	5	18	18

Note: Queue reported is the number of cars per lane.

SEGMENT 1,2,3 AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #29 Barrington Ave and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.079
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 50.7
Optimal Cycle: 102 Level Of Service: D

Street Name:	Barrington Ave						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	35	0	5	35	0	0	28	0	0	28	0
Lanes:	1	0	2	0	1	1	0	2	1	0	1	0

Volume Module:

Base Vol:	472	944	251	362	592	77	35	1299	80	80	1901	181
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:	472	944	251	362	592	77	35	1299	80	80	1901	181
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:	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:	497	994	264	381	623	81	37	1367	84	84	2001	191
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	497	994	264	381	623	81	37	1367	84	84	2001	191
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 Volume:	497	994	264	381	623	81	37	1367	84	84	2001	191

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.71	0.93	0.83	0.93	0.93	0.83	0.14	0.88	0.88	0.14	0.89	0.83
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.83	0.17	1.00	4.00	1.00
Final Sat.:	1349	3538	1583	1769	3538	1583	264	4745	292	264	6778	1583

Capacity Analysis Module:

Vol/Sat:	0.37	0.28	0.17	0.22	0.18	0.05	0.14	0.29	0.29	0.32	0.30	0.12
Crit Moves:	****			****			****			****		
Green/Cycle:	0.64	0.37	0.37	0.58	0.35	0.35	0.28	0.28	0.28	0.28	0.28	0.28
Volume/Cap:	0.79	0.76	0.45	0.79	0.50	0.15	0.49	1.02	1.02	1.13	1.05	0.43
Delay/Veh:	19.6	30.2	24.3	31.6	26.0	22.4	35.1	65.9	65.9	180.1	70.5	30.0
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:	19.6	30.2	24.3	31.6	26.0	22.4	35.1	65.9	65.9	180.1	70.5	30.0
LOS by Move:	B	C	C	C	C	C	D	E	E	F	E	C
HCM2kAvgQ:	13	15	6	11	8	2	2	24	24	6	25	5

Note: Queue reported is the number of cars per lane.

HCM Signalized Intersection Capacity Analysis

30: Expo N. & Barrington Avenue

Segment 2 AM

												
Movement	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)			5.0			5.0		5.0			5.0	
Lane Util. Factor			1.00			1.00		0.95			0.95	
Frt			0.86			0.86		1.00			1.00	
Flt Protected			1.00			1.00		1.00			1.00	
Satd. Flow (prot)			1611			1611		3537			3530	
Flt Permitted			1.00			1.00		1.00			1.00	
Satd. Flow (perm)			1611			1611		3537			3530	
Volume (vph)	0	0	145	0	0	12	0	2205	8	0	944	17
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	153	0	0	13	0	2321	8	0	994	18
RTOR Reduction (vph)	0	0	146	0	0	12	0	0	0	0	1	0
Lane Group Flow (vph)	0	0	7	0	0	1	0	2329	0	0	1011	0
Turn Type	custom			custom			Perm					
Protected Phases							2			6		
Permitted Phases	4			8			6					
Actuated Green, G (s)	6.1			6.1			103.0			103.0		
Effective Green, g (s)	5.1			5.1			102.0			102.0		
Actuated g/C Ratio	0.04			0.04			0.87			0.87		
Clearance Time (s)	4.0			4.0			4.0			4.0		
Vehicle Extension (s)	3.0			3.0			3.0			3.0		
Lane Grp Cap (vph)	70			70			3081			3075		
v/s Ratio Prot							c0.66			0.29		
v/s Ratio Perm	c0.00			0.00								
v/c Ratio	0.10			0.01			0.76			0.33		
Uniform Delay, d1	53.8			53.6			2.9			1.4		
Progression Factor	1.00			1.00			0.46			1.00		
Incremental Delay, d2	0.6			0.0			1.6			0.3		
Delay (s)	54.4			53.6			2.9			1.7		
Level of Service	D			D			A			A		
Approach Delay (s)	54.4			53.6			2.9			1.7		
Approach LOS	D			D			A			A		
Intersection Summary												
HCM Average Control Delay	5.0			HCM Level of Service			A					
HCM Volume to Capacity ratio	0.72											
Actuated Cycle Length (s)	117.1			Sum of lost time (s)			10.0					
Intersection Capacity Utilization	73.7%			ICU Level of Service			D					
Analysis Period (min)	15											
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

Segment 2 AM

31: Expo S. & Barrington Avenue

												
Movement	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)			5.0				5.0	5.0			5.0	
Lane Util. Factor			1.00				1.00	0.95			0.95	
Frt			0.85				1.00	1.00			1.00	
Flt Protected			1.00				0.95	1.00			1.00	
Satd. Flow (prot)			1583				1770	3539			3522	
Flt Permitted			1.00				0.35	1.00			1.00	
Satd. Flow (perm)			1583				650	3539			3522	
Volume (vph)	0	0	30	0	0	0	21	1748	0	0	736	25
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	32	0	0	0	22	1840	0	0	775	26
RTOR Reduction (vph)	0	0	31	0	0	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	0	1	0	0	0	22	1840	0	0	800	0
Turn Type	custom		custom		Perm							
Protected Phases									2	6		
Permitted Phases	4		4						2			
Actuated Green, G (s)			6.1						103.0	103.0	103.0	
Effective Green, g (s)			5.1						102.0	102.0	102.0	
Actuated g/C Ratio			0.04						0.87	0.87	0.87	
Clearance Time (s)			4.0						4.0	4.0	4.0	
Vehicle Extension (s)			3.0						3.0	3.0	3.0	
Lane Grp Cap (vph)			69						566	3083	3068	
v/s Ratio Prot									c0.52		0.23	
v/s Ratio Perm			c0.00						0.03			
v/c Ratio			0.02						0.04		0.60	0.26
Uniform Delay, d1			53.6						1.0		2.0	1.3
Progression Factor			1.00						1.00		1.00	0.44
Incremental Delay, d2			0.1						0.1		0.9	0.2
Delay (s)			53.7						1.1		2.9	0.8
Level of Service			D						A		A	A
Approach Delay (s)	53.7				0.0				2.9		0.8	
Approach LOS	D				A				A		A	
Intersection Summary												
HCM Average Control Delay			2.8		HCM Level of Service				A			
HCM Volume to Capacity ratio			0.57									
Actuated Cycle Length (s)			117.1		Sum of lost time (s)				10.0			
Intersection Capacity Utilization			52.5%		ICU Level of Service				A			
Analysis Period (min)			15									
c Critical Lane Group												

SEGMENT 1,2,3 AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #32 Barrington Ave and Pico Blvd

Cycle (sec): 85 Critical Vol./Cap.(X): 1.055

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 27.1

Optimal Cycle: 180 Level Of Service: C

Street Name:	Barrington Ave						Pico Blvd					
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	26	0	0	26	0	0	26	0	0	26	0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:												
Base Vol:	163	1444	76	88	542	60	150	720	82	49	748	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	163	1444	76	88	542	60	150	720	82	49	748	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	172	1520	80	93	571	63	158	758	86	52	787	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	172	1520	80	93	571	63	158	758	86	52	787	80
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 Volume:	172	1520	80	93	571	63	158	758	86	52	787	80

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.38	0.92	0.92	0.09	0.93	0.83	0.20	0.92	0.92	0.20	0.92	0.92
Lanes:	1.00	1.90	0.10	1.00	2.00	1.00	1.00	1.80	0.20	1.00	1.82	0.18
Final Sat.:	724	3337	176	175	3538	1583	371	3128	356	389	3167	322

Capacity Analysis Module:												
Vol/Sat:	0.24	0.46	0.46	0.53	0.16	0.04	0.43	0.24	0.24	0.13	0.25	0.25
Crit Moves:				****			****					
Green/Cycle:	0.50	0.50	0.50	0.50	0.50	0.50	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	0.47	0.91	0.91	1.05	0.32	0.08	1.05	0.60	0.60	0.33	0.62	0.62
Delay/Veh:	14.8	26.6	26.6	132.8	12.7	11.0	114.1	20.6	20.6	18.6	20.9	20.9
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:	14.8	26.6	26.6	132.8	12.7	11.0	114.1	20.6	20.6	18.6	20.9	20.9
LOS by Move:	B	C	C	F	B	B	F	C	C	B	C	C
HCM2kAvgQ:	4	24	24	6	5	1	9	10	10	1	10	10

Note: Queue reported is the number of cars per lane.

SEGMENT 1,2,3 AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #33 Gateway Blvd/Pico Blvd and Exposition Blvd

Cycle (sec): 85 Critical Vol./Cap.(X): 1.416
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 167.8
Optimal Cycle: 180 Level Of Service: F

Street Name:	Gateway Blvd/Pico Blvd						Exposition Blvd					
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			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	38	0	0	0	0
Lanes:	0	0	0	0	0	0	0	0	1	1	0	2

Volume Module:	Gateway Blvd/Pico Blvd			Gateway Blvd/Pico Blvd			Exposition Blvd			Exposition Blvd		
Base Vol:	0	0	1521	0	0	0	0	1211	44	866	1166	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	1521	0	0	0	0	1211	44	866	1166	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:	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:	0	0	1601	0	0	0	0	1275	46	912	1227	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	1601	0	0	0	0	1275	46	912	1227	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 Volume:	0	0	1601	0	0	0	0	1275	46	912	1227	0

Saturation Flow Module:	Gateway Blvd/Pico Blvd			Gateway Blvd/Pico Blvd			Exposition Blvd			Exposition Blvd		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.73	1.00	1.00	1.00	1.00	0.93	0.93	0.90	0.93	1.00
Lanes:	0.00	0.00	2.00	0.00	0.00	0.00	0.00	1.93	0.07	2.00	2.00	0.00
Final Sat.:	0	0	2786	0	0	0	0	3397	123	3432	3538	0

Capacity Analysis Module:	Gateway Blvd/Pico Blvd			Gateway Blvd/Pico Blvd			Exposition Blvd			Exposition Blvd		
Vol/Sat:	0.00	0.00	0.57	0.00	0.00	0.00	0.00	0.38	0.38	0.27	0.35	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.00	0.00	0.41	0.00	0.00	0.00	0.00	0.45	0.45	0.13	0.58	0.00
Volume/Cap:	0.00	0.00	1.40	0.00	0.00	0.00	0.00	0.84	0.84	2.04	0.60	0.00
Delay/Veh:	0.0	0.0	208.5	0.0	0.0	0.0	0.0	25.0	25.0	512.8	12.1	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	208.5	0.0	0.0	0.0	0.0	25.0	25.0	512.8	12.1	0.0
LOS by Move:	A	A	F	A	A	A	A	C	C	F	B	A
HCM2kAvgQ:	0	0	57	0	0	0	0	19	19	43	11	0

Note: Queue reported is the number of cars per lane.

SEGMENT 1,2,3 AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #34 Sawtelle Blvd and Pico Blvd

Cycle (sec): 85 Critical Vol./Cap.(X): 1.719
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 130.9
Optimal Cycle: 180 Level Of Service: F

Street Name:	Sawtelle Blvd						Pico Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permit+Prot			Permitted			Permit+Prot		
Rights:	Include			Include			Include			Include		
Min. Green:	0	30	0	5	30	0	0	26	0	5	26	0
Lanes:	1	0	1	1	0	1	1	0	2	0	1	0

Volume Module:												
Base Vol:	195	549	108	177	668	392	124	1736	98	100	1483	127
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	195	549	108	177	668	392	124	1736	98	100	1483	127
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:	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:	205	578	114	186	703	413	131	1827	103	105	1561	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	578	114	186	703	413	131	1827	103	105	1561	134
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 Volume:	205	578	114	186	703	413	131	1827	103	105	1561	134

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.91	0.91	0.37	0.93	0.83	0.93	0.93	0.83	0.28	0.88	0.88
Lanes:	1.00	1.67	0.33	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.76	0.24
Final Sat.:	1769	2882	567	699	3538	1583	1769	3538	1583	541	4626	396

Capacity Analysis Module:												
Vol/Sat:	0.12	0.20	0.20	0.27	0.20	0.26	0.07	0.52	0.07	0.19	0.34	0.34
Crit Moves:				****				****				****
Green/Cycle:	0.07	0.35	0.35	0.35	0.35	0.35	0.07	0.33	0.33	0.32	0.32	0.32
Volume/Cap:	1.58	0.57	0.57	0.58	0.56	0.74	1.07	1.58	0.20	0.35	1.07	1.07
Delay/Veh:	334.5	22.9	22.9	2.6	22.8	29.3	140.0	294	20.8	0.7	71.9	71.9
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:	334.5	22.9	22.9	2.6	22.8	29.3	140.0	294	20.8	0.7	71.9	71.9
LOS by Move:	F	C	C	A	C	C	F	F	C	A	E	E
HCM2kAvgQ:	16	8	8	5	8	11	8	69	2	2	26	26

Note: Queue reported is the number of cars per lane.

SEGMENT 1,2,3 AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #35 Sawtelle Blvd and Exposition Blvd

Average Delay (sec/veh): 34.5 Worst Case Level Of Service: F[441.1]

Street Name:	Sawtelle Blvd						Exposition Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	1	1	0	0	0	0	1	0	0	0

Volume Module:	Sawtelle Blvd			Sawtelle Blvd			Exposition Blvd			Exposition Blvd		
Base Vol:	21	1013	90	189	581	11	11	15	88	17	12	285
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:	21	1013	90	189	581	11	11	15	88	17	12	285
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:	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:	22	1066	95	199	612	12	12	16	93	18	13	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	22	1066	95	199	612	12	12	16	93	18	13	300

Critical Gap Module:	Sawtelle Blvd			Sawtelle Blvd			Exposition Blvd			Exposition Blvd		
Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:	Sawtelle Blvd			Sawtelle Blvd			Exposition Blvd			Exposition Blvd		
Cnflct Vol:	623	xxxx	xxxxxx	1161	xxxx	xxxxxx	1599	2221	312	1869	2179	581
Potent Cap.:	954	xxxx	xxxxxx	597	xxxx	xxxxxx	71	43	684	44	46	457
Move Cap.:	954	xxxx	xxxxxx	597	xxxx	xxxxxx	12	28	684	16	30	457
Volume/Cap:	0.02	xxxx	xxxx	0.33	xxxx	xxxx	0.95	0.56	0.14	1.12	0.43	0.66

Level Of Service Module:	Sawtelle Blvd			Sawtelle Blvd			Exposition Blvd			Exposition Blvd		
2Way95thQ:	0.1	xxxx	xxxxxx	1.5	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	4.6
Control Del:	8.9	xxxx	xxxxxx	14.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	26.7
LOS by Move:	A	*	*	B	*	*	*	*	*	*	*	D
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	73	xxxxxx	20	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	10.3	xxxxxx	4.1	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	441	xxxxxx	684.3	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	F	*	*
ApproachDel:	xxxxxx			xxxxxx			441.1			87.4		
ApproachLOS:	*			*			F			F		

Note: Queue reported is the number of cars per lane.

SEGMENT 1,2,3 AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #40 Sepulveda Blvd and Pico Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.111

Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 39.0

Optimal Cycle: 130 Level Of Service: D

Street Name:	Sepulveda Blvd						Pico Blvd								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected			Permitted			Permitted			Prot+Permit					
Rights:	Include			Include			Ovl			Include					
Min. Green:	5	28	0	0	28	0	0	29	0	5	29	0			
Lanes:	1	0	2	1	0	1	0	1	1	0	1	0	3	0	1

Volume Module:

Base Vol:	308	732	186	82	369	106	105	1349	104	100	683	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	308	732	186	82	369	106	105	1349	104	100	683	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	324	771	196	86	388	112	111	1420	109	105	719	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	324	771	196	86	388	112	111	1420	109	105	719	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	324	771	196	86	388	112	111	1420	109	105	719	76

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.87	0.87	0.18	0.90	0.90	0.93	0.89	0.83	0.93	0.88	0.88
Lanes:	1.00	2.39	0.61	1.00	1.55	0.45	1.00	3.00	1.00	1.00	2.71	0.29
Final Sat.:	1769	3932	999	333	2658	763	1769	5083	1583	1769	4534	478

Capacity Analysis Module:

Vol/Sat:	0.18	0.20	0.20	0.26	0.15	0.15	0.06	0.28	0.07	0.06	0.16	0.16
Crit Moves:	****			****				****		****		
Green/Cycle:	0.22	0.46	0.46	0.23	0.23	0.23	0.08	0.34	0.56	0.33	0.33	0.33
Volume/Cap:	0.82	0.43	0.43	1.11	0.63	0.63	0.74	0.82	0.12	0.55	0.49	0.49
Delay/Veh:	57.7	22.2	22.2	181.1	42.9	42.9	71.4	39.8	12.5	32.5	32.6	32.6
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:	57.7	22.2	22.2	181.1	42.9	42.9	71.4	39.8	12.5	32.5	32.6	32.6
LOS by Move:	E	C	C	F	D	D	E	D	B	C	C	C
HCM2kAvgQ:	14	9	9	7	9	9	6	20	2	4	9	9

Note: Queue reported is the number of cars per lane.

SEGMENT 1,2,3 AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #41 Sepulveda Blvd and Exposition Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.918

Loss Time (sec): 22 (Y+R=4.0 sec) Average Delay (sec/veh): 55.0

Optimal Cycle: 147 Level Of Service: D

Street Name:	Sepulveda Blvd						Exposition Blvd					
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			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	22	0	5	22	0	5	27	0	0	27	0
Lanes:	1	0	1	1	0	0	1	0	0	1	0	0

Volume Module:

Base Vol:	115	1795	27	37	582	61	65	114	68	16	133	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	1795	27	37	582	61	65	114	68	16	133	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	121	1889	28	39	613	64	68	120	72	17	140	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	1889	28	39	613	64	68	120	72	17	140	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 Volume:	121	1889	28	39	613	64	68	120	72	17	140	114

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.36	0.93	0.93	0.93	0.88	0.88	0.93	0.93	0.93	0.50	0.91	0.91
Lanes:	1.00	1.97	0.03	1.00	2.72	0.28	1.00	0.63	0.37	1.00	0.55	0.45
Final Sat.:	689	3478	52	1769	4537	475	1769	1101	657	955	959	779

Capacity Analysis Module:

Vol/Sat:	0.18	0.54	0.54	0.02	0.14	0.14	0.04	0.11	0.11	0.02	0.15	0.15
Crit Moves:	****			****			****			****		
Green/Cycle:	0.51	0.51	0.51	0.04	0.55	0.55	0.04	0.27	0.27	0.23	0.23	0.23
Volume/Cap:	0.35	1.07	1.07	0.53	0.25	0.25	0.93	0.41	0.41	0.08	0.65	0.65
Delay/Veh:	18.2	71.8	71.8	63.3	14.1	14.1	137.3	36.8	36.8	36.8	46.0	46.0
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:	18.2	71.8	71.8	63.3	14.1	14.1	137.3	36.8	36.8	36.8	46.0	46.0
LOS by Move:	B	E	E	E	B	B	F	D	D	D	D	D
HCM2kAvgQ:	3	50	50	2	5	5	5	6	6	1	9	9

Note: Queue reported is the number of cars per lane.

SEGMENT 1,2,3 AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #49 Military Ave and Exposition Blvd

Cycle (sec): 85 Critical Vol./Cap.(X): 0.241

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 14.0

Optimal Cycle: 43 Level Of Service: B

Street Name:	Military Ave										Exposition Blvd									
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		15		0	0		15		0	0		20		0	0		20		0
Lanes:	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0

Volume Module:

Base Vol:	92	247	8	13	48	47	90	99	18	7	100	26
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:	92	247	8	13	48	47	90	99	18	7	100	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	97	260	8	14	51	49	95	104	19	7	105	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	260	8	14	51	49	95	104	19	7	105	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 Volume:	97	260	8	14	51	49	95	104	19	7	105	27

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.68	0.98	0.98	0.55	0.91	0.91	0.64	0.96	0.96	0.65	0.95	0.95
Lanes:	1.00	0.97	0.03	1.00	0.51	0.49	1.00	0.85	0.15	1.00	0.79	0.21
Final Sat.:	1285	1795	58	1052	871	853	1208	1539	280	1238	1432	372

Capacity Analysis Module:

Vol/Sat:	0.08	0.14	0.14	0.01	0.06	0.06	0.08	0.07	0.07	0.01	0.07	0.07
Crit Moves:	****									****		
Green/Cycle:	0.60	0.60	0.60	0.60	0.60	0.60	0.30	0.30	0.30	0.30	0.30	0.30
Volume/Cap:	0.13	0.24	0.24	0.02	0.10	0.10	0.26	0.22	0.22	0.02	0.24	0.24
Delay/Veh:	7.4	8.0	8.0	6.9	7.2	7.2	22.7	22.2	22.2	20.7	22.4	22.4
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:	7.4	8.0	8.0	6.9	7.2	7.2	22.7	22.2	22.2	20.7	22.4	22.4
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	1	3	3	0	1	1	2	2	2	0	3	3

Note: Queue reported is the number of cars per lane.

HCM Signalized Intersection Capacity Analysis

51: Expo N. & Westwood Boulevard

Segment 1 AM

												
Movement	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)		5.0				5.0	5.0	5.0			5.0	
Lane Util. Factor		1.00				1.00	1.00	0.95			0.95	
Frt		0.94				0.86	1.00	1.00			0.99	
Flt Protected		0.97				1.00	0.95	1.00			1.00	
Satd. Flow (prot)		1704				1611	1770	3539			3518	
Flt Permitted		0.97				1.00	0.95	1.00			1.00	
Satd. Flow (perm)		1704				1611	1770	3539			3518	
Volume (vph)	76	0	61	0	0	6	78	1192	0	0	618	26
Peak-hour factor, PHF	0.95	0.92	0.95	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.95	0.95
Adj. Flow (vph)	80	0	64	0	0	7	82	1255	0	0	651	27
RTOR Reduction (vph)	0	19	0	0	0	5	0	0	0	0	2	0
Lane Group Flow (vph)	0	125	0	0	0	2	82	1255	0	0	676	0
Turn Type	Perm					custom		Prot				
Protected Phases		4						5	2			6
Permitted Phases	4					8						
Actuated Green, G (s)		36.0				36.0	4.0	106.0			98.0	
Effective Green, g (s)		35.0				35.0	3.0	105.0			97.0	
Actuated g/C Ratio		0.23				0.23	0.02	0.70			0.65	
Clearance Time (s)		4.0				4.0	4.0	4.0			4.0	
Vehicle Extension (s)		3.0				3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)		398				376	35	2477			2275	
v/s Ratio Prot							c0.05	c0.35			0.19	
v/s Ratio Perm		0.07				0.00						
v/c Ratio		0.31				0.00	2.34	0.51			0.30	
Uniform Delay, d1		47.6				44.1	73.5	10.5			11.6	
Progression Factor		1.00				1.00	1.43	0.15			1.00	
Incremental Delay, d2		2.1				0.0	676.4	0.7			0.3	
Delay (s)		49.6				44.1	781.2	2.2			11.9	
Level of Service		D				D	F	A			B	
Approach Delay (s)		49.6			44.1			50.0			11.9	
Approach LOS		D			D			D			B	
Intersection Summary												
HCM Average Control Delay		38.0				HCM Level of Service		D				
HCM Volume to Capacity ratio		0.49										
Actuated Cycle Length (s)		150.0				Sum of lost time (s)		10.0				
Intersection Capacity Utilization		56.7%				ICU Level of Service		B				
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

52: Expo S. & Westwood Boulevard

Segment 1 AM

												
Movement	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)			5.0			5.0		5.0			5.0	
Lane Util. Factor			1.00			1.00		0.95			0.95	
Frt			0.86			0.86		1.00			1.00	
Flt Protected			1.00			1.00		1.00			1.00	
Satd. Flow (prot)			1611			1611		3533			3539	
Flt Permitted			1.00			1.00		1.00			1.00	
Satd. Flow (perm)			1611			1611		3533			3539	
Volume (vph)	0	0	137	0	0	3	0	1172	13	0	603	0
Peak-hour factor, PHF	0.95	0.92	0.95	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.95	0.95
Adj. Flow (vph)	0	0	144	0	0	3	0	1234	14	0	635	0
RTOR Reduction (vph)	0	0	110	0	0	2	0	1	0	0	0	0
Lane Group Flow (vph)	0	0	34	0	0	1	0	1247	0	0	635	0
Turn Type	custom			custom								
Protected Phases				2								
Permitted Phases	4			8								
Actuated Green, G (s)	36.0			36.0								
Effective Green, g (s)	35.0			35.0								
Actuated g/C Ratio	0.23			0.23								
Clearance Time (s)	4.0			4.0								
Vehicle Extension (s)	3.0			3.0								
Lane Grp Cap (vph)	376			376								
v/s Ratio Prot				c0.35								
v/s Ratio Perm	c0.02			0.00								
v/c Ratio	0.09			0.00								
Uniform Delay, d1	45.0			44.1								
Progression Factor	1.00			1.00								
Incremental Delay, d2	0.5			0.0								
Delay (s)	45.5			44.1								
Level of Service	D			D								
Approach Delay (s)	45.5			44.1								
Approach LOS	D			D								
Intersection Summary												
HCM Average Control Delay	11.5			HCM Level of Service								
HCM Volume to Capacity ratio	0.40			B								
Actuated Cycle Length (s)	150.0			Sum of lost time (s)								
Intersection Capacity Utilization	44.5%			10.0								
Analysis Period (min)	15			ICU Level of Service								
A												
c Critical Lane Group												

SEGMENT 1,2,3 AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #53 Overland Ave and Ashby Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 0.716
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 16.3
Optimal Cycle: 60 Level Of Service: B

Street Name:		Overland Ave						Ashby Ave					
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	18	0	0	18	0	0	27	0	0	27	0
Lanes:		1	0	2	1	0	2	0	0	1	0	0	1

Volume Module:												
Base Vol:	30	1789	91	28	1167	10	20	53	31	192	43	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1789	91	28	1167	10	20	53	31	192	43	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	32	1883	96	29	1228	11	21	56	33	202	45	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	1883	96	29	1228	11	21	56	33	202	45	59
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 Volume:	32	1883	96	29	1228	11	21	56	33	202	45	59

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.18	0.89	0.89	0.08	0.89	0.89	0.86	0.86	0.86	0.71	0.71	0.71
Lanes:	1.00	2.85	0.15	1.00	2.97	0.03	0.19	0.51	0.30	0.66	0.15	0.19
Final Sat.:	335	4803	244	151	5035	43	313	829	485	884	198	258

Capacity Analysis Module:												
Vol/Sat:	0.09	0.39	0.39	0.20	0.24	0.24	0.07	0.07	0.07	0.23	0.23	0.23
Crit Moves:	****						****					
Green/Cycle:	0.55	0.55	0.55	0.55	0.55	0.55	0.32	0.32	0.32	0.32	0.32	0.32
Volume/Cap:	0.17	0.72	0.72	0.36	0.45	0.45	0.21	0.21	0.21	0.72	0.72	0.72
Delay/Veh:	10.6	16.1	16.1	14.1	12.3	12.3	22.6	22.6	22.6	32.8	32.8	32.8
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:	10.6	16.1	16.1	14.1	12.3	12.3	22.6	22.6	22.6	32.8	32.8	32.8
LOS by Move:	B	B	B	B	B	B	C	C	C	C	C	C
HCM2kAvgQ:	1	16	16	1	8	8	2	2	2	9	9	9

Note: Queue reported is the number of cars per lane.

SEGMENT 1,2,3 AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #54 Overland Ave and Northvale Rd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.631

Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 34.6

Optimal Cycle: 72 Level Of Service: C

Street Name:	Overland Ave										Northvale Rd									
Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- ----- -----																				
Control:	Protected					Protected					Split Phase					Split Phase				
Rights:	Include					Include					Include					Include				
Min. Green:	0		21		0	5		21		0	0		0		0	0		0		30
Lanes:	0	0	2	1	0	1	0	2	1	0	0	0	0	0	0	0	0	0	0	1
----- ----- ----- ----- -----																				

Volume Module:

Base Vol:	0	2020	82	22	1465	39	0	0	0	0	0	104
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	2020	82	22	1465	39	0	0	0	0	0	104
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:	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:	0	2126	86	23	1542	41	0	0	0	0	0	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2126	86	23	1542	41	0	0	0	0	0	109
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 Volume:	0	2126	86	23	1542	41	0	0	0	0	0	109

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.89	0.89	0.93	0.89	0.89	1.00	1.00	1.00	1.00	1.00	0.85
Lanes:	0.00	2.88	0.12	1.00	2.92	0.08	0.00	0.00	0.00	0.00	0.00	1.00
Final Sat.:	0	4856	197	1769	4932	131	0	0	0	0	0	1611

Capacity Analysis Module:

Vol/Sat:	0.00	0.44	0.44	0.01	0.31	0.31	0.00	0.00	0.00	0.00	0.00	0.07
Crit Moves:	****			****						****		
Green/Cycle:	0.00	0.43	0.43	0.06	0.49	0.49	0.00	0.00	0.00	0.00	0.00	0.33
Volume/Cap:	0.00	1.01	1.01	0.24	0.64	0.64	0.00	0.00	0.00	0.00	0.00	0.20
Delay/Veh:	0.0	47.4	47.4	41.9	17.7	17.7	0.0	0.0	0.0	0.0	0.0	21.6
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:	0.0	47.4	47.4	41.9	17.7	17.7	0.0	0.0	0.0	0.0	0.0	21.6
LOS by Move:	A	D	D	D	B	B	A	A	A	A	A	C
HCM2kAvgQ:	0	31	31	1	12	12	0	0	0	0	0	2

Note: Queue reported is the number of cars per lane.

SEGMENT 1,2,3 AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #55 Overland Ave and National Blvd/I-10 WB Ramps

Cycle (sec): 90 Critical Vol./Cap.(X): 1.416
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 338.3
Optimal Cycle: 180 Level Of Service: F

Street Name:	Overland Ave						National Blvd/I-10 WB Ramps					
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			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	0	32	0	5	26	0	0	30	0	0	30	0
Lanes:	1	0	1	1	1	0	1	1	0	0	1	1

Volume Module:	Overland Ave NB			Overland Ave SB			National Blvd/I-10 WB Ramps EB			National Blvd/I-10 WB Ramps WB		
Base Vol:	29	1134	901	779	1175	95	359	331	440	129	320	446
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:	29	1134	901	779	1175	95	359	331	440	129	320	446
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:	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:	31	1194	948	820	1237	100	378	348	463	136	337	469
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	1194	948	820	1237	100	378	348	463	136	337	469
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 Volume:	31	1194	948	820	1237	100	378	348	463	136	337	469

Saturation Flow Module:	Overland Ave NB			Overland Ave SB			National Blvd/I-10 WB Ramps EB			National Blvd/I-10 WB Ramps WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.12	0.87	0.87	0.90	0.92	0.92	0.96	0.96	0.83	0.92	0.92	0.83
Lanes:	1.00	1.67	1.33	2.00	1.85	0.15	1.04	0.96	1.00	0.57	1.43	1.00
Final Sat.:	233	2762	2194	3432	3237	262	1889	1742	1583	1002	2486	1583

Capacity Analysis Module:	Overland Ave NB			Overland Ave SB			National Blvd/I-10 WB Ramps EB			National Blvd/I-10 WB Ramps WB		
Vol/Sat:	0.13	0.43	0.43	0.24	0.38	0.38	0.20	0.20	0.29	0.14	0.14	0.30
Crit Moves:	****			****			****			****		
Green/Cycle:	0.29	0.29	0.57	0.05	0.34	0.34	0.28	0.28	0.28	0.28	0.28	0.32
Volume/Cap:	0.45	1.47	0.76	5.21	1.13	1.13	0.73	0.73	1.06	0.49	0.49	0.92
Delay/Veh:	35.9	255	19.1	1959	104	103.9	38.5	38.5	100.5	33.5	33.5	58.4
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:	35.9	255	19.1	1959	104	103.9	38.5	38.5	100.5	33.5	33.5	58.4
LOS by Move:	D	F	B	F	F	F	D	D	F	C	C	E
HCM2kAvgQ:	1	56	20	57	37	37	12	12	24	7	7	19

Note: Queue reported is the number of cars per lane.

SEGMENT 1,2,3 AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #56 Overland Ave and I-10 EB On-Ramp

Cycle (sec): 90 Critical Vol./Cap.(X): 0.976

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 30.2

Optimal Cycle: 155 Level Of Service: C

Street Name:	Overland Ave						I-10 EB On-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	26	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	1	0	2	0	2	0	0	0	0

Volume Module:												
Base Vol:	0	2283	461	998	620	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2283	461	998	620	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	0	2403	485	1051	653	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2403	485	1051	653	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2403	485	1051	653	0	0	0	0	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.87	0.87	0.90	0.93	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.50	0.50	2.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	4124	833	3432	3538	0	0	0	0	0	0	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.58	0.58	0.31	0.18	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****			****								
Green/Cycle:	0.00	0.60	0.60	0.31	0.91	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.98	0.98	0.98	0.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	29.0	29.0	52.2	0.5	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	29.0	29.0	52.2	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	C	C	D	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	36	36	21	1	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

SEGMENT 1,2,3 AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #57 Overland Ave an National Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.814

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 21.9

Optimal Cycle: 70 Level Of Service: C

Street Name:	Overland Ave								National Blvd											
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		29		0	0		29		0	0		33		0	0		33		0
Lanes:	1	0	2	1	0	1	0	1	1	0	1	0	1	1	0	1	0	1	0	2

Volume Module:

Base Vol:	225	1447	9	63	524	46	71	135	269	206	581	972
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:	225	1447	9	63	524	46	71	135	269	206	581	972
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:	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:	237	1523	9	66	552	48	75	142	283	217	612	1023
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	237	1523	9	66	552	48	75	142	283	217	612	1023
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 Volume:	237	1523	9	66	552	48	75	142	283	217	612	1023

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.33	0.89	0.89	0.10	0.92	0.92	0.17	0.84	0.84	0.47	0.98	0.73
Lanes:	1.00	2.98	0.02	1.00	1.84	0.16	1.00	1.00	1.00	1.00	1.00	2.00
Final Sat.:	633	5047	31	186	3213	282	326	1592	1592	894	1862	2786

Capacity Analysis Module:

Vol/Sat:	0.37	0.30	0.30	0.36	0.17	0.17	0.23	0.09	0.18	0.24	0.33	0.37
Crit Moves:	****											****
Green/Cycle:	0.46	0.46	0.46	0.46	0.46	0.46	0.45	0.45	0.45	0.45	0.45	0.45
Volume/Cap:	0.81	0.66	0.66	0.77	0.37	0.37	0.51	0.20	0.39	0.54	0.73	0.81
Delay/Veh:	36.9	19.5	19.5	55.1	16.0	16.0	20.5	14.9	16.7	19.3	23.4	25.6
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:	36.9	19.5	19.5	55.1	16.0	16.0	20.5	14.9	16.7	19.3	23.4	25.6
LOS by Move:	D	B	B	E	B	B	C	B	B	B	C	C
HCM2kAvgQ:	8	13	13	3	6	6	2	2	6	5	15	16

Note: Queue reported is the number of cars per lane.

SEGMENT 1,2,3 AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #58 I-10 EB Off-Ramp and National Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.841
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 24.9
Optimal Cycle: 74 Level Of Service: C

Street Name:	I-10 EB Off-Ramp						National Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	21	0
Lanes:	0	0	0	1	0	0	0	0	2	0	0	2

Volume Module:	I-10 EB Off-Ramp			I-10 EB Off-Ramp			National Blvd			National Blvd		
Base Vol:	0	0	0	421	0	608	0	202	0	0	1216	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	421	0	608	0	202	0	0	1216	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:	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:	0	0	0	443	0	640	0	213	0	0	1280	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	443	0	640	0	213	0	0	1280	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 Volume:	0	0	0	443	0	640	0	213	0	0	1280	0

Saturation Flow Module:	I-10 EB Off-Ramp			I-10 EB Off-Ramp			National Blvd			National Blvd		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.83	1.00	0.93	1.00	1.00	0.93	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	1769	0	1583	0	3538	0	0	3538	0

Capacity Analysis Module:	I-10 EB Off-Ramp			I-10 EB Off-Ramp			National Blvd			National Blvd		
Vol/Sat:	0.00	0.00	0.00	0.25	0.00	0.40	0.00	0.06	0.00	0.00	0.36	0.00
Crit Moves:				****						****		
Green/Cycle:	0.00	0.00	0.00	0.48	0.00	0.48	0.00	0.43	0.00	0.00	0.43	0.00
Volume/Cap:	0.00	0.00	0.00	0.52	0.00	0.84	0.00	0.14	0.00	0.00	0.84	0.00
Delay/Veh:	0.0	0.0	0.0	16.8	0.0	28.7	0.0	15.6	0.0	0.0	27.3	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	16.8	0.0	28.7	0.0	15.6	0.0	0.0	27.3	0.0
LOS by Move:	A	A	A	B	A	C	A	B	A	A	C	A
HCM2kAvgQ:	0	0	0	9	0	18	0	2	0	0	19	0

Note: Queue reported is the number of cars per lane.

SEGMENT 1,2,3 AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #61 Motor Ave and National Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 1.010

Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 24.9

Optimal Cycle: 64 Level Of Service: C

Street Name:	Motor Ave						National Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permit+Prot			Permit+Prot			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	23	0	5	22	0	0	24	0	0	24	0
Lanes:	1	0	0	1	0	1	0	1	0	0	1	0

Volume Module:

Base Vol:	48	631	12	27	251	107	9	428	216	9	657	53
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:	48	631	12	27	251	107	9	428	216	9	657	53
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:	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:	51	664	13	28	264	113	9	451	227	9	692	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	664	13	28	264	113	9	451	227	9	692	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	51	664	13	28	264	113	9	451	227	9	692	56

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.50	0.98	0.98	0.14	0.89	0.89	0.83	0.83	0.83	0.87	0.87	0.87
Lanes:	1.00	0.98	0.02	1.00	1.40	0.60	0.03	1.31	0.66	0.02	1.83	0.15
Final Sat.:	954	1822	35	266	2369	1010	44	2077	1048	41	3018	243

Capacity Analysis Module:

Vol/Sat:	0.05	0.36	0.36	0.11	0.11	0.11	0.22	0.22	0.22	0.23	0.23	0.23
Crit Moves:	****			****			****			****		
Green/Cycle:	0.60	0.50	0.50	0.55	0.45	0.45	0.31	0.31	0.31	0.31	0.31	0.31
Volume/Cap:	0.07	0.73	0.73	0.10	0.25	0.25	0.69	0.69	0.69	0.73	0.73	0.73
Delay/Veh:	8.5	20.9	20.9	25.3	15.3	15.3	29.2	29.2	29.2	30.3	30.3	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:	8.5	20.9	20.9	25.3	15.3	15.3	29.2	29.2	29.2	30.3	30.3	30.3
LOS by Move:	A	C	C	C	B	B	C	C	C	C	C	C
HCM2kAvgQ:	1	16	16	0	3	3	10	10	10	11	11	11

Note: Queue reported is the number of cars per lane.

SEGMENT 1,2,3 AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #66 Palms Blvd/National Blvd and Exposition Blvd/ National Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.661
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 17.9
Optimal Cycle: 63 Level Of Service: B

Street Name:	Palms Blvd / National Blvd					Exposition Blvd / National Blvd				
Approach:	North Bound					South Bound				
Movement:	L	-	T	-	R	L	-	T	-	R
Control:	Permitted					Permitted				
Rights:	Include					Include				
Min. Green:	0		26		0	0		24		0
Lanes:	1	0	1	1	0	1	0	1	1	0

Control:	Permitted					Permitted				
Rights:	Include					Include				
Min. Green:	0		29		0	0		29		0
Lanes:	1	0	1	0	1	1	0	1	0	1
Control:	Permitted					Permitted				
Rights:	Include					Include				
Min. Green:	0		29		0	0		29		0
Lanes:	1	0	1	0	1	1	0	1	0	1

Volume Module:

Base Vol:	29	1265	134	76	971	279	176	164	9	172	281	223
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:	29	1265	134	76	971	279	176	164	9	172	281	223
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:	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:	31	1332	141	80	1022	294	185	173	9	181	296	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	1332	141	80	1022	294	185	173	9	181	296	235
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	31	1332	141	80	1022	294	185	173	9	181	296	235

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.13	0.92	0.92	0.10	0.90	0.90	0.41	0.98	0.83	0.57	0.98	0.83
Lanes:	1.00	1.81	0.19	1.00	1.55	0.45	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	248	3154	334	181	2657	764	773	1862	1583	1091	1862	1583

Capacity Analysis Module:

Vol/Sat:	0.12	0.42	0.42	0.44	0.38	0.38	0.24	0.09	0.01	0.17	0.16	0.15
Crit Moves:	****					****						
Green/Cycle:	0.59	0.59	0.59	0.59	0.59	0.59	0.32	0.32	0.32	0.32	0.32	0.32
Volume/Cap:	0.21	0.72	0.72	0.75	0.65	0.65	0.74	0.29	0.02	0.51	0.49	0.46
Delay/Veh:	9.4	14.4	14.4	39.3	13.1	13.1	38.7	23.1	20.8	26.1	25.2	24.9
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:	9.4	14.4	14.4	39.3	13.1	13.1	38.7	23.1	20.8	26.1	25.2	24.9
LOS by Move:	A	B	B	D	B	B	D	C	C	C	C	C
HCM2kAvgQ:	1	16	16	3	13	13	6	4	0	5	7	6

Note: Queue reported is the number of cars per lane.

SEGMENT 1,2,3 AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #69 National Blvd and Manning Ave / I-10 WB Ramps

Cycle (sec): 90 Critical Vol./Cap.(X): 2.239
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 138.4
Optimal Cycle: 180 Level Of Service: F

Street Name:	National Blvd						Manning Ave / I-10 WB Ramps											
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
Control:	Permitted						Permitted						Split Phase					
Rights:	Include						Include						Include					
Min. Green:	0	21	0	0	0	0	0	31	0	0	0	0	0	28	0			
Lanes:	1	0	2	0	0	0	0	0	1	1	0	1	0	0	1	0		

Volume Module:	National Blvd						Manning Ave / I-10 WB Ramps					
Base Vol:	259	1252	0	0	1107	375	105	0	45	131	160	36
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:	259	1252	0	0	1107	375	105	0	45	131	160	36
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:	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:	273	1318	0	0	1165	395	111	0	47	138	168	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	273	1318	0	0	1165	395	111	0	47	138	168	38
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 Volume:	273	1318	0	0	1165	395	111	0	47	138	168	38

Saturation Flow Module:	National Blvd						Manning Ave / I-10 WB Ramps					
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.08	0.93	1.00	1.00	0.90	0.90	0.93	1.00	0.83	0.93	0.95	0.95
Lanes:	1.00	2.00	0.00	0.00	1.49	0.51	1.00	0.00	1.00	1.00	0.82	0.18
Final Sat.:	155	3538	0	0	2542	861	1769	0	1583	1769	1477	332

Capacity Analysis Module:	National Blvd						Manning Ave / I-10 WB Ramps					
Vol/Sat:	1.76	0.37	0.00	0.00	0.46	0.46	0.06	0.00	0.03	0.08	0.11	0.11
Crit Moves:	****						****					
Green/Cycle:	0.54	0.54	0.00	0.00	0.54	0.54	0.02	0.00	0.02	0.31	0.31	0.31
Volume/Cap:	3.29	0.69	0.00	0.00	0.85	0.85	3.29	0.00	1.57	0.25	0.37	0.37
Delay/Veh:	1081	16.5	0.0	0.0	22.0	22.0	1146	0.0	416.7	23.4	24.5	24.5
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:	1081	16.5	0.0	0.0	22.0	22.0	1146	0.0	416.7	23.4	24.5	24.5
LOS by Move:	F	B	A	A	C	C	F	A	F	C	C	C
HCM2kAvgQ:	32	15	0	0	22	22	14	0	5	3	5	5

Note: Queue reported is the number of cars per lane.

SEGMENT 1,2,3 AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #71 Bagley Ave and Exposition Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.451

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 16.7

Optimal Cycle: 39 Level Of Service: B

Street Name:	Bagley Ave						Exposition Blvd					
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	14	0	0	13	0	0	16	0	0	17	0
Lanes:	0	0	1	0	0	0	0	0	1	0	0	0

Volume Module:												
Base Vol:	52	242	28	27	177	79	160	75	20	15	102	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:	52	242	28	27	177	79	160	75	20	15	102	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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:	55	255	29	28	186	83	168	79	21	16	107	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	255	29	28	186	83	168	79	21	16	107	71
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 Volume:	55	255	29	28	186	83	168	79	21	16	107	71

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.88	0.88	0.89	0.89	0.89	0.68	0.68	0.68	0.90	0.90	0.90
Lanes:	0.16	0.75	0.09	0.09	0.63	0.28	0.63	0.29	0.08	0.08	0.56	0.36
Final Sat.:	269	1252	145	162	1063	475	812	381	102	140	952	625

Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.20	0.18	0.18	0.18	0.21	0.21	0.21	0.11	0.11	0.11
Crit Moves:	****						****					
Green/Cycle:	0.45	0.45	0.45	0.45	0.45	0.45	0.46	0.46	0.46	0.46	0.46	0.46
Volume/Cap:	0.45	0.45	0.45	0.39	0.39	0.39	0.45	0.45	0.45	0.25	0.25	0.25
Delay/Veh:	17.4	17.4	17.4	16.8	16.8	16.8	17.1	17.1	17.1	15.0	15.0	15.0
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:	17.4	17.4	17.4	16.8	16.8	16.8	17.1	17.1	17.1	15.0	15.0	15.0
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
HCM2kAvgQ:	7	7	7	6	6	6	5	5	5	3	3	3

Note: Queue reported is the number of cars per lane.

SEGMENT 1,2,3 AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #87 Sepulveda Blvd and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.100
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 36.0
Optimal Cycle: 180 Level Of Service: D

Sepulveda Blvd						Olympic Blvd					
North Bound			South Bound			East Bound			West Bound		
L	T	R	L	T	R	L	T	R	L	T	R
Control: Permitted			Control: Permitted			Control: Permitted			Control: Protected		
Rights: Include			Rights: Include			Rights: Include			Rights: Include		
Min. Green: 0	29	0	0	29	0	0	25	0	5	24	0
Lanes: 1	0	2	0	1	1	0	1	0	1	0	3
1	0	2	0	1	1	0	1	0	1	0	3

Volume Module:												
Base Vol:	175	1035	184	82	491	113	73	2015	64	127	2129	111
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:	175	1035	184	82	491	113	73	2015	64	127	2129	111
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:	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:	184	1089	194	86	517	119	77	2121	67	134	2241	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	184	1089	194	86	517	119	77	2121	67	134	2241	117
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 Volume:	184	1089	194	86	517	119	77	2121	67	134	2241	117

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.27	0.93	0.83	0.11	0.90	0.90	0.08	0.89	0.89	0.93	0.89	0.89
Lanes:	1.00	2.00	1.00	1.00	1.63	0.37	1.00	2.91	0.09	1.00	3.80	0.20
Final Sat.:	521	3538	1583	212	2795	643	158	4902	156	1769	6397	334

Capacity Analysis Module:												
Vol/Sat:	0.35	0.31	0.12	0.41	0.18	0.18	0.49	0.43	0.43	0.08	0.35	0.35
Crit Moves:				****				****				****
Green/Cycle:	0.35	0.35	0.35	0.35	0.35	0.35	0.47	0.47	0.47	0.06	0.53	0.53
Volume/Cap:	1.00	0.88	0.35	1.16	0.53	0.53	1.03	0.92	0.92	1.34	0.66	0.66
Delay/Veh:	99.9	37.5	24.3	184.7	26.2	26.2	138.6	30.7	30.7	255.0	17.6	17.6
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:	99.9	37.5	24.3	184.7	26.2	26.2	138.6	30.7	30.7	255.0	17.6	17.6
LOS by Move:	F	D	C	F	C	C	F	C	C	F	B	B
HCM2kAvgQ:	10	20	5	6	8	8	5	27	27	10	15	15

Note: Queue reported is the number of cars per lane.

SEGMENT 1,2,3 AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #88 Westwood Blvd and Pico Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.959
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 36.8
Optimal Cycle: 91 Level Of Service: D

Street Name:	Westwood Blvd						Pico Blvd						
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			Prot+Permit			Prot+Permit			
Rights:	Ovl			Include			Ovl			Ovl			
Min. Green:	5	27	0	5	29	0	5	27	0	5	23	0	
Lanes:	1	0	2	0	1	1	0	1	0	3	0	1	1

Volume Module:	Westwood Blvd			Westwood Blvd			Pico Blvd			Pico Blvd		
Base Vol:	141	785	120	148	404	92	141	1535	68	81	1206	223
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:	141	785	120	148	404	92	141	1535	68	81	1206	223
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:	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:	148	826	126	156	425	97	148	1616	72	85	1269	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	826	126	156	425	97	148	1616	72	85	1269	235
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	148	826	126	156	425	97	148	1616	72	85	1269	235

Saturation Flow Module:	Westwood Blvd			Westwood Blvd			Pico Blvd			Pico Blvd		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.83	0.93	0.90	0.90	0.93	0.89	0.83	0.93	0.89	0.83
Lanes:	1.00	2.00	1.00	1.00	1.63	0.37	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1769	3538	1583	1769	2801	638	1769	5083	1583	1769	5083	1583

Capacity Analysis Module:	Westwood Blvd			Westwood Blvd			Pico Blvd			Pico Blvd		
Vol/Sat:	0.08	0.23	0.08	0.09	0.15	0.15	0.08	0.32	0.05	0.05	0.25	0.15
Crit Moves:	****			****			****			****		
Green/Cycle:	0.10	0.29	0.36	0.11	0.30	0.30	0.49	0.40	0.51	0.41	0.35	0.46
Volume/Cap:	0.80	0.79	0.22	0.79	0.50	0.50	0.56	0.79	0.09	0.50	0.72	0.33
Delay/Veh:	74.4	43.2	27.3	71.5	35.0	35.0	24.2	33.8	15.4	27.8	35.8	21.1
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:	74.4	43.2	27.3	71.5	35.0	35.0	24.2	33.8	15.4	27.8	35.8	21.1
LOS by Move:	E	D	C	E	C	C	C	C	B	C	D	C
HCM2kAvgQ:	7	16	3	8	9	9	5	21	1	3	16	5

Note: Queue reported is the number of cars per lane.

SEGMENT 1,2,3 AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #89 Overland Ave and Pico Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.885

Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 71.2

Optimal Cycle: 98 Level Of Service: E

Street Name:	Overland Ave						Pico Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	29	0	0	31	0	0	34	0	5	30	0
Lanes:	2	0	1	0	2	1	0	2	1	0	2	0

Volume Module:												
Base Vol:	288	578	1121	9	458	7	79	1497	179	611	1250	24
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:	288	578	1121	9	458	7	79	1497	179	611	1250	24
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:	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:	303	608	1180	9	482	7	83	1576	188	643	1316	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	303	608	1180	9	482	7	83	1576	188	643	1316	25
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 Volume:	303	608	1180	9	482	7	83	1576	188	643	1316	25

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.98	0.73	0.13	0.93	0.93	0.14	0.88	0.88	0.90	0.93	0.83
Lanes:	2.00	1.00	2.00	1.00	1.97	0.03	1.00	2.68	0.32	2.00	2.00	1.00
Final Sat.:	3432	1862	2786	240	3478	53	257	4468	534	3432	3538	1583

Capacity Analysis Module:												
Vol/Sat:	0.09	0.33	0.42	0.04	0.14	0.14	0.32	0.35	0.35	0.19	0.37	0.02
Crit Moves:	****			****			****			****		
Green/Cycle:	0.06	0.41	0.54	0.34	0.34	0.34	0.32	0.32	0.32	0.14	0.46	0.46
Volume/Cap:	1.38	0.80	0.78	0.11	0.40	0.40	1.00	1.09	1.09	1.38	0.81	0.03
Delay/Veh:	240.0	29.5	18.9	20.8	22.7	22.7	129.9	82.5	82.5	224.3	24.2	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:	240.0	29.5	18.9	20.8	22.7	22.7	129.9	82.5	82.5	224.3	24.2	13.4
LOS by Move:	F	C	B	C	C	C	F	F	F	F	C	B
HCM2kAvgQ:	12	17	16	0	6	6	5	29	29	23	19	0

Note: Queue reported is the number of cars per lane.

SEGMENT 1,2,3 AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #90 Bagley Ave and National Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.898

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 31.2

Optimal Cycle: 95 Level Of Service: C

Street Name:	Bagley Ave						National Blvd					
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	23	0	0	25	0	0	20	0	0	20	0
Lanes:	0	0	1	0	0	0	1	0	1	0	1	0

Volume Module:												
Base Vol:	54	242	144	111	137	100	59	823	11	79	868	30
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:	54	242	144	111	137	100	59	823	11	79	868	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:	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	255	152	117	144	105	62	866	12	83	914	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	255	152	117	144	105	62	866	12	83	914	32
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 Volume:	57	255	152	117	144	105	62	866	12	83	914	32

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.86	0.86	0.59	0.59	0.59	0.08	0.98	0.83	0.10	0.98	0.83
Lanes:	0.12	0.55	0.33	0.32	0.39	0.29	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	199	894	532	357	440	321	151	1862	1583	196	1862	1583

Capacity Analysis Module:												
Vol/Sat:	0.28	0.28	0.28	0.33	0.33	0.33	0.41	0.47	0.01	0.43	0.49	0.02
Crit Moves:	****						****					
Green/Cycle:	0.36	0.36	0.36	0.36	0.36	0.36	0.55	0.55	0.55	0.55	0.55	0.55
Volume/Cap:	0.78	0.78	0.78	0.90	0.90	0.90	0.75	0.85	0.01	0.78	0.90	0.04
Delay/Veh:	32.0	32.0	32.0	49.0	49.0	49.0	47.7	24.3	9.3	45.8	28.8	9.5
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:	32.0	32.0	32.0	49.0	49.0	49.0	47.7	24.3	9.3	45.8	28.8	9.5
LOS by Move:	C	C	C	D	D	D	D	C	A	D	C	A
HCM2kAvgQ:	13	13	13	13	13	13	3	23	0	4	26	0

Note: Queue reported is the number of cars per lane.

SEGMENT 1,2,3 PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

Scenario Report

Scenario:	SEGMENT 1,2,3 PM
Command:	SEGMENT 1,2,3 PM
Volume:	SEGMENT 1,2,3 PM Vol
Geometry:	PM
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	SEGMENT 1,2,3 PM

SEGMENT 1,2,3 PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #1 4th St and Colorado Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 0.889

Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 35.7

Optimal Cycle: 80 Level Of Service: D

Street Name:	4th St						Colorado Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Ovl			Include		
Min. Green:	5	19	0	5	19	0	5	23	0	5	23	0
Lanes:	1	0	1	1	0	1	1	0	2	0	1	0

Volume Module:

Base Vol:	140	676	140	128	841	90	161	467	140	235	443	94
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:	140	676	140	128	841	90	161	467	140	235	443	94
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:	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:	147	712	147	135	885	95	169	492	147	247	466	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	712	147	135	885	95	169	492	147	247	466	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 Volume:	147	712	147	135	885	95	169	492	147	247	466	99

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.91	0.91	0.93	0.92	0.92	0.93	0.93	0.83	0.93	0.91	0.91
Lanes:	1.00	1.66	0.34	1.00	1.81	0.19	1.00	2.00	1.00	1.00	1.65	0.35
Final Sat.:	1769	2855	591	1769	3148	337	1769	3538	1583	1769	2843	603

Capacity Analysis Module:

Vol/Sat:	0.08	0.25	0.25	0.08	0.28	0.28	0.10	0.14	0.09	0.14	0.16	0.16
Crit Moves:	****			****			****			****		
Green/Cycle:	0.49	0.37	0.37	0.52	0.38	0.38	0.32	0.19	0.30	0.41	0.25	0.25
Volume/Cap:	0.52	0.67	0.67	0.42	0.75	0.75	0.51	0.72	0.31	0.61	0.65	0.65
Delay/Veh:	22.8	32.7	32.7	19.2	34.9	34.9	32.3	49.4	32.5	28.2	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:	22.8	32.7	32.7	19.2	34.9	34.9	32.3	49.4	32.5	28.2	41.8	41.8
LOS by Move:	C	C	C	B	C	C	C	D	C	C	D	D
HCM2kAvgQ:	4	14	14	3	18	18	6	10	4	8	11	11

Note: Queue reported is the number of cars per lane.

SEGMENT 1,2,3 PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #2 4th St / I-10 WB and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.901

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 28.1

Optimal Cycle: 101 Level Of Service: C

Street Name:	4th St / I-10 WB										Olympic Blvd									
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		21		0	0		0		0	0		0		0	0		0		0
Lanes:	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	1

Volume Module:

Base Vol:	0	631	0	0	1664	0	0	0	0	960	0	502
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	631	0	0	1664	0	0	0	0	960	0	502
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:	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:	0	664	0	0	1752	0	0	0	0	1011	0	528
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	664	0	0	1752	0	0	0	0	1011	0	528
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 Volume:	0	664	0	0	1752	0	0	0	0	1011	0	528

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.93	1.00	1.00	0.93	1.00	1.00	1.00	1.00	0.90	1.00	0.83
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3538	0	0	3538	0	0	0	0	3432	0	1583

Capacity Analysis Module:

Vol/Sat:	0.00	0.19	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.29	0.00	0.33
Crit Moves:	*****											*****
Green/Cycle:	0.00	0.55	0.00	0.00	0.55	0.00	0.00	0.00	0.00	0.37	0.00	0.37
Volume/Cap:	0.00	0.34	0.00	0.00	0.90	0.00	0.00	0.00	0.00	0.79	0.00	0.90
Delay/Veh:	0.0	12.6	0.0	0.0	26.3	0.0	0.0	0.0	0.0	31.6	0.0	46.8
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:	0.0	12.6	0.0	0.0	26.3	0.0	0.0	0.0	0.0	31.6	0.0	46.8
LOS by Move:	A	B	A	A	C	A	A	A	A	C	A	D
HCM2kAvgQ:	0	6	0	0	29	0	0	0	0	16	0	19

Note: Queue reported is the number of cars per lane.

SEGMENT 1,2,3 PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #3 4th St / I-10 EB and Olympic Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.713

Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 32.7

Optimal Cycle: 71 Level Of Service: C

Street Name:	4th St / I-10 EB						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	5	27	0	5	27	0	0	27	0	0	0	0
Lanes:	1	0	1	0	1	0	0	1	1	0	0	0

Volume Module:

Base Vol:	61	434	472	778	1521	259	19	249	34	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	434	472	778	1521	259	19	249	34	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	64	457	497	819	1601	273	20	262	36	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	457	497	819	1601	273	20	262	36	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	64	457	497	819	1601	273	20	262	36	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.83	0.90	0.91	0.91	0.87	0.87	0.87	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	2.00	1.71	0.29	0.19	2.47	0.34	0.00	0.00	0.00
Final Sat.:	1769	1862	1583	3432	2957	503	312	4083	557	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.04	0.25	0.31	0.24	0.54	0.54	0.06	0.06	0.06	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.04	0.38	0.38	0.29	0.63	0.63	0.23	0.23	0.23	0.00	0.00	0.00
Volume/Cap:	0.86	0.64	0.82	0.82	0.86	0.86	0.29	0.29	0.29	0.00	0.00	0.00
Delay/Veh:	115.1	32.2	41.8	45.0	21.2	21.2	38.7	38.7	38.7	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:	115.1	32.2	41.8	45.0	21.2	21.2	38.7	38.7	38.7	0.0	0.0	0.0
LOS by Move:	F	C	D	D	C	C	D	D	D	A	A	A
HCM2kAvgQ:	4	14	18	17	31	31	4	4	4	0	0	0

Note: Queue reported is the number of cars per lane.

SEGMENT 1,2,3 PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #4 Lincoln Blvd and Colorado Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 1.244

Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 54.7

Optimal Cycle: 180 Level Of Service: D

Street Name:	Lincoln Blvd						Colorado Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	5	24	0	5	24	0	5	24	0	5	24	0
Lanes:	1	0	1	1	0	1	1	0	2	0	1	0

Volume Module:

Base Vol:	191	1307	315	53	1517	61	56	533	309	197	475	59
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:	191	1307	315	53	1517	61	56	533	309	197	475	59
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:	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:	201	1376	332	56	1597	64	59	561	325	207	500	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	201	1376	332	56	1597	64	59	561	325	207	500	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	201	1376	332	56	1597	64	59	561	325	207	500	62

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.58	0.90	0.90	0.93	0.93	0.93	0.93	0.93	0.83	0.74	0.92	0.92
Lanes:	1.00	1.61	0.39	1.00	1.92	0.08	1.00	2.00	1.00	1.00	1.78	0.22
Final Sat.:	1111	2768	667	1769	3381	136	1769	3538	1583	1403	3097	385

Capacity Analysis Module:

Vol/Sat:	0.18	0.50	0.50	0.03	0.47	0.47	0.03	0.16	0.21	0.15	0.16	0.16
Crit Moves:	****			****					****	****		
Green/Cycle:	0.59	0.52	0.52	0.49	0.45	0.45	0.25	0.20	0.20	0.35	0.25	0.25
Volume/Cap:	0.79	0.96	0.96	0.40	1.05	1.05	0.28	0.79	1.03	0.80	0.63	0.63
Delay/Veh:	26.8	41.8	41.8	27.2	69.5	69.5	35.5	51.8	105.9	46.8	41.3	41.3
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:	26.8	41.8	41.8	27.2	69.5	69.5	35.5	51.8	105.9	46.8	41.3	41.3
LOS by Move:	C	D	D	C	E	E	D	D	F	D	D	D
HCM2kAvgQ:	8	38	38	2	42	42	2	12	18	9	10	10

Note: Queue reported is the number of cars per lane.

SEGMENT 1,2,3 PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #5 Lincoln Blvd (N) / I-10 WB and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.947
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 38.4
Optimal Cycle: 137 Level Of Service: D

Lincoln Blvd (N) /I-10 WB						Olympic Blvd						
North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	5	18	0	0	17	0	0	0	0	0	24	0
Lanes:	1	0	2	0	0	1	1	1	0	0	1	1

Volume Module:												
Base Vol:	295	922	0	16	1693	27	0	0	0	659	295	640
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:	295	922	0	16	1693	27	0	0	0	659	295	640
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:	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:	311	971	0	17	1782	28	0	0	0	694	311	674
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	311	971	0	17	1782	28	0	0	0	694	311	674
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	311	971	0	17	1782	28	0	0	0	694	311	674

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	1.00	0.82	0.82	0.82	1.00	1.00	1.00	0.82	0.82	0.82
Lanes:	1.00	2.00	0.00	0.03	2.92	0.05	0.00	0.00	0.00	1.65	0.74	1.61
Final Sat.:	1769	3538	0	43	4581	73	0	0	0	2579	1155	2505

Capacity Analysis Module:												
Vol/Sat:	0.18	0.27	0.00	0.39	0.39	0.39	0.00	0.00	0.00	0.27	0.27	0.27
Crit Moves:	****			****						****		
Green/Cycle:	0.19	0.60	0.00	0.41	0.41	0.41	0.00	0.00	0.00	0.28	0.28	0.28
Volume/Cap:	0.95	0.46	0.00	0.95	0.95	0.95	0.00	0.00	0.00	0.95	0.95	0.95
Delay/Veh:	76.1	11.4	0.0	39.1	39.1	39.1	0.0	0.0	0.0	46.3	46.3	46.3
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:	76.1	11.4	0.0	39.1	39.1	39.1	0.0	0.0	0.0	46.3	46.3	46.3
LOS by Move:	E	B	A	D	D	D	A	A	A	D	D	D
HCM2kAvgQ:	14	9	0	25	25	25	0	0	0	18	18	18

Note: Queue reported is the number of cars per lane.

SEGMENT 1,2,3 PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #6 Lincoln Blvd / I-10 EB and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.684
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 34.2
Optimal Cycle: 71 Level Of Service: C

Lincoln Blvd / I-10 EB						Olympic Blvd																	
North Bound						South Bound						East Bound						West Bound					
L - T - R						L - T - R						L - T - R						L - T - R					
Control: Permitted						Protected						Split Phase						Split Phase					
Rights: Include						Include						Include						Include					
Min. Green: 0 22 0						5 18 0						0 32 0						0 0 0					
Lanes: 0 0 2 1 1						2 0 2 0 0						0 1 1 0 1						0 0 0 0 0					

Volume Module:												
Base Vol:	0	1028	460	890	1368	0	95	188	232	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1028	460	890	1368	0	95	188	232	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	0	1082	484	937	1440	0	100	198	244	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1082	484	937	1440	0	100	198	244	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1082	484	937	1440	0	100	198	244	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.85	0.85	0.90	0.93	1.00	0.90	0.90	0.83	1.00	1.00	1.00
Lanes:	0.00	2.76	1.24	2.00	2.00	0.00	0.67	1.33	1.00	0.00	0.00	0.00
Final Sat.:	0	4467	1999	3432	3538	0	1154	2284	1583	0	0	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.27	0.41	0.00	0.09	0.09	0.15	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.00	0.26	0.26	0.30	0.56	0.00	0.32	0.32	0.32	0.00	0.00	0.00
Volume/Cap:	0.00	0.92	0.92	0.92	0.73	0.00	0.27	0.27	0.48	0.00	0.00	0.00
Delay/Veh:	0.0	44.4	44.4	47.1	17.7	0.0	25.4	25.4	28.1	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	44.4	44.4	47.1	17.7	0.0	25.4	25.4	28.1	0.0	0.0	0.0
LOS by Move:	A	D	D	D	B	A	C	C	C	A	A	A
HCM2kAvgQ:	0	17	17	19	18	0	4	4	6	0	0	0

Note: Queue reported is the number of cars per lane.

SEGMENT 1,2,3 PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #7 11th St and Colorado Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 0.953

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 28.9

Optimal Cycle: 130 Level Of Service: C

Street Name:	11th St						Colorado Ave					
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	21	0	0	21	0	0	21	0	0	21	0
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1

Volume Module:												
Base Vol:	68	535	89	65	860	39	50	629	161	123	637	71
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:	68	535	89	65	860	39	50	629	161	123	637	71
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:	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	563	94	68	905	41	53	662	169	129	671	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	563	94	68	905	41	53	662	169	129	671	75
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 Volume:	72	563	94	68	905	41	53	662	169	129	671	75

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.08	0.98	0.83	0.30	0.97	0.97	0.23	0.90	0.90	0.19	0.92	0.92
Lanes:	1.00	1.00	1.00	1.00	0.96	0.04	1.00	1.59	0.41	1.00	1.80	0.20
Final Sat.:	155	1862	1583	577	1771	80	441	2729	699	363	3135	349

Capacity Analysis Module:												
Vol/Sat:	0.46	0.30	0.06	0.12	0.51	0.51	0.12	0.24	0.24	0.36	0.21	0.21
Crit Moves:	*****											
Green/Cycle:	0.54	0.54	0.54	0.54	0.54	0.54	0.37	0.37	0.37	0.37	0.37	0.37
Volume/Cap:	0.86	0.56	0.11	0.22	0.95	0.95	0.32	0.65	0.65	0.95	0.57	0.57
Delay/Veh:	73.9	14.6	10.3	11.3	37.9	37.9	21.1	24.4	24.4	89.9	23.0	23.0
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:	73.9	14.6	10.3	11.3	37.9	37.9	21.1	24.4	24.4	89.9	23.0	23.0
LOS by Move:	E	B	B	B	D	D	C	C	C	F	C	C
HCM2kAvgQ:	4	11	1	1	31	31	1	11	11	7	9	9

Note: Queue reported is the number of cars per lane.

SEGMENT 1,2,3 PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #8 11th St (N) and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.558

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 16.6

Optimal Cycle: 66 Level Of Service: B

Street Name:	11th St (N)						Olympic Blvd					
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	35	0	0	35	0	0	23	0	0	23	0
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1

Volume Module:

Base Vol:	49	604	145	145	619	90	14	38	11	169	378	148
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:	49	604	145	145	619	90	14	38	11	169	378	148
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:	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:	52	636	153	153	652	95	15	40	12	178	398	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	636	153	153	652	95	15	40	12	178	398	156
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 Volume:	52	636	153	153	652	95	15	40	12	178	398	156

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.29	0.98	0.83	0.30	0.98	0.83	0.29	0.90	0.90	0.71	0.89	0.89
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.55	0.45	1.00	1.44	0.56
Final Sat.:	557	1862	1583	575	1862	1583	551	2650	767	1346	2436	954

Capacity Analysis Module:

Vol/Sat:	0.09	0.34	0.10	0.27	0.35	0.06	0.03	0.02	0.02	0.13	0.16	0.16
Crit Moves:	*****						*****					
Green/Cycle:	0.63	0.63	0.63	0.63	0.63	0.63	0.29	0.29	0.29	0.29	0.29	0.29
Volume/Cap:	0.15	0.54	0.15	0.42	0.56	0.10	0.09	0.05	0.05	0.45	0.56	0.56
Delay/Veh:	7.9	11.1	7.8	10.3	11.3	7.4	25.9	25.4	25.4	29.6	30.6	30.6
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:	7.9	11.1	7.8	10.3	11.3	7.4	25.9	25.4	25.4	29.6	30.6	30.6
LOS by Move:	A	B	A	B	B	A	C	C	C	C	C	C
HCM2kAvgQ:	1	11	2	3	12	1	0	1	1	5	8	8

Note: Queue reported is the number of cars per lane.

SEGMENT 1,2,3 PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #9 11th St (S) and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.726

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 17.8

Optimal Cycle: 52 Level Of Service: B

Street Name:	11th St						Olympic Blvd					
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	16	0	0	0	0	0	0	0
Lanes:	0	0	1	0	0	0	1	0	0	1	0	0

Volume Module:												
Base Vol:	0	527	0	0	821	0	277	0	115	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	527	0	0	821	0	277	0	115	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	0	555	0	0	864	0	292	0	121	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	555	0	0	864	0	292	0	121	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	555	0	0	864	0	292	0	121	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.98	1.00	1.00	0.98	1.00	0.75	1.00	0.83	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Final Sat.:	0	1862	0	0	1862	0	1432	0	1583	0	1900	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.00	0.00	0.46	0.00	0.20	0.00	0.08	0.00	0.00	0.00
Crit Moves:	*****											
Green/Cycle:	0.00	0.64	0.00	0.00	0.64	0.00	0.28	0.00	0.28	0.00	0.00	0.00
Volume/Cap:	0.00	0.47	0.00	0.00	0.73	0.00	0.73	0.00	0.27	0.00	0.00	0.00
Delay/Veh:	0.0	9.5	0.0	0.0	14.4	0.0	39.0	0.0	28.4	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	9.5	0.0	0.0	14.4	0.0	39.0	0.0	28.4	0.0	0.0	0.0
LOS by Move:	A	A	A	A	B	A	D	A	C	A	A	A
HCM2kAvgQ:	0	9	0	0	19	0	10	0	3	0	0	0

Note: Queue reported is the number of cars per lane.

SEGMENT 1,2,3 PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #10 14th St and Colorado Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 0.659
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 19.6
Optimal Cycle: 53 Level Of Service: B

14th St					Colorado Ave														
North Bound					South Bound					East Bound					West Bound				
L - T - R					L - T - R					L - T - R					L - T - R				
Control: Permitted					Control: Permitted					Control: Permitted					Control: Permitted				
Rights: Include					Rights: Include					Rights: Include					Rights: Include				
Min. Green: 0 24 0					Min. Green: 0 22 0					Min. Green: 0 21 0					Min. Green: 0 21 0				
Lanes: 1 0 1 0 1					Lanes: 1 0 1 0 1					Lanes: 1 0 1 1 0					Lanes: 1 0 1 1 0				

Volume Module:												
Base Vol:	69	320	95	51	616	59	52	568	119	113	663	110
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	320	95	51	616	59	52	568	119	113	663	110
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:	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:	73	337	100	54	648	62	55	598	125	119	698	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	337	100	54	648	62	55	598	125	119	698	116
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 Volume:	73	337	100	54	648	62	55	598	125	119	698	116

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.24	0.98	0.83	0.48	0.98	0.83	0.20	0.91	0.91	0.25	0.91	0.91
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.65	0.35	1.00	1.72	0.28
Final Sat.:	447	1862	1583	907	1862	1583	387	2849	597	471	2971	493

Capacity Analysis Module:													
Vol/Sat:	0.16	0.18	0.06	0.06	0.35	0.04	0.14	0.21	0.21	0.25	0.23	0.23	
Crit Moves:	****						****						
Green/Cycle:	0.53	0.53	0.53	0.53	0.53	0.53	0.38	0.38	0.38	0.38	0.38	0.38	
Volume/Cap:	0.31	0.34	0.12	0.11	0.66	0.07	0.37	0.55	0.55	0.66	0.61	0.61	
Delay/Veh:	12.7	12.4	10.8	10.8	17.0	10.5	21.5	22.2	22.2	31.6	23.3	23.3	
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:	12.7	12.4	10.8	10.8	17.0	10.5	21.5	22.2	22.2	31.6	23.3	23.3	
LOS by Move:	B	B	B	B	B	B	C	C	C	C	C	C	
HCM2kAvgQ:	1	5	1	1	14	1	2	9	9	4	10	10	

Note: Queue reported is the number of cars per lane.

SEGMENT 1,2,3 PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #11 14th St and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.475

Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 25.0

Optimal Cycle: 75 Level Of Service: C

Street Name:	14th St						Olympic Blvd					
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	34	0	0	34	0	5	24	0	5	24	0
Lanes:	1	0	0	1	0	1	1	0	1	1	0	0

Volume Module:

Base Vol:	23	284	42	110	496	65	55	243	14	102	572	81
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:	23	284	42	110	496	65	55	243	14	102	572	81
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:	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:	24	299	44	116	522	68	58	256	15	107	602	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	299	44	116	522	68	58	256	15	107	602	85
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 Volume:	24	299	44	116	522	68	58	256	15	107	602	85

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.32	0.96	0.96	0.47	0.98	0.83	0.93	0.92	0.92	0.93	0.91	0.91
Lanes:	1.00	0.87	0.13	1.00	1.00	1.00	1.00	1.89	0.11	1.00	1.75	0.25
Final Sat.:	614	1591	235	886	1862	1583	1769	3318	191	1769	3040	431

Capacity Analysis Module:

Vol/Sat:	0.04	0.19	0.19	0.13	0.28	0.04	0.03	0.08	0.08	0.06	0.20	0.20
Crit Moves:				****			****			****		
Green/Cycle:	0.53	0.53	0.53	0.53	0.53	0.53	0.06	0.24	0.24	0.11	0.29	0.29
Volume/Cap:	0.07	0.36	0.36	0.25	0.53	0.08	0.54	0.32	0.32	0.53	0.68	0.68
Delay/Veh:	11.8	14.1	14.1	13.2	16.2	11.8	50.8	31.5	31.5	44.5	33.0	33.0
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:	11.8	14.1	14.1	13.2	16.2	11.8	50.8	31.5	31.5	44.5	33.0	33.0
LOS by Move:	B	B	B	B	B	B	D	C	C	D	C	C
HCM2kAvgQ:	0	6	6	2	11	1	3	4	4	4	11	11

Note: Queue reported is the number of cars per lane.

SEGMENT 1,2,3 PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #12 17th St and Colorado Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 0.551

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 17.5

Optimal Cycle: 54 Level Of Service: B

Street Name:	17th St						Colorado Ave					
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	24	0	0	24	0	0	19	0	0	22	0
Lanes:	1	0	0	1	0	1	1	0	1	0	1	0

Volume Module:

Base Vol:	43	312	71	65	433	59	70	614	92	44	770	82
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	312	71	65	433	59	70	614	92	44	770	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	45	328	75	68	456	62	74	646	97	46	811	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	328	75	68	456	62	74	646	97	46	811	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 Volume:	45	328	75	68	456	62	74	646	97	46	811	86

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.33	0.95	0.95	0.38	0.98	0.83	0.21	0.91	0.91	0.28	0.92	0.92
Lanes:	1.00	0.81	0.19	1.00	1.00	1.00	1.00	1.74	0.26	1.00	1.81	0.19
Final Sat.:	626	1474	336	722	1862	1583	406	3018	452	525	3153	336

Capacity Analysis Module:

Vol/Sat:	0.07	0.22	0.22	0.09	0.24	0.04	0.18	0.21	0.21	0.09	0.26	0.26
Crit Moves:	*****						*****					
Green/Cycle:	0.44	0.44	0.44	0.44	0.44	0.44	0.47	0.47	0.47	0.47	0.47	0.47
Volume/Cap:	0.16	0.50	0.50	0.21	0.55	0.09	0.39	0.46	0.46	0.19	0.55	0.55
Delay/Veh:	15.3	18.4	18.4	15.7	19.2	14.5	17.0	16.5	16.5	14.4	17.6	17.6
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:	15.3	18.4	18.4	15.7	19.2	14.5	17.0	16.5	16.5	14.4	17.6	17.6
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
HCM2kAvgQ:	1	8	8	1	10	1	2	7	7	1	10	10

Note: Queue reported is the number of cars per lane.

SEGMENT 1,2,3 PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #13 17th St and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.555

Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 27.0

Optimal Cycle: 76 Level Of Service: C

Street Name:	17th St						Olympic Blvd					
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	34	0	0	34	0	5	25	0	5	22	0
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1

Volume Module:

Base Vol:	8	204	107	213	359	79	47	415	21	174	664	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	204	107	213	359	79	47	415	21	174	664	129
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:	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:	8	215	113	224	378	83	49	437	22	183	699	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	215	113	224	378	83	49	437	22	183	699	136
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 Volume:	8	215	113	224	378	83	49	437	22	183	699	136

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.32	0.98	0.83	0.56	0.95	0.95	0.93	0.92	0.92	0.93	0.91	0.91
Lanes:	1.00	1.00	1.00	1.00	0.82	0.18	1.00	1.90	0.10	1.00	1.67	0.33
Final Sat.:	613	1862	1583	1058	1485	327	1769	3344	169	1769	2891	562

Capacity Analysis Module:

Vol/Sat:	0.01	0.12	0.07	0.21	0.25	0.25	0.03	0.13	0.13	0.10	0.24	0.24
Crit Moves:				****				****		****		
Green/Cycle:	0.45	0.45	0.45	0.45	0.45	0.45	0.07	0.25	0.25	0.18	0.36	0.36
Volume/Cap:	0.03	0.26	0.16	0.47	0.57	0.57	0.38	0.52	0.52	0.57	0.68	0.68
Delay/Veh:	15.5	17.4	16.5	20.1	21.4	21.4	45.9	32.9	32.9	39.7	28.7	28.7
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:	15.5	17.4	16.5	20.1	21.4	21.4	45.9	32.9	32.9	39.7	28.7	28.7
LOS by Move:	B	B	B	C	C	C	D	C	C	D	C	C
HCM2kAvgQ:	0	4	2	5	11	11	2	7	7	6	12	12

Note: Queue reported is the number of cars per lane.

SEGMENT 1,2,3 PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #14 20th St and Colorado Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 0.636
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 18.2
Optimal Cycle: 61 Level Of Service: B

Street Name:	20th St						Colorado Ave					
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	26	0	0	24	0	0	27	0	0	22	0
Lanes:	1	0	2	0	1	0	1	0	2	0	1	0

Volume Module:												
Base Vol:	49	527	82	123	993	62	30	596	119	143	776	93
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:	49	527	82	123	993	62	30	596	119	143	776	93
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:	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:	52	555	86	129	1045	65	32	627	125	151	817	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	555	86	129	1045	65	32	627	125	151	817	98
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 Volume:	52	555	86	129	1045	65	32	627	125	151	817	98

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.15	0.93	0.83	0.39	0.92	0.92	0.18	0.93	0.83	0.32	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	1.88	0.12	1.00	2.00	1.00	1.00	1.79	0.21
Final Sat.:	289	3538	1583	734	3300	206	343	3538	1583	600	3109	373

Capacity Analysis Module:												
Vol/Sat:	0.18	0.16	0.05	0.18	0.32	0.32	0.09	0.18	0.08	0.25	0.26	0.26
Crit Moves:	****						****					
Green/Cycle:	0.50	0.50	0.50	0.50	0.50	0.50	0.41	0.41	0.41	0.41	0.41	0.41
Volume/Cap:	0.36	0.31	0.11	0.35	0.64	0.64	0.22	0.43	0.19	0.61	0.64	0.64
Delay/Veh:	15.3	13.6	12.1	14.4	17.4	17.4	17.9	19.0	17.0	25.0	22.0	22.0
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:	15.3	13.6	12.1	14.4	17.4	17.4	17.9	19.0	17.0	25.0	22.0	22.0
LOS by Move:	B	B	B	B	B	B	B	B	B	C	C	C
HCM2kAvgQ:	1	5	1	3	12	12	1	7	2	4	11	11

Note: Queue reported is the number of cars per lane.

SEGMENT 1,2,3 PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #15 20th St and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.169
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 46.3
Optimal Cycle: 106 Level Of Service: D

Street Name:	20th St						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	35	0	5	35	0	5	25	0	5	25	0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:	20th St NB			20th St SB			Olympic Blvd EB			Olympic Blvd WB		
Base Vol:	33	499	260	255	924	49	41	596	60	242	879	148
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:	33	499	260	255	924	49	41	596	60	242	879	148
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:	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:	35	525	274	268	973	52	43	627	63	255	925	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	525	274	268	973	52	43	627	63	255	925	156
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 Volume:	35	525	274	268	973	52	43	627	63	255	925	156

Saturation Flow Module:	20th St NB			20th St SB			Olympic Blvd EB			Olympic Blvd WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.88	0.88	0.50	0.92	0.92	0.93	0.92	0.92	0.93	0.91	0.91
Lanes:	1.00	1.31	0.69	1.00	1.90	0.10	1.00	1.82	0.18	1.00	1.71	0.29
Final Sat.:	1769	2207	1150	947	3336	177	1769	3169	319	1769	2961	499

Capacity Analysis Module:	20th St NB			20th St SB			Olympic Blvd EB			Olympic Blvd WB		
Vol/Sat:	0.02	0.24	0.24	0.28	0.29	0.29	0.02	0.20	0.20	0.14	0.31	0.31
Crit Moves:	****			****			****			****		
Green/Cycle:	0.38	0.35	0.35	0.51	0.45	0.45	0.05	0.25	0.25	0.12	0.32	0.32
Volume/Cap:	0.20	0.68	0.68	0.79	0.65	0.65	0.48	0.79	0.79	1.23	0.99	0.99
Delay/Veh:	21.0	29.4	29.4	28.9	22.5	22.5	50.2	40.1	40.1	183.4	58.2	58.2
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:	21.0	29.4	29.4	28.9	22.5	22.5	50.2	40.1	40.1	183.4	58.2	58.2
LOS by Move:	C	C	C	C	C	C	D	D	D	F	E	E
HCM2kAvgQ:	1	12	12	9	13	13	2	12	12	16	24	24

Note: Queue reported is the number of cars per lane.

SEGMENT 1,2,3 PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #16 Cloverfield Blvd and Colorado Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 0.560
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 37.2
Optimal Cycle: 88 Level Of Service: D

Street Name:	Cloverfield Blvd						Colorado Ave					
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	28	0	5	30	0	5	32	0	5	25	0
Lanes:	2	0	2	0	1	0	1	0	2	0	1	0

Volume Module:	Cloverfield Blvd NB			Cloverfield Blvd SB			Colorado Ave EB			Colorado Ave WB		
Base Vol:	179	767	225	88	612	31	61	520	274	270	684	54
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:	179	767	225	88	612	31	61	520	274	270	684	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	188	807	237	93	644	33	64	547	288	284	720	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	188	807	237	93	644	33	64	547	288	284	720	57
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 Volume:	188	807	237	93	644	33	64	547	288	284	720	57

Saturation Flow Module:	Cloverfield Blvd NB			Cloverfield Blvd SB			Colorado Ave EB			Colorado Ave WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.83	0.93	0.92	0.92	0.93	0.93	0.83	0.90	0.92	0.92
Lanes:	2.00	2.00	1.00	1.00	1.90	0.10	1.00	2.00	1.00	2.00	1.85	0.15
Final Sat.:	3432	3538	1583	1769	3344	169	1769	3538	1583	3432	3243	256

Capacity Analysis Module:	Cloverfield Blvd NB			Cloverfield Blvd SB			Colorado Ave EB			Colorado Ave WB		
Vol/Sat:	0.05	0.23	0.15	0.05	0.19	0.19	0.04	0.15	0.18	0.08	0.22	0.22
Crit Moves:	****			****			****			****		
Green/Cycle:	0.10	0.36	0.36	0.08	0.34	0.34	0.07	0.28	0.28	0.15	0.36	0.36
Volume/Cap:	0.56	0.63	0.41	0.65	0.56	0.56	0.54	0.56	0.66	0.56	0.62	0.62
Delay/Veh:	53.8	32.8	29.3	63.3	32.6	32.6	59.2	37.9	42.1	48.9	32.8	32.8
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:	53.8	32.8	29.3	63.3	32.6	32.6	59.2	37.9	42.1	48.9	32.8	32.8
LOS by Move:	D	C	C	E	C	C	E	D	D	D	C	C
HCM2kAvgQ:	4	13	7	4	11	11	3	9	10	6	13	13

Note: Queue reported is the number of cars per lane.

SEGMENT 1,2,3 PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #17 Cloverfield Blvd and Olympic Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.765
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 39.2
Optimal Cycle: 99 Level Of Service: D

Cloverfield Blvd						Olympic Blvd					
North Bound			South Bound			East Bound			West Bound		
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	37	0	5	37	0	5	36	0	5	36	0
Lanes: 2	0	2	1	0	2	0	2	1	0	2	0

Volume Module:												
Base Vol:	203	799	44	98	1107	43	75	450	343	355	842	110
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:	203	799	44	98	1107	43	75	450	343	355	842	110
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:	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:	214	841	46	103	1165	45	79	474	361	374	886	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	214	841	46	103	1165	45	79	474	361	374	886	116
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 Volume:	214	841	46	103	1165	45	79	474	361	374	886	116

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.88	0.88	0.90	0.89	0.89	0.93	0.87	0.87	0.90	0.93	0.83
Lanes:	2.00	2.84	0.16	2.00	2.89	0.11	1.00	1.13	0.87	2.00	2.00	1.00
Final Sat.:	3432	4779	263	3432	4864	189	1769	1877	1431	3432	3538	1583

Capacity Analysis Module:												
Vol/Sat:	0.06	0.18	0.18	0.03	0.24	0.24	0.04	0.25	0.25	0.11	0.25	0.07
Crit Moves:	****			****			****			****		
Green/Cycle:	0.08	0.35	0.35	0.05	0.31	0.31	0.06	0.33	0.33	0.14	0.41	0.41
Volume/Cap:	0.77	0.51	0.51	0.64	0.77	0.77	0.73	0.77	0.77	0.77	0.61	0.18
Delay/Veh:	65.9	31.2	31.2	64.6	39.5	39.5	77.5	39.3	39.3	56.6	28.5	22.6
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:	65.9	31.2	31.2	64.6	39.5	39.5	77.5	39.3	39.3	56.6	28.5	22.6
LOS by Move:	E	C	C	E	D	D	E	D	D	E	C	C
HCM2kAvgQ:	6	10	10	3	16	16	4	16	16	9	14	3

Note: Queue reported is the number of cars per lane.

SEGMENT 1,2,3 PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #18 26th St and Colorado Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 0.839

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 23.3

Optimal Cycle: 73 Level Of Service: C

Street Name:	26th St						Colorado Ave					
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	23	0	0	23	0	0	23	0	0	22	0
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1

Volume Module:												
Base Vol:	49	540	117	182	576	153	103	650	143	53	763	154
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:	49	540	117	182	576	153	103	650	143	53	763	154
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:	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:	52	568	123	192	606	161	108	684	151	56	803	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	568	123	192	606	161	108	684	151	56	803	162
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 Volume:	52	568	123	192	606	161	108	684	151	56	803	162

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.22	0.98	0.83	0.25	0.98	0.83	0.19	0.98	0.83	0.10	0.91	0.91
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.66	0.34
Final Sat.:	425	1862	1583	482	1862	1583	367	1862	1583	188	2870	579

Capacity Analysis Module:												
Vol/Sat:	0.12	0.31	0.08	0.40	0.33	0.10	0.30	0.37	0.10	0.30	0.28	0.28
Crit Moves:				****						****		
Green/Cycle:	0.47	0.47	0.47	0.47	0.47	0.47	0.44	0.44	0.44	0.44	0.44	0.44
Volume/Cap:	0.26	0.64	0.16	0.84	0.69	0.21	0.68	0.84	0.22	0.68	0.64	0.64
Delay/Veh:	14.9	19.6	13.6	43.9	20.8	14.0	31.0	30.2	15.9	40.5	20.7	20.7
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:	14.9	19.6	13.6	43.9	20.8	14.0	31.0	30.2	15.9	40.5	20.7	20.7
LOS by Move:	B	B	B	D	C	B	C	C	B	D	C	C
HCM2kAvgQ:	1	13	2	7	14	3	4	19	3	3	12	12

Note: Queue reported is the number of cars per lane.

SEGMENT 1,2,3 PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #19 26th St and Olympic Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.797

Loss Time (sec): 19 (Y+R=4.0 sec) Average Delay (sec/veh): 53.5

Optimal Cycle: 99 Level Of Service: D

Street Name:	26th St						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	34	0	0	0	0	5	40	0	0	40	0
Lanes:	1	0	1	1	0	2	1	0	2	0	0	1

Volume Module:

Base Vol:	18	312	60	440	0	317	59	871	0	0	1302	211
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:	18	312	60	440	0	317	59	871	0	0	1302	211
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:	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:	19	328	63	463	0	334	62	917	0	0	1371	222
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	328	63	463	0	334	62	917	0	0	1371	222
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 Volume:	19	328	63	463	0	334	62	917	0	0	1371	222

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.91	0.91	0.90	1.00	0.73	0.93	0.93	1.00	1.00	0.93	0.83
Lanes:	1.00	1.68	0.32	2.00	0.00	2.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	1769	2896	557	3432	0	2786	1769	3538	0	0	3538	1583

Capacity Analysis Module:

Vol/Sat:	0.01	0.11	0.11	0.13	0.00	0.12	0.04	0.26	0.00	0.00	0.39	0.14
Crit Moves:	****			****			****			****		
Green/Cycle:	0.28	0.28	0.28	0.13	0.00	0.18	0.04	0.42	0.00	0.00	0.38	0.38
Volume/Cap:	0.04	0.40	0.40	1.01	0.00	0.68	0.84	0.61	0.00	0.00	1.01	0.37
Delay/Veh:	31.2	35.0	35.0	96.8	0.0	50.4	111.9	27.5	0.0	0.0	64.2	26.9
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:	31.2	35.0	35.0	96.8	0.0	50.4	111.9	27.5	0.0	0.0	64.2	26.9
LOS by Move:	C	D	D	F	A	D	F	C	A	A	E	C
HCM2kAvgQ:	0	6	6	14	0	8	4	14	0	0	34	6

Note: Queue reported is the number of cars per lane.

SEGMENT 1,2,3 PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #20 Stewart St and Colorado Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 0.653

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 16.3

Optimal Cycle: 43 Level Of Service: B

Street Name:	Stewart St						Colorado Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	28	0	0	0	0
Lanes:	1	0	0	0	0	0	0	0	1	0	1	0

Volume Module:

Base Vol:	357	0	189	0	0	0	0	657	259	170	464	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:	357	0	189	0	0	0	0	657	259	170	464	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:	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:	376	0	199	0	0	0	0	692	273	179	488	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	376	0	199	0	0	0	0	692	273	179	488	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 Volume:	376	0	199	0	0	0	0	692	273	179	488	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.83	1.00	1.00	1.00	1.00	0.98	0.83	0.25	0.98	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1769	0	1583	0	0	0	0	1862	1583	467	1862	0

Capacity Analysis Module:

Vol/Sat:	0.21	0.00	0.13	0.00	0.00	0.00	0.00	0.37	0.17	0.38	0.26	0.00
Crit Moves:	****									****		
Green/Cycle:	0.33	0.00	0.33	0.00	0.00	0.00	0.00	0.59	0.59	0.59	0.59	0.00
Volume/Cap:	0.65	0.00	0.39	0.00	0.00	0.00	0.00	0.63	0.29	0.65	0.45	0.00
Delay/Veh:	28.7	0.0	23.9	0.0	0.0	0.0	0.0	13.5	9.5	18.1	10.8	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:	28.7	0.0	23.9	0.0	0.0	0.0	0.0	13.5	9.5	18.1	10.8	0.0
LOS by Move:	C	A	C	A	A	A	A	B	A	B	B	A
HCM2kAvgQ:	10	0	4	0	0	0	0	13	4	5	8	0

Note: Queue reported is the number of cars per lane.

SEGMENT 1,2,3 PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #21 Stewart St and Olympic Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.892

Loss Time (sec): 24 (Y+R=4.0 sec) Average Delay (sec/veh): 50.7

Optimal Cycle: 138 Level Of Service: D

Street Name:	Stewart St						Olympic Blvd					
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	31	0	5	31	0	5	29	0	5	29	0
Lanes:	1	0	1	1	0	0	2	0	1	2	0	1

Volume Module:

Base Vol:	49	250	73	161	411	116	74	1108	145	151	1025	102
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:	49	250	73	161	411	116	74	1108	145	151	1025	102
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:	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:	52	263	77	169	433	122	78	1166	153	159	1079	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	263	77	169	433	122	78	1166	153	159	1079	107
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 Volume:	52	263	77	169	433	122	78	1166	153	159	1079	107

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.90	0.90	0.90	0.95	0.95	0.93	0.93	0.83	0.90	0.92	0.92
Lanes:	1.00	1.55	0.45	2.00	0.78	0.22	1.00	2.00	1.00	2.00	1.82	0.18
Final Sat.:	1769	2645	772	3432	1404	396	1769	3538	1583	3432	3173	316

Capacity Analysis Module:

Vol/Sat:	0.03	0.10	0.10	0.05	0.31	0.31	0.04	0.33	0.10	0.05	0.34	0.34
Crit Moves:	****			****			****			****		
Green/Cycle:	0.04	0.32	0.32	0.06	0.34	0.34	0.05	0.37	0.37	0.05	0.37	0.37
Volume/Cap:	0.70	0.31	0.31	0.80	0.90	0.90	0.92	0.90	0.26	0.90	0.92	0.92
Delay/Veh:	82.6	30.8	30.8	75.1	54.1	54.1	128.9	45.0	27.0	97.7	47.2	47.2
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:	82.6	30.8	30.8	75.1	54.1	54.1	128.9	45.0	27.0	97.7	47.2	47.2
LOS by Move:	F	C	C	E	D	D	F	D	C	F	D	D
HCM2kAvgQ:	3	5	5	5	23	23	5	25	4	5	26	26

Note: Queue reported is the number of cars per lane.

SEGMENT 1,2,3 PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #22 Centinela Ave (N) and Olympic Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.739
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 17.9
Optimal Cycle: 56 Level Of Service: B

Centinela Ave (N)						Olympic Blvd					
North Bound			South Bound			East Bound			West Bound		
L	T	R	L	T	R	L	T	R	L	T	R
Split Phase			Split Phase			Permitted			Permitted		
Include			Include			Include			Ovl		
0	0	0	0	35	0	0	0	0	0	32	0
0	0	0	2	0	0	1	0	1	1	0	1

Volume Module:												
Base Vol:	0	0	0	733	0	83	50	1257	0	0	1564	622
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	733	0	83	50	1257	0	0	1564	622
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:	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:	0	0	0	772	0	87	53	1323	0	0	1646	655
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	772	0	87	53	1323	0	0	1646	655
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 Volume:	0	0	0	772	0	87	53	1323	0	0	1646	655

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.90	1.00	0.83	0.07	0.93	0.95	1.00	0.93	0.83
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	3432	0	1583	142	3538	0	1900	3538	1583

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.22	0.00	0.06	0.37	0.37	0.00	0.00	0.47	0.41
Crit Moves:				****							****	
Green/Cycle:	0.00	0.00	0.00	0.30	0.00	0.30	0.63	0.63	0.00	0.00	0.63	0.93
Volume/Cap:	0.00	0.00	0.00	0.74	0.00	0.18	0.59	0.59	0.00	0.00	0.74	0.44
Delay/Veh:	0.0	0.0	0.0	40.3	0.0	30.9	23.3	13.6	0.0	0.0	16.8	0.7
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	40.3	0.0	30.9	23.3	13.6	0.0	0.0	16.8	0.7
LOS by Move:	A	A	A	D	A	C	C	B	A	A	B	A
HCM2kAvgQ:	0	0	0	14	0	2	2	15	0	0	23	3

Note: Queue reported is the number of cars per lane.

SEGMENT 1,2,3 PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #23 Centinela Ave (S) and Olympic Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.545
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 18.4
Optimal Cycle: 39 Level Of Service: B

Centinela Ave (S)						Olympic Blvd					
North Bound			South Bound			East Bound			West Bound		
L	T	R	L	T	R	L	T	R	L	T	R
Split Phase			Split Phase			Permitted			Permitted		
Include			Include			Ovl			Include		
Min. Green:	5	30	0	0	0	0	26	0	0	26	0
Lanes:	1	0	1	0	0	0	0	1	1	0	2

Volume Module:												
Base Vol:	452	0	164	0	0	0	0	1388	765	138	1789	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:	452	0	164	0	0	0	0	1388	765	138	1789	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:	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:	476	0	173	0	0	0	0	1461	805	145	1883	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	476	0	173	0	0	0	0	1461	805	145	1883	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 Volume:	476	0	173	0	0	0	0	1461	805	145	1883	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	1.00	0.91	1.00	1.00	1.00	1.00	0.89	0.83	0.17	0.89	0.91
Lanes:	1.58	0.00	0.42	0.00	1.00	0.00	1.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	2725	0	725	0	1900	0	1900	5083	1583	315	5083	0

Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.24	0.00	0.00	0.00	0.00	0.29	0.51	0.46	0.37	0.00
Crit Moves:	****						****					
Green/Cycle:	0.39	0.00	0.39	0.00	0.00	0.00	0.00	0.55	0.93	0.55	0.55	0.00
Volume/Cap:	0.45	0.00	0.61	0.00	0.00	0.00	0.00	0.53	0.55	0.85	0.68	0.00
Delay/Veh:	27.4	0.0	30.5	0.0	0.0	0.0	0.0	17.6	1.0	53.5	20.4	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:	27.4	0.0	30.5	0.0	0.0	0.0	0.0	17.6	1.0	53.5	20.4	0.0
LOS by Move:	C	A	C	A	A	A	A	B	A	D	C	A
HCM2kAvgQ:	8	0	12	0	0	0	0	12	5	7	19	0

Note: Queue reported is the number of cars per lane.

SEGMENT 1,2,3 PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #24 Centinela Ave and Exposition Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.789

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 11.4

Optimal Cycle: 63 Level Of Service: B

Street Name:	Centinela Ave						Exposition Blvd					
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	16	0	0	16	0	0	0	0	0	21	0
Lanes:	0	0	1	0	1	0	0	1	0	0	1	0

Volume Module:

Base Vol:	0	623	31	78	923	0	0	0	0	74	0	83
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	623	31	78	923	0	0	0	0	74	0	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	0	656	33	82	972	0	0	0	0	78	0	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	656	33	82	972	0	0	0	0	78	0	87
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 Volume:	0	656	33	82	972	0	0	0	0	78	0	87

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.97	0.97	0.88	0.88	1.00	1.00	1.00	1.00	0.89	1.00	0.89
Lanes:	0.00	0.95	0.05	0.08	0.92	0.00	0.00	1.00	0.00	0.47	0.00	0.53
Final Sat.:	0	1763	88	131	1547	0	0	1900	0	797	0	893

Capacity Analysis Module:

Vol/Sat:	0.00	0.37	0.37	0.63	0.63	0.00	0.00	0.00	0.00	0.10	0.00	0.10
Crit Moves:					****							****
Green/Cycle:	0.00	0.80	0.80	0.80	0.80	0.00	0.00	0.00	0.00	0.12	0.00	0.12
Volume/Cap:	0.00	0.47	0.47	0.79	0.79	0.00	0.00	0.00	0.00	0.79	0.00	0.79
Delay/Veh:	0.0	3.5	3.5	8.8	8.8	0.0	0.0	0.0	0.0	60.5	0.0	60.5
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	3.5	3.5	8.8	8.8	0.0	0.0	0.0	0.0	60.5	0.0	60.5
LOS by Move:	A	A	A	A	A	A	A	A	A	E	A	E
HCM2kAvgQ:	0	7	7	19	19	0	0	0	0	7	0	7

Note: Queue reported is the number of cars per lane.

SEGMENT 1,2,3 PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #25 Centinela Ave and Pico Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.820

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 27.7

Optimal Cycle: 73 Level Of Service: C

Street Name:	Centinela Ave						Pico Blvd					
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	29	0	0	29	0	0	25	0	0	26	0
Lanes:	1	0	1	0	1	0	1	0	2	0	1	0

Volume Module:												
Base Vol:	48	431	125	138	1006	194	89	740	526	79	690	431
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:	48	431	125	138	1006	194	89	740	526	79	690	431
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:	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:	51	454	132	145	1059	204	94	779	554	83	726	454
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	454	132	145	1059	204	94	779	554	83	726	454
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 Volume:	51	454	132	145	1059	204	94	779	554	83	726	454

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.09	0.98	0.83	0.29	0.91	0.91	0.12	0.93	0.83	0.26	0.88	0.88
Lanes:	1.00	1.00	1.00	1.00	1.68	0.32	1.00	2.00	1.00	1.00	1.23	0.77
Final Sat.:	169	1862	1583	559	2895	558	235	3538	1583	499	2051	1281

Capacity Analysis Module:												
Vol/Sat:	0.30	0.24	0.08	0.26	0.37	0.37	0.40	0.22	0.35	0.17	0.35	0.35
Crit Moves:	****						****					
Green/Cycle:	0.45	0.45	0.45	0.45	0.45	0.45	0.49	0.49	0.49	0.49	0.49	0.49
Volume/Cap:	0.67	0.55	0.19	0.58	0.82	0.82	0.82	0.45	0.72	0.34	0.73	0.73
Delay/Veh:	46.8	25.1	20.2	28.4	32.6	32.6	61.8	20.4	27.6	19.8	26.1	26.1
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:	46.8	25.1	20.2	28.4	32.6	32.6	61.8	20.4	27.6	19.8	26.1	26.1
LOS by Move:	D	C	C	C	C	C	E	C	C	B	C	C
HCM2kAvgQ:	3	12	3	5	23	23	5	10	17	2	19	19

Note: Queue reported is the number of cars per lane.

SEGMENT 1,2,3 PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #26 Bundy Dr and Olympic Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.182

Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 93.5

Optimal Cycle: 180 Level Of Service: F

Street Name:	Bundy Dr								Olympic Blvd											
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:	Ovl				Include				Ovl				Ovl							
Min. Green:	5	40		0	5	40		0	5	35		0	5	35		0				
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	3	0	1	2	0	3	0	1

Volume Module:

Base Vol:	167	1462	357	326	1387	125	195	837	355	293	1348	368
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:	167	1462	357	326	1387	125	195	837	355	293	1348	368
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:	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:	176	1539	376	343	1460	132	205	881	374	308	1419	387
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	1539	376	343	1460	132	205	881	374	308	1419	387
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 Volume:	176	1539	376	343	1460	132	205	881	374	308	1419	387

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.83	0.93	0.93	0.83	0.93	0.89	0.83	0.90	0.89	0.83
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1769	3538	1583	1769	3538	1583	1769	5083	1583	3432	5083	1583

Capacity Analysis Module:

Vol/Sat:	0.10	0.44	0.24	0.19	0.41	0.08	0.12	0.17	0.24	0.09	0.28	0.24
Crit Moves:	****			****			****			****		
Green/Cycle:	0.09	0.34	0.43	0.15	0.39	0.39	0.09	0.29	0.39	0.09	0.29	0.44
Volume/Cap:	1.05	1.30	0.56	1.30	1.05	0.21	1.30	0.59	0.61	1.00	0.96	0.55
Delay/Veh:	139.3	179	27.0	209.1	76.6	24.4	226.3	37.1	31.5	106.9	56.2	25.8
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:	139.3	179	27.0	209.1	76.6	24.4	226.3	37.1	31.5	106.9	56.2	25.8
LOS by Move:	F	F	C	F	E	C	F	D	C	F	E	C
HCM2kAvgQ:	11	54	11	25	38	3	16	11	12	10	24	11

Note: Queue reported is the number of cars per lane.

SEGMENT 1,2,3 PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #27 Bundy Dr and Exposition Blvd

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Bundy Dr						Exposition Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	1	1	0	0	0	1	0	0	0	0

Volume Module:												
Base Vol:	27	1753	11	83	2184	92	60	7	149	48	7	110
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:	27	1753	11	83	2184	92	60	7	149	48	7	110
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:	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:	28	1845	12	87	2299	97	63	7	157	51	7	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	28	1845	12	87	2299	97	63	7	157	51	7	116

Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:												
Cnflct Vol:	2396	xxxx	xxxxx	1857	xxxx	xxxxx	3505	4436	1198	3236	4478	928
Potent Cap.:	197	xxxx	xxxxx	322	xxxx	xxxxx	2	1	178	4	1	270
Move Cap.:	197	xxxx	xxxxx	322	xxxx	xxxxx	0	1	178	0	1	270
Volume/Cap:	0.14	xxxx	xxxxx	0.27	xxxx	xxxxx	xxxx	8.36	0.88	xxxx	8.95	0.43

Level Of Service Module:												
2Way95thQ:	0.5	xxxx	xxxxx	1.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	26.3	xxxx	xxxxx	20.3	xxxx	xxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	D	*	*	C	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	0	xxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx				xxxxxx				xxxxxx			
ApproachLOS:	*				*				F			

Note: Queue reported is the number of cars per lane.

SEGMENT 1,2,3 PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #28 Bundy Dr and Pico Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.274

Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 48.7

Optimal Cycle: 180 Level Of Service: D

Street Name:	Bundy Dr						Pico Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	5	29	0	5	29	0	5	29	0	5	29	0
Lanes:	1	0	2	1	0	2	1	0	1	1	0	1

Volume Module:												
Base Vol:	228	1015	130	162	961	106	159	878	41	99	901	194
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:	228	1015	130	162	961	106	159	878	41	99	901	194
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:	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:	240	1068	137	171	1012	112	167	924	43	104	948	204
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	1068	137	171	1012	112	167	924	43	104	948	204
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 Volume:	240	1068	137	171	1012	112	167	924	43	104	948	204

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.88	0.88	0.93	0.93	0.83	0.93	0.92	0.92	0.93	0.91	0.91
Lanes:	1.00	2.66	0.34	1.00	2.00	1.00	1.00	1.91	0.09	1.00	1.65	0.35
Final Sat.:	1769	4430	567	1769	3538	1583	1769	3356	157	1769	2832	610

Capacity Analysis Module:												
Vol/Sat:	0.14	0.24	0.24	0.10	0.29	0.07	0.09	0.28	0.28	0.06	0.33	0.33
Crit Moves:	****			****			****			****		
Green/Cycle:	0.46	0.31	0.31	0.41	0.29	0.29	0.47	0.36	0.36	0.42	0.34	0.34
Volume/Cap:	0.78	0.79	0.79	0.61	0.98	0.24	0.72	0.76	0.76	0.49	0.98	0.98
Delay/Veh:	43.6	40.8	40.8	29.3	65.9	32.7	36.8	36.7	36.7	26.3	61.1	61.1
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:	43.6	40.8	40.8	29.3	65.9	32.7	36.8	36.7	36.7	26.3	61.1	61.1
LOS by Move:	D	D	D	C	E	C	D	D	D	C	E	E
HCM2kAvgQ:	9	16	16	6	25	3	7	18	18	3	28	28

Note: Queue reported is the number of cars per lane.

SEGMENT 1,2,3 PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #29 Barrington Ave and Olympic Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.962
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 74.4
Optimal Cycle: 180 Level Of Service: E

Street Name:	Barrington Ave						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	35	0	5	35	0	0	28	0	0	28	0
Lanes:	1	0	2	0	1	1	0	2	1	0	1	0

Volume Module:

Base Vol:	176	627	96	196	1268	60	74	1158	370	176	1687	173
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	176	627	96	196	1268	60	74	1158	370	176	1687	173
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	185	660	101	206	1335	63	78	1219	389	185	1776	182
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	185	660	101	206	1335	63	78	1219	389	185	1776	182
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 Volume:	185	660	101	206	1335	63	78	1219	389	185	1776	182

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.21	0.93	0.83	0.29	0.93	0.83	0.09	0.86	0.86	0.09	0.89	0.83
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.27	0.73	1.00	4.00	1.00
Final Sat.:	394	3538	1583	549	3538	1583	168	3714	1187	175	6778	1583

Capacity Analysis Module:

Vol/Sat:	0.47	0.19	0.06	0.38	0.38	0.04	0.46	0.33	0.33	1.06	0.26	0.12
Crit Moves:	****			****						****		
Green/Cycle:	0.35	0.29	0.29	0.38	0.29	0.29	0.55	0.55	0.55	0.55	0.55	0.55
Volume/Cap:	1.17	0.64	0.22	0.99	1.29	0.14	0.84	0.59	0.59	1.91	0.47	0.21
Delay/Veh:	150.3	38.4	32.4	96.3	182	31.5	68.4	18.2	18.2	473.1	16.3	13.6
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:	150.3	38.4	32.4	96.3	182	31.5	68.4	18.2	18.2	473.1	16.3	13.6
LOS by Move:	F	D	C	F	F	C	E	B	B	F	B	B
HCM2kAvgQ:	13	12	3	12	47	2	4	14	14	19	11	3

Note: Queue reported is the number of cars per lane.

HCM Signalized Intersection Capacity Analysis

30: Expo N. & Barrington Avenue

Segment 2 PM

												
Movement	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)			5.0			5.0		5.0			5.0	
Lane Util. Factor			1.00			1.00		0.95			0.95	
Frt			0.86			0.86		0.99			1.00	
Flt Protected			1.00			1.00		1.00			1.00	
Satd. Flow (prot)			1611			1611		3517			3537	
Flt Permitted			1.00			1.00		1.00			1.00	
Satd. Flow (perm)			1611			1611		3517			3537	
Volume (vph)	0	0	112	0	0	26	0	853	37	0	1890	7
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	118	0	0	27	0	898	39	0	1989	7
RTOR Reduction (vph)	0	0	23	0	0	23	0	3	0	0	0	0
Lane Group Flow (vph)	0	0	95	0	0	4	0	934	0	0	1996	0
Turn Type	custom			custom						Perm		
Protected Phases								2				6
Permitted Phases			4			8				6		
Actuated Green, G (s)			15.8			15.8		74.1			74.1	
Effective Green, g (s)			14.8			14.8		73.1			73.1	
Actuated g/C Ratio			0.15			0.15		0.75			0.75	
Clearance Time (s)			4.0			4.0		4.0			4.0	
Vehicle Extension (s)			3.0			3.0		3.0			3.0	
Lane Grp Cap (vph)			244			244		2626			2641	
v/s Ratio Prot								0.27			c0.56	
v/s Ratio Perm			c0.06			0.00						
v/c Ratio			0.39			0.02		0.36			0.76	
Uniform Delay, d1			37.5			35.4		4.3			7.2	
Progression Factor			1.00			1.00		0.20			1.00	
Incremental Delay, d2			1.0			0.0		0.4			2.1	
Delay (s)			38.5			35.4		1.2			9.3	
Level of Service			D			D		A			A	
Approach Delay (s)		38.5			35.4			1.2			9.3	
Approach LOS		D			D			A			A	
Intersection Summary												
HCM Average Control Delay			8.2				HCM Level of Service			A		
HCM Volume to Capacity ratio			0.69									
Actuated Cycle Length (s)			97.9				Sum of lost time (s)			10.0		
Intersection Capacity Utilization			67.7%				ICU Level of Service			C		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

Segment 2 PM

31: Expo S. & Barrington Avenue

												
Movement	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)			5.0				5.0	5.0			5.0	
Lane Util. Factor			1.00				1.00	0.95			0.95	
Frt			0.85				1.00	1.00			1.00	
Flt Protected			1.00				0.95	1.00			1.00	
Satd. Flow (prot)			1583				1770	3539			3530	
Flt Permitted			1.00				0.05	1.00			1.00	
Satd. Flow (perm)			1583				102	3539			3530	
Volume (vph)	0	0	198	0	0	0	29	1031	0	0	2208	37
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	208	0	0	0	31	1085	0	0	2324	39
RTOR Reduction (vph)	0	0	12	0	0	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	0	196	0	0	0	31	1085	0	0	2362	0
Turn Type	custom		custom		Perm							
Protected Phases									2		6	
Permitted Phases	4		4						2			
Actuated Green, G (s)			15.8						74.1		74.1	
Effective Green, g (s)			14.8						73.1		73.1	
Actuated g/C Ratio			0.15						0.75		0.75	
Clearance Time (s)			4.0						4.0		4.0	
Vehicle Extension (s)			3.0						3.0		3.0	
Lane Grp Cap (vph)			239						76		2643	
v/s Ratio Prot									0.31		c0.67	
v/s Ratio Perm			c0.12						0.30			
v/c Ratio			0.82						0.41		0.90	
Uniform Delay, d1			40.3						4.5		4.5	
Progression Factor			1.00						1.00		1.00	
Incremental Delay, d2			19.7						15.4		0.5	
Delay (s)			60.0						19.9		5.0	
Level of Service			E						B		A	
Approach Delay (s)	60.0				0.0				5.4		8.5	
Approach LOS	E				A				A		A	
Intersection Summary												
HCM Average Control Delay			10.4		HCM Level of Service				B			
HCM Volume to Capacity ratio			0.88									
Actuated Cycle Length (s)			97.9		Sum of lost time (s)				10.0			
Intersection Capacity Utilization			82.8%		ICU Level of Service				E			
Analysis Period (min)			15									
c Critical Lane Group												

SEGMENT 1,2,3 PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #32 Barrington Ave and Pico Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.177
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 37.0
Optimal Cycle: 180 Level Of Service: D

Barrington Ave						Pico Blvd					
North Bound			South Bound			East Bound			West Bound		
L	T	R	L	T	R	L	T	R	L	T	R
Control: Permitted			Control: Permitted			Control: Permitted			Control: Permitted		
Rights: Include			Rights: Include			Rights: Include			Rights: Include		
Min. Green: 0	26	0	0	26	0	0	26	0	0	26	0
Lanes: 1	0	1	1	0	2	1	0	1	1	0	1

Volume Module:												
Base Vol:	76	660	40	169	1539	134	148	808	142	104	753	50
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:	76	660	40	169	1539	134	148	808	142	104	753	50
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:	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	695	42	178	1620	141	156	851	149	109	793	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	695	42	178	1620	141	156	851	149	109	793	53
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 Volume:	80	695	42	178	1620	141	156	851	149	109	793	53

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.06	0.92	0.92	0.29	0.93	0.83	0.20	0.91	0.91	0.14	0.92	0.92
Lanes:	1.00	1.89	0.11	1.00	2.00	1.00	1.00	1.70	0.30	1.00	1.88	0.12
Final Sat.:	118	3306	200	553	3538	1583	374	2943	517	259	3288	218

Capacity Analysis Module:												
Vol/Sat:	0.68	0.21	0.21	0.32	0.46	0.09	0.42	0.29	0.29	0.42	0.24	0.24
Crit Moves:	****									****		
Green/Cycle:	0.57	0.57	0.57	0.57	0.57	0.57	0.36	0.36	0.36	0.36	0.36	0.36
Volume/Cap:	1.18	0.37	0.37	0.56	0.80	0.16	1.16	0.80	0.80	1.18	0.67	0.67
Delay/Veh:	190.2	13.9	13.9	18.3	22.4	12.0	164.8	38.6	38.6	186.9	33.9	33.9
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:	190.2	13.9	13.9	18.3	22.4	12.0	164.8	38.6	38.6	186.9	33.9	33.9
LOS by Move:	F	B	B	B	C	B	F	D	D	F	C	C
HCM2kAvgQ:	7	8	8	5	26	2	11	19	19	9	14	14

Note: Queue reported is the number of cars per lane.

SEGMENT 1,2,3 PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #33 Gateway Blvd/Pico Blvd and Exposition Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.491
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 152.9
Optimal Cycle: 180 Level Of Service: F

Street Name:	Gateway Blvd/Pico Blvd						Exposition Blvd					
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			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	38	0	0	0	0
Lanes:	0	0	0	0	0	0	0	0	1	2	0	0

Volume Module:	Gateway Blvd/Pico Blvd			Exposition Blvd		
Base Vol:	0	0	1099	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	1099	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	1157	0	0	0
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	0	0	1157	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	1157	0	0	0

Saturation Flow Module:	Gateway Blvd/Pico Blvd			Exposition Blvd		
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.73	1.00	1.00	1.00
Lanes:	0.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	0	2786	0	0	0

Capacity Analysis Module:	Gateway Blvd/Pico Blvd			Exposition Blvd		
Vol/Sat:	0.00	0.00	0.42	0.00	0.00	0.00
Crit Moves:	****			****		
Green/Cycle:	0.00	0.00	0.52	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.80	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	27.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	27.4	0.0	0.0	0.0
LOS by Move:	A	A	C	A	A	A
HCM2kAvgQ:	0	0	22	0	0	0

Note: Queue reported is the number of cars per lane.

SEGMENT 1,2,3 PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #34 Sawtelle Blvd and Pico Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.616
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 134.1
Optimal Cycle: 180 Level Of Service: F

Sawtelle Blvd						Pico Blvd						
North Bound			South Bound			East Bound			West Bound			
L	T	R	L	T	R	L	T	R	L	T	R	
Control: Permitted			Permit+Prot			Permitted			Permit+Prot			
Rights: Include			Include			Include			Include			
Min. Green:	0	30	0	5	30	0	0	26	0	5	26	0
Lanes:	1	0	1	1	0	1	1	0	2	0	1	0

Volume Module:												
Base Vol:	361	1694	238	108	601	341	80	1170	289	277	1722	164
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:	361	1694	238	108	601	341	80	1170	289	277	1722	164
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:	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:	380	1783	251	114	633	359	84	1232	304	292	1813	173
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	380	1783	251	114	633	359	84	1232	304	292	1813	173
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	380	1783	251	114	633	359	84	1232	304	292	1813	173

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.91	0.91	0.32	0.93	0.83	0.93	0.93	0.83	0.52	0.88	0.88
Lanes:	1.00	1.75	0.25	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.74	0.26
Final Sat.:	1769	3046	428	612	3538	1583	1769	3538	1583	996	4581	436

Capacity Analysis Module:												
Vol/Sat:	0.21	0.59	0.59	0.19	0.18	0.23	0.05	0.35	0.19	0.29	0.40	0.40
Crit Moves:	****			****			****			****		
Green/Cycle:	0.22	0.44	0.44	0.26	0.26	0.26	0.04	0.26	0.26	0.34	0.34	0.34
Volume/Cap:	0.96	1.34	1.34	0.52	0.69	0.87	1.16	1.34	0.74	0.83	1.16	1.16
Delay/Veh:	80.8	192	192.0	2.1	42.1	60.3	212.6	205	47.8	15.0	118	118.2
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:	80.8	192	192.0	2.1	42.1	60.3	212.6	205	47.8	15.0	118	118.2
LOS by Move:	F	F	F	A	D	E	F	F	D	B	F	F
HCM2kAvgQ:	18	73	73	4	12	16	7	46	12	12	42	42

Note: Queue reported is the number of cars per lane.

SEGMENT 1,2,3 PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #35 Sawtelle Blvd and Exposition Blvd

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Street Name:	Sawtelle Blvd						Exposition Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	1	1	0	0	0	1	0	0	0	1

Volume Module:												
Base Vol:	7	884	125	306	1571	31	14	47	167	61	21	185
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:	7	884	125	306	1571	31	14	47	167	61	21	185
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:	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:	7	931	132	322	1654	33	15	49	176	64	22	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	7	931	132	322	1654	33	15	49	176	64	22	195

Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:												
Cnflct Vol:	1686	xxxx	xxxxx	1062	xxxx	xxxxx	2805	3391	843	2507	3342	531
Potent Cap.:	375	xxxx	xxxxx	652	xxxx	xxxxx	8	7	307	14	8	493
Move Cap.:	375	xxxx	xxxxx	652	xxxx	xxxxx	0	4	307	0	4	493
Volume/Cap:	0.02	xxxx	xxxxx	0.49	xxxx	xxxxx	xxxxx	13.62	0.57	xxxxx	5.64	0.40

Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	2.7	xxxx	xxxxx	xxxx	xxxx	3.3	xxxx	xxxx	1.9
Control Del:	14.8	xxxx	xxxxx	15.8	xxxx	xxxxx	xxxxx	xxxx	31.3	xxxxx	xxxx	17.0
LOS by Move:	B	*	*	C	*	*	*	*	D	*	*	C
Movement:	LT - LTR - RT	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0	xxxx	xxxxx	0	xxxx	xxxxx
Shared Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:	*	*			*			F			F	

Note: Queue reported is the number of cars per lane.

SEGMENT 1,2,3 PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #40 Sepulveda Blvd and Pico Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.946
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 133.2
Optimal Cycle: 180 Level Of Service: F

Sepulveda Blvd					Pico Blvd														
North Bound					South Bound					East Bound					West Bound				
L - T - R					L - T - R					L - T - R					L - T - R				
Control: Protected					Permitted					Permitted					Prot+Permit				
Rights: Include					Include					Ovl					Include				
Min. Green: 5 28 0					0 28 0					0 29 0					5 29 0				
Lanes: 1 0 2 1 0					1 0 1 1 0					1 0 3 0 1					1 0 2 1 0				

Volume Module:												
Base Vol:	193	1499	201	128	1620	137	128	1571	266	235	1448	116
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:	193	1499	201	128	1620	137	128	1571	266	235	1448	116
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:	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:	203	1578	212	135	1705	144	135	1654	280	247	1524	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	203	1578	212	135	1705	144	135	1654	280	247	1524	122
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 Volume:	203	1578	212	135	1705	144	135	1654	280	247	1524	122

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.88	0.88	0.07	0.92	0.92	0.93	0.89	0.83	0.34	0.88	0.88
Lanes:	1.00	2.65	0.35	1.00	1.84	0.16	1.00	3.00	1.00	1.00	2.78	0.22
Final Sat.:	1769	4402	590	134	3223	273	1769	5083	1583	639	4654	373

Capacity Analysis Module:												
Vol/Sat:	0.11	0.36	0.36	1.01	0.53	0.53	0.08	0.33	0.18	0.39	0.33	0.33
Crit Moves:	****			****			****			****		
Green/Cycle:	0.07	0.54	0.54	0.48	0.48	0.48	0.06	0.24	0.31	0.26	0.26	0.26
Volume/Cap:	1.74	0.66	0.66	2.10	1.11	1.11	1.25	1.35	0.57	1.21	1.25	1.25
Delay/Veh:	420.9	20.0	20.0	575.2	88.3	88.3	225.8	207	36.6	167.4	165	164.7
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:	420.9	20.0	20.0	575.2	88.3	88.3	225.8	207	36.6	167.4	165	164.7
LOS by Move:	F	B	B	F	F	F	F	F	D	F	F	F
HCM2kAvgQ:	20	17	17	15	51	51	11	43	9	17	39	39

Note: Queue reported is the number of cars per lane.

SEGMENT 1,2,3 PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #41 Sepulveda Blvd and Exposition Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.658

Loss Time (sec): 22 (Y+R=4.0 sec) Average Delay (sec/veh): 32.4

Optimal Cycle: 81 Level Of Service: C

Street Name:	Sepulveda Blvd						Exposition Blvd					
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			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	22	0	5	22	0	5	27	0	0	27	0
Lanes:	1	0	1	1	0	0	1	0	0	1	0	0

Volume Module:

Base Vol:	76	1131	23	101	1023	65	95	217	185	32	74	53
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:	76	1131	23	101	1023	65	95	217	185	32	74	53
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:	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	1191	24	106	1077	68	100	228	195	34	78	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	1191	24	106	1077	68	100	228	195	34	78	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	80	1191	24	106	1077	68	100	228	195	34	78	56

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.19	0.93	0.93	0.93	0.88	0.88	0.93	0.91	0.91	0.15	0.92	0.92
Lanes:	1.00	1.96	0.04	1.00	2.82	0.18	1.00	0.54	0.46	1.00	0.58	0.42
Final Sat.:	365	3457	70	1769	4737	301	1769	936	798	276	1017	728

Capacity Analysis Module:

Vol/Sat:	0.22	0.34	0.34	0.06	0.23	0.23	0.06	0.24	0.24	0.12	0.08	0.08
Crit Moves:	****			****			****			****		
Green/Cycle:	0.44	0.44	0.44	0.08	0.52	0.52	0.07	0.30	0.30	0.23	0.23	0.23
Volume/Cap:	0.50	0.78	0.78	0.78	0.44	0.44	0.78	0.82	0.82	0.54	0.34	0.34
Delay/Veh:	26.3	31.1	31.1	78.8	18.1	18.1	80.2	49.2	49.2	50.6	39.5	39.5
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:	26.3	31.1	31.1	78.8	18.1	18.1	80.2	49.2	49.2	50.6	39.5	39.5
LOS by Move:	C	C	C	E	B	B	F	D	D	D	D	D
HCM2kAvgQ:	3	21	21	6	9	9	5	17	17	2	4	4

Note: Queue reported is the number of cars per lane.

SEGMENT 1,2,3 PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #49 Military Ave and Exposition Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.463

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 21.0

Optimal Cycle: 43 Level Of Service: C

Street Name:	Military Ave						Exposition Blvd					
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	15	0	0	15	0	0	20	0	0	20	0
Lanes:	1	0	0	1	0	0	1	0	0	1	0	0

Volume Module:												
Base Vol:	19	84	6	36	328	50	47	288	78	9	83	1
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	84	6	36	328	50	47	288	78	9	83	1
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:	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:	20	88	6	38	345	53	49	303	82	9	87	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	88	6	38	345	53	49	303	82	9	87	1
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 Volume:	20	88	6	38	345	53	49	303	82	9	87	1

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.39	0.97	0.97	0.68	0.96	0.96	0.68	0.95	0.95	0.39	0.98	0.98
Lanes:	1.00	0.93	0.07	1.00	0.87	0.13	1.00	0.79	0.21	1.00	0.99	0.01
Final Sat.:	739	1720	123	1290	1583	241	1300	1418	384	749	1836	22

Capacity Analysis Module:												
Vol/Sat:	0.03	0.05	0.05	0.03	0.22	0.22	0.04	0.21	0.21	0.01	0.05	0.05
Crit Moves:	*****											
Green/Cycle:	0.47	0.47	0.47	0.47	0.47	0.47	0.46	0.46	0.46	0.46	0.46	0.46
Volume/Cap:	0.06	0.11	0.11	0.06	0.46	0.46	0.08	0.46	0.46	0.03	0.10	0.10
Delay/Veh:	17.3	17.7	17.7	17.3	21.8	21.8	18.1	22.5	22.5	17.6	18.3	18.3
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:	17.3	17.7	17.7	17.3	21.8	21.8	18.1	22.5	22.5	17.6	18.3	18.3
LOS by Move:	B	B	B	B	C	C	B	C	C	B	B	B
HCM2kAvgQ:	0	2	2	1	10	10	1	10	10	0	2	2

Note: Queue reported is the number of cars per lane.

HCM Signalized Intersection Capacity Analysis

51: Expo N. & Westwood Boulevard

Segment 1 PM

												
Movement	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)		5.0				5.0	5.0	5.0			5.0	
Lane Util. Factor		1.00				1.00	1.00	0.95			0.95	
Frt		0.90				0.86	1.00	1.00			1.00	
Flt Protected		0.99				1.00	0.95	1.00			1.00	
Satd. Flow (prot)		1659				1611	1770	3539			3526	
Flt Permitted		0.99				1.00	0.95	1.00			1.00	
Satd. Flow (perm)		1659				1611	1770	3539			3526	
Volume (vph)	77	0	197	0	0	38	40	715	0	0	1493	37
Peak-hour factor, PHF	0.95	0.92	0.95	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.95	0.95
Adj. Flow (vph)	81	0	207	0	0	41	42	753	0	0	1572	39
RTOR Reduction (vph)	0	61	0	0	0	31	0	0	0	0	1	0
Lane Group Flow (vph)	0	227	0	0	0	10	42	753	0	0	1610	0
Turn Type	Perm			custom			Prot					
Protected Phases		4					5	2			6	
Permitted Phases	4					8						
Actuated Green, G (s)		36.0				36.0	4.0	106.0			98.0	
Effective Green, g (s)		35.0				35.0	3.0	105.0			97.0	
Actuated g/C Ratio		0.23				0.23	0.02	0.70			0.65	
Clearance Time (s)		4.0				4.0	4.0	4.0			4.0	
Vehicle Extension (s)		3.0				3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)		387				376	35	2477			2280	
v/s Ratio Prot							c0.02	0.21			c0.46	
v/s Ratio Perm		0.14				0.01						
v/c Ratio		0.59				0.03	1.20	0.30			0.71	
Uniform Delay, d1		51.1				44.3	73.5	8.6			17.2	
Progression Factor		1.00				1.00	1.47	0.14			1.00	
Incremental Delay, d2		6.4				0.1	215.1	0.3			1.9	
Delay (s)		57.4				44.5	323.2	1.5			19.1	
Level of Service		E				D	F	A			B	
Approach Delay (s)		57.4			44.5			18.5			19.1	
Approach LOS		E			D			B			B	
Intersection Summary												
HCM Average Control Delay		23.4										
HCM Volume to Capacity ratio		0.69										
Actuated Cycle Length (s)		150.0										
Intersection Capacity Utilization		67.2%										
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

52: Expo S. & Westwood Boulevard

Segment 1 PM

												
Movement	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)			5.0			5.0		5.0			5.0	
Lane Util. Factor			1.00			1.00		0.95			0.95	
Frt			0.86			0.86		1.00			1.00	
Flt Protected			1.00			1.00		1.00			1.00	
Satd. Flow (prot)			1611			1611		3537			3539	
Flt Permitted			1.00			1.00		1.00			1.00	
Satd. Flow (perm)			1611			1611		3537			3539	
Volume (vph)	0	0	301	0	0	11	0	731	3	0	1676	0
Peak-hour factor, PHF	0.95	0.92	0.95	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.95	0.95
Adj. Flow (vph)	0	0	317	0	0	12	0	769	3	0	1764	0
RTOR Reduction (vph)	0	0	53	0	0	9	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	264	0	0	3	0	772	0	0	1764	0
Turn Type	custom					custom						
Protected Phases						2						
Permitted Phases	4					8						
Actuated Green, G (s)	36.0					36.0						
Effective Green, g (s)	35.0					35.0						
Actuated g/C Ratio	0.23					0.23						
Clearance Time (s)	4.0					4.0						
Vehicle Extension (s)	3.0					3.0						
Lane Grp Cap (vph)	376					376						
v/s Ratio Prot						c0.22						
v/s Ratio Perm	c0.16					0.00						
v/c Ratio	0.70					0.01						
Uniform Delay, d1	52.7					44.2						
Progression Factor	1.00					1.00						
Incremental Delay, d2	10.5					0.0						
Delay (s)	63.2					44.2						
Level of Service	E					D						
Approach Delay (s)	63.2					44.2						
Approach LOS	E					D						
Intersection Summary												
HCM Average Control Delay	15.3					HCM Level of Service						
HCM Volume to Capacity ratio	0.75					B						
Actuated Cycle Length (s)	150.0					Sum of lost time (s)						
Intersection Capacity Utilization	73.3%					15.0						
Analysis Period (min)	15					ICU Level of Service						
c Critical Lane Group												

SEGMENT 1,2,3 PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #53 Overland Ave and Ashby Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 0.847
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 24.5
Optimal Cycle: 86 Level Of Service: C

Overland Ave						Ashby Ave					
North Bound			South Bound			East Bound			West Bound		
L	T	R	L	T	R	L	T	R	L	T	R
Control: Permitted			Control: Permitted			Control: Permitted			Control: Permitted		
Rights: Include			Rights: Include			Rights: Include			Rights: Include		
Min. Green: 0	18	0	0	18	0	0	27	0	0	27	0
Lanes: 1	0	2	1	0	0	0	0	1	0	0	0

Volume Module:												
Base Vol:	25	1696	61	38	1874	16	33	90	21	321	44	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	1696	61	38	1874	16	33	90	21	321	44	45
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:	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:	26	1785	64	40	1973	17	35	95	22	338	46	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	1785	64	40	1973	17	35	95	22	338	46	47
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 Volume:	26	1785	64	40	1973	17	35	95	22	338	46	47

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.09	0.89	0.89	0.09	0.89	0.89	0.82	0.82	0.82	0.66	0.66	0.66
Lanes:	1.00	2.90	0.10	1.00	2.97	0.03	0.23	0.62	0.15	0.78	0.11	0.11
Final Sat.:	179	4882	176	179	5035	43	358	976	228	986	135	138

Capacity Analysis Module:												
Vol/Sat:	0.15	0.37	0.37	0.22	0.39	0.39	0.10	0.10	0.10	0.34	0.34	0.34
Crit Moves:	****						****					
Green/Cycle:	0.46	0.46	0.46	0.46	0.46	0.46	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	0.32	0.79	0.79	0.48	0.85	0.85	0.24	0.24	0.24	0.85	0.85	0.85
Delay/Veh:	17.5	22.4	22.4	21.2	24.5	24.5	17.9	17.9	17.9	36.8	36.8	36.8
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:	17.5	22.4	22.4	21.2	24.5	24.5	17.9	17.9	17.9	36.8	36.8	36.8
LOS by Move:	B	C	C	C	C	C	B	B	B	D	D	D
HCM2kAvgQ:	1	18	18	2	20	20	3	3	3	14	14	14

Note: Queue reported is the number of cars per lane.

SEGMENT 1,2,3 PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #54 Overland Ave and Northvale Rd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.593

Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 30.6

Optimal Cycle: 72 Level Of Service: C

Street Name:	Overland Ave						Northvale Rd								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected			Protected			Split Phase			Split Phase					
Rights:	Include			Include			Include			Include					
Min. Green:	0	21	0	5	21	0	0	0	0	0	0	0	30		
Lanes:	0	0	2	1	0	1	0	2	1	0	0	0	0	0	1

Volume Module:

Base Vol:	0	1752	77	24	2252	5	0	0	0	0	0	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:	0	1752	77	24	2252	5	0	0	0	0	0	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:	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:	0	1844	81	25	2371	5	0	0	0	0	0	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1844	81	25	2371	5	0	0	0	0	0	33
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 Volume:	0	1844	81	25	2371	5	0	0	0	0	0	33

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.89	0.89	0.93	0.89	0.89	1.00	1.00	1.00	1.00	1.00	0.85
Lanes:	0.00	2.87	0.13	1.00	2.99	0.01	0.00	0.00	0.00	0.00	0.00	1.00
Final Sat.:	0	4840	213	1769	5072	11	0	0	0	0	0	1611

Capacity Analysis Module:

Vol/Sat:	0.00	0.38	0.38	0.01	0.47	0.47	0.00	0.00	0.00	0.00	0.00	0.02
Crit Moves:	****			****								****
Green/Cycle:	0.00	0.43	0.43	0.06	0.49	0.49	0.00	0.00	0.00	0.00	0.00	0.33
Volume/Cap:	0.00	0.89	0.89	0.23	0.96	0.96	0.00	0.00	0.00	0.00	0.00	0.06
Delay/Veh:	0.0	29.1	29.1	41.2	31.9	31.9	0.0	0.0	0.0	0.0	0.0	20.5
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	29.1	29.1	41.2	31.9	31.9	0.0	0.0	0.0	0.0	0.0	20.5
LOS by Move:	A	C	C	D	C	C	A	A	A	A	A	C
HCM2kAvgQ:	0	22	22	1	29	29	0	0	0	0	0	1

Note: Queue reported is the number of cars per lane.

SEGMENT 1,2,3 PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #55 Overland Ave and National Blvd/I-10 WB Ramps

Cycle (sec): 90 Critical Vol./Cap.(X): 1.436

Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 230.6

Optimal Cycle: 180 Level Of Service: F

Street Name:	Overland Ave										National Blvd/I-10 WB Ramps									
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					Split Phase					Split Phase				
Rights:	Ovl					Include					Include					Ovl				
Min. Green:	0		32		0	5		26		0	0		30		0	0		30		0
Lanes:	1	0	1	1	1	2	0	1	1	0	1	1	0	0	1	0	1	1	0	1

Volume Module:

Base Vol:	88	1107	736	750	1707	137	238	153	435	338	467	556
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:	88	1107	736	750	1707	137	238	153	435	338	467	556
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:	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:	93	1165	775	789	1797	144	251	161	458	356	492	585
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	1165	775	789	1797	144	251	161	458	356	492	585
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 Volume:	93	1165	775	789	1797	144	251	161	458	356	492	585

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.17	0.88	0.88	0.90	0.92	0.92	0.95	0.95	0.83	0.91	0.91	0.83
Lanes:	1.00	1.80	1.20	2.00	1.85	0.15	1.22	0.78	1.00	0.84	1.16	1.00
Final Sat.:	318	2996	1992	3432	3239	260	2199	1414	1583	1454	2009	1583

Capacity Analysis Module:

Vol/Sat:	0.29	0.39	0.39	0.23	0.55	0.55	0.11	0.11	0.29	0.24	0.24	0.37
Crit Moves:	****			****			****			****		
Green/Cycle:	0.22	0.22	0.49	0.12	0.34	0.34	0.28	0.28	0.28	0.28	0.28	0.40
Volume/Cap:	1.35	1.81	0.79	1.85	1.63	1.63	0.41	0.41	1.05	0.89	0.89	0.93
Delay/Veh:	271.4	410	25.0	439.6	325	325.4	32.6	32.6	96.7	48.2	48.2	50.8
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:	271.4	410	25.0	439.6	325	325.4	32.6	32.6	96.7	48.2	48.2	50.8
LOS by Move:	F	F	C	F	F	F	C	C	F	D	D	D
HCM2kAvgQ:	8	61	21	38	83	83	6	6	23	18	18	23

Note: Queue reported is the number of cars per lane.

SEGMENT 1,2,3 PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #56 Overland Ave and I-10 EB On-Ramp

Cycle (sec): 90 Critical Vol./Cap.(X): 0.921
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 20.0
Optimal Cycle: 107 Level Of Service: B

Street Name:	Overland Ave						I-10 EB On-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	26	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	1	0	0	2	0	2	0	0	0

Volume Module:	Overland Ave			Overland Ave			I-10 EB On-Ramp			I-10 EB On-Ramp		
Base Vol:	0	2088	415	1002	1438	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2088	415	1002	1438	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	0	2198	437	1055	1514	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2198	437	1055	1514	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2198	437	1055	1514	0	0	0	0	0	0	0

Saturation Flow Module:	Overland Ave			Overland Ave			I-10 EB On-Ramp			I-10 EB On-Ramp		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.87	0.87	0.90	0.93	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.50	0.50	2.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	4134	822	3432	3538	0	0	0	0	0	0	0

Capacity Analysis Module:	Overland Ave			Overland Ave			I-10 EB On-Ramp			I-10 EB On-Ramp		
Vol/Sat:	0.00	0.53	0.53	0.31	0.43	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****			****								
Green/Cycle:	0.00	0.58	0.58	0.33	0.91	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.92	0.92	0.92	0.47	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	22.7	22.7	40.8	0.7	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	22.7	22.7	40.8	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	C	C	D	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	29	29	19	4	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

SEGMENT 1,2,3 PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #57 Overland Ave an National Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 1.554

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 47.3

Optimal Cycle: 180 Level Of Service: D

Street Name:	Overland Ave						National Blvd								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted			Permitted			Permitted			Permitted					
Rights:	Include			Include			Include			Include					
Min. Green:	0		29		0	0		29		0	0		33		0
Lanes:	1	0	2	1	0	1	0	1	1	0	1	0	1	0	2

Volume Module:												
Base Vol:	149	1448	35	145	1350	37	190	341	375	185	345	666
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:	149	1448	35	145	1350	37	190	341	375	185	345	666
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:	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:	157	1524	37	153	1421	39	200	359	395	195	363	701
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	1524	37	153	1421	39	200	359	395	195	363	701
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	157	1524	37	153	1421	39	200	359	395	195	363	701

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.10	0.89	0.89	0.13	0.93	0.93	0.22	0.86	0.86	0.16	0.98	0.73
Lanes:	1.00	2.93	0.07	1.00	1.95	0.05	1.00	1.00	1.00	1.00	1.00	2.00
Final Sat.:	198	4943	119	252	3430	94	418	1629	1629	312	1862	2786

Capacity Analysis Module:												
Vol/Sat:	0.79	0.31	0.31	0.61	0.41	0.41	0.48	0.22	0.24	0.62	0.20	0.25
Crit Moves:	****									****		
Green/Cycle:	0.51	0.51	0.51	0.51	0.51	0.51	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	1.55	0.60	0.60	1.19	0.81	0.81	1.19	0.55	0.60	1.55	0.49	0.63
Delay/Veh:	313.9	16.1	16.1	161.5	21.4	21.4	157.8	21.2	22.1	311.3	20.5	22.7
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:	313.9	16.1	16.1	161.5	21.4	21.4	157.8	21.2	22.1	311.3	20.5	22.7
LOS by Move:	F	B	B	F	C	C	F	C	C	F	C	C
HCM2kAvgQ:	13	12	12	10	20	20	12	8	10	16	8	10

Note: Queue reported is the number of cars per lane.

SEGMENT 1,2,3 PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #58 I-10 EB Off-Ramp and National Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.663
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 20.9
Optimal Cycle: 43 Level Of Service: C

Street Name:	I-10 EB Off-Ramp						National Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	21	0
Lanes:	0	0	0	1	0	0	0	2	0	0	2	0

Volume Module:	I-10 EB Off-Ramp			I-10 EB Off-Ramp			National Blvd			National Blvd		
Base Vol:	0	0	0	672	0	606	0	676	0	0	628	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	672	0	606	0	676	0	0	628	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:	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:	0	0	0	707	0	638	0	712	0	0	661	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	707	0	638	0	712	0	0	661	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 Volume:	0	0	0	707	0	638	0	712	0	0	661	0

Saturation Flow Module:	I-10 EB Off-Ramp			I-10 EB Off-Ramp			National Blvd			National Blvd		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.83	1.00	0.93	1.00	1.00	0.93	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	1769	0	1583	0	3538	0	0	3538	0

Capacity Analysis Module:	I-10 EB Off-Ramp			I-10 EB Off-Ramp			National Blvd			National Blvd		
Vol/Sat:	0.00	0.00	0.00	0.40	0.00	0.40	0.00	0.20	0.00	0.00	0.19	0.00
Crit Moves:				****			****					
Green/Cycle:	0.00	0.00	0.00	0.61	0.00	0.61	0.00	0.30	0.00	0.00	0.30	0.00
Volume/Cap:	0.00	0.00	0.00	0.66	0.00	0.66	0.00	0.66	0.00	0.00	0.62	0.00
Delay/Veh:	0.0	0.0	0.0	13.0	0.0	13.3	0.0	28.9	0.0	0.0	27.9	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	13.0	0.0	13.3	0.0	28.9	0.0	0.0	27.9	0.0
LOS by Move:	A	A	A	B	A	B	A	C	A	A	C	A
HCM2kAvgQ:	0	0	0	13	0	12	0	10	0	0	9	0

Note: Queue reported is the number of cars per lane.

SEGMENT 1,2,3 PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #61 Motor Ave and National Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 1.095

Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 28.2

Optimal Cycle: 66 Level Of Service: C

Street Name:	Motor Ave						National Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permit+Prot			Permit+Prot			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	23	0	5	22	0	0	24	0	0	24	0
Lanes:	1	0	0	1	0	1	0	1	0	0	1	0

Volume Module:

Base Vol:	119	367	14	84	709	96	116	754	198	50	267	57
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:	119	367	14	84	709	96	116	754	198	50	267	57
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:	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:	125	386	15	88	746	101	122	794	208	53	281	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	386	15	88	746	101	122	794	208	53	281	60
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 Volume:	125	386	15	88	746	101	122	794	208	53	281	60

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.20	0.97	0.97	0.18	0.91	0.91	0.76	0.76	0.76	0.65	0.65	0.65
Lanes:	1.00	0.96	0.04	1.00	1.76	0.24	0.22	1.41	0.37	0.27	1.43	0.30
Final Sat.:	389	1783	68	346	3060	414	313	2034	534	329	1757	375

Capacity Analysis Module:

Vol/Sat:	0.32	0.22	0.22	0.26	0.24	0.24	0.39	0.39	0.39	0.16	0.16	0.16
Crit Moves:	****						****					
Green/Cycle:	0.40	0.29	0.29	0.38	0.27	0.27	0.51	0.51	0.51	0.51	0.51	0.51
Volume/Cap:	0.42	0.76	0.76	0.31	0.89	0.89	0.76	0.76	0.76	0.31	0.31	0.31
Delay/Veh:	32.9	35.5	35.5	31.6	42.3	42.3	19.7	19.7	19.7	12.8	12.8	12.8
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:	32.9	35.5	35.5	31.6	42.3	42.3	19.7	19.7	19.7	12.8	12.8	12.8
LOS by Move:	C	D	D	C	D	D	B	B	B	B	B	B
HCM2kAvgQ:	3	12	12	2	16	16	15	15	15	3	3	3

Note: Queue reported is the number of cars per lane.

SEGMENT 1,2,3 PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #66 Palms Blvd/National Blvd and Exposition Blvd/ National Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 1.567
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 59.6
Optimal Cycle: 180 Level Of Service: E

Street Name:	Palms Blvd / National Blvd					Exposition Blvd / National Blvd				
Approach:	North Bound					South Bound				
Movement:	L	-	T	-	R	L	-	T	-	R
Control:	Permitted					Permitted				
Rights:	Include					Include				
Min. Green:	0		26		0	0		24		0
Lanes:	1	0	1	1	0	1	0	1	1	0

Control:	Permitted					Permitted						
Rights:	Include					Include						
Min. Green:	0		26		0	0		29		0		
Lanes:	1	0	1	1	0	1	0	1	0	1		
Volume Module:												
Base Vol:	24	1103	295	237	1657	220	431	432	35	72	142	156
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:	24	1103	295	237	1657	220	431	432	35	72	142	156
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:	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:	25	1161	311	249	1744	232	454	455	37	76	149	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	1161	311	249	1744	232	454	455	37	76	149	164
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	1161	311	249	1744	232	454	455	37	76	149	164

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.06	0.90	0.90	0.13	0.91	0.91	0.56	0.98	0.83	0.22	0.98	0.83
Lanes:	1.00	1.58	0.42	1.00	1.77	0.23	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	117	2702	723	250	3067	407	1056	1862	1583	409	1862	1583

Capacity Analysis Module:												
Vol/Sat:	0.22	0.43	0.43	1.00	0.57	0.57	0.43	0.24	0.02	0.19	0.08	0.10
Crit Moves:	*****											
Green/Cycle:	0.64	0.64	0.64	0.64	0.64	0.64	0.27	0.27	0.27	0.27	0.27	0.27
Volume/Cap:	0.32	0.67	0.67	1.57	0.89	0.89	1.57	0.89	0.08	0.68	0.29	0.38
Delay/Veh:	9.7	11.2	11.2	299.8	18.8	18.8	304.2	48.9	24.4	44.4	26.1	27.0
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:	9.7	11.2	11.2	299.8	18.8	18.8	304.2	48.9	24.4	44.4	26.1	27.0
LOS by Move:	A	B	B	F	B	B	F	D	C	D	C	C
HCM2kAvgQ:	1	14	14	20	28	28	34	16	1	3	3	4

Note: Queue reported is the number of cars per lane.

SEGMENT 1,2,3 PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #69 National Blvd and Manning Ave / I-10 WB Ramps

Cycle (sec): 90 Critical Vol./Cap.(X): 1.288
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 56.3
Optimal Cycle: 180 Level Of Service: E

Street Name:	National Blvd						Manning Ave / I-10 WB Ramps					
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	21	0	0	31	0	0	0	0	0	28	0
Lanes:	1	0	2	0	0	1	1	0	0	1	0	0

Volume Module:	National Blvd			National Blvd			Manning Ave / I-10 WB Ramps			Manning Ave / I-10 WB Ramps		
Base Vol:	136	1133	0	0	995	209	142	0	120	538	194	122
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:	136	1133	0	0	995	209	142	0	120	538	194	122
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:	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:	143	1193	0	0	1047	220	149	0	126	566	204	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	1193	0	0	1047	220	149	0	126	566	204	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	143	1193	0	0	1047	220	149	0	126	566	204	128

Saturation Flow Module:	National Blvd			National Blvd			Manning Ave / I-10 WB Ramps			Manning Ave / I-10 WB Ramps		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.11	0.93	1.00	1.00	0.91	0.91	0.93	1.00	0.83	0.93	0.92	0.92
Lanes:	1.00	2.00	0.00	0.00	1.65	0.35	1.00	0.00	1.00	1.00	0.61	0.39
Final Sat.:	201	3538	0	0	2848	598	1769	0	1583	1769	1077	677

Capacity Analysis Module:	National Blvd			National Blvd			Manning Ave / I-10 WB Ramps			Manning Ave / I-10 WB Ramps		
Vol/Sat:	0.71	0.34	0.00	0.00	0.37	0.37	0.08	0.00	0.08	0.32	0.19	0.19
Crit Moves:	****			****			****			****		
Green/Cycle:	0.50	0.50	0.00	0.00	0.50	0.50	0.06	0.00	0.06	0.31	0.31	0.31
Volume/Cap:	1.43	0.68	0.00	0.00	0.74	0.74	1.43	0.00	1.35	1.03	0.61	0.61
Delay/Veh:	265.6	18.3	0.0	0.0	19.8	19.8	283.6	0.0	256.5	77.0	28.4	28.4
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:	265.6	18.3	0.0	0.0	19.8	19.8	283.6	0.0	256.5	77.0	28.4	28.4
LOS by Move:	F	B	A	A	B	B	F	A	F	E	C	C
HCM2kAvgQ:	11	14	0	0	16	16	12	0	10	24	9	9

Note: Queue reported is the number of cars per lane.

SEGMENT 1,2,3 PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #71 Bagley Ave and Exposition Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.759

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 22.3

Optimal Cycle: 56 Level Of Service: C

Street Name:	Bagley Ave						Exposition Blvd					
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	14	0	0	13	0	0	16	0	0	17	0
Lanes:	0	0	1	0	0	0	0	0	1	0	0	0

Volume Module:												
Base Vol:	19	179	36	80	323	101	197	149	86	28	96	154
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	179	36	80	323	101	197	149	86	28	96	154
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:	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:	20	188	38	84	340	106	207	157	91	29	101	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	188	38	84	340	106	207	157	91	29	101	162
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 Volume:	20	188	38	84	340	106	207	157	91	29	101	162

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.91	0.91	0.87	0.87	0.87	0.65	0.65	0.65	0.85	0.85	0.85
Lanes:	0.08	0.77	0.15	0.16	0.64	0.20	0.46	0.34	0.20	0.10	0.35	0.55
Final Sat.:	140	1321	266	261	1055	330	561	424	245	162	556	892

Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.32	0.32	0.32	0.37	0.37	0.37	0.18	0.18	0.18
Crit Moves:	*****											
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.49	0.49	0.49	0.49	0.49	0.49
Volume/Cap:	0.34	0.34	0.34	0.76	0.76	0.76	0.76	0.76	0.76	0.37	0.37	0.37
Delay/Veh:	17.7	17.7	17.7	26.9	26.9	26.9	24.4	24.4	24.4	14.8	14.8	14.8
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:	17.7	17.7	17.7	26.9	26.9	26.9	24.4	24.4	24.4	14.8	14.8	14.8
LOS by Move:	B	B	B	C	C	C	C	C	C	B	B	B
HCM2kAvgQ:	5	5	5	14	14	14	12	12	12	5	5	5

Note: Queue reported is the number of cars per lane.

SEGMENT 1,2,3 PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #87 Sepulveda Blvd and Olympic Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.486
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 94.5
Optimal Cycle: 180 Level Of Service: F

Sepulveda Blvd						Olympic Blvd					
North Bound			South Bound			East Bound			West Bound		
L	T	R	L	T	R	L	T	R	L	T	R
Control: Permitted			Control: Permitted			Control: Permitted			Control: Protected		
Rights: Include			Rights: Include			Rights: Include			Rights: Include		
Min. Green: 0	29	0	0	29	0	0	25	0	5	24	0
Lanes: 1	0	2	0	1	0	1	0	2	1	0	3

Volume Module:												
Base Vol:	81	1106	125	74	985	126	89	1800	80	172	2643	131
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	1106	125	74	985	126	89	1800	80	172	2643	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	85	1164	132	78	1037	133	94	1895	84	181	2782	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	1164	132	78	1037	133	94	1895	84	181	2782	138
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 Volume:	85	1164	132	78	1037	133	94	1895	84	181	2782	138

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.14	0.93	0.83	0.14	0.92	0.92	0.05	0.89	0.89	0.93	0.89	0.89
Lanes:	1.00	2.00	1.00	1.00	1.77	0.23	1.00	2.87	0.13	1.00	3.81	0.19
Final Sat.:	257	3538	1583	257	3083	394	104	4838	215	1769	6412	318

Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.08	0.30	0.34	0.34	0.90	0.39	0.39	0.10	0.43	0.43
Crit Moves:					****		****			****		
Green/Cycle:	0.24	0.24	0.24	0.24	0.24	0.24	0.60	0.60	0.60	0.06	0.66	0.66
Volume/Cap:	1.37	1.36	0.34	1.25	1.39	1.39	1.51	0.66	0.66	1.65	0.66	0.66
Delay/Veh:	287.3	216	38.2	242.8	229	228.9	318.6	16.6	16.6	387.3	12.7	12.7
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:	287.3	216	38.2	242.8	229	228.9	318.6	16.6	16.6	387.3	12.7	12.7
LOS by Move:	F	F	D	F	F	F	F	B	B	F	B	B
HCM2kAvgQ:	8	44	4	7	45	45	9	18	18	17	18	18

Note: Queue reported is the number of cars per lane.

SEGMENT 1,2,3 PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #88 Westwood Blvd and Pico Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.133

Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 51.9

Optimal Cycle: 180 Level Of Service: D

Street Name:	Westwood Blvd						Pico Blvd					
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			Prot+Permit			Prot+Permit		
Rights:	Ovl			Include			Ovl			Ovl		
Min. Green:	5	27	0	5	29	0	5	27	0	5	23	0
Lanes:	1	0	2	0	1	0	1	0	3	0	1	0

Volume Module:

Base Vol:	146	608	81	216	928	159	159	1274	205	228	1637	242
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:	146	608	81	216	928	159	159	1274	205	228	1637	242
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:	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:	154	640	85	227	977	167	167	1341	216	240	1723	255
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	640	85	227	977	167	167	1341	216	240	1723	255
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 Volume:	154	640	85	227	977	167	167	1341	216	240	1723	255

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.83	0.93	0.91	0.91	0.93	0.89	0.83	0.93	0.89	0.83
Lanes:	1.00	2.00	1.00	1.00	1.71	0.29	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1769	3538	1583	1769	2954	506	1769	5083	1583	1769	5083	1583

Capacity Analysis Module:

Vol/Sat:	0.09	0.18	0.05	0.13	0.33	0.33	0.09	0.26	0.14	0.14	0.34	0.16
Crit Moves:	****			****			****			****		
Green/Cycle:	0.09	0.27	0.42	0.15	0.34	0.34	0.39	0.29	0.38	0.47	0.35	0.50
Volume/Cap:	0.98	0.67	0.13	0.83	0.98	0.98	0.72	0.90	0.36	0.73	0.98	0.32
Delay/Veh:	121.0	40.8	21.4	68.2	61.5	61.5	39.8	49.1	27.1	37.7	56.3	18.1
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:	121.0	40.8	21.4	68.2	61.5	61.5	39.8	49.1	27.1	37.7	56.3	18.1
LOS by Move:	F	D	C	E	E	E	D	D	C	D	E	B
HCM2kAvgQ:	9	12	2	11	28	28	7	21	6	9	29	6

Note: Queue reported is the number of cars per lane.

SEGMENT 1,2,3 PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #89 Overland Ave and Pico Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 1.057
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 210.1
Optimal Cycle: 180 Level Of Service: F

Street Name:	Overland Ave						Pico Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	5	29	0	0	31	0	0	34	0	5	30	0
Lanes:	2	0	1	0	2	1	0	2	1	0	2	0

Volume Module:												
Base Vol:	360	580	638	49	706	33	52	1018	362	936	1612	44
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:	360	580	638	49	706	33	52	1018	362	936	1612	44
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:	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:	379	611	672	52	743	35	55	1072	381	985	1697	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	379	611	672	52	743	35	55	1072	381	985	1697	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 Volume:	379	611	672	52	743	35	55	1072	381	985	1697	46

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.98	0.73	0.13	0.92	0.92	0.12	0.86	0.86	0.90	0.93	0.83
Lanes:	2.00	1.00	2.00	1.00	1.91	0.09	1.00	2.21	0.79	2.00	2.00	1.00
Final Sat.:	3432	1862	2786	240	3356	157	220	3604	1281	3432	3538	1583

Capacity Analysis Module:												
Vol/Sat:	0.11	0.33	0.24	0.21	0.22	0.22	0.25	0.30	0.30	0.29	0.48	0.03
Crit Moves:	****			****			****			****		
Green/Cycle:	0.06	0.40	0.49	0.34	0.34	0.34	0.38	0.38	0.38	0.09	0.47	0.47
Volume/Cap:	1.99	0.82	0.49	0.62	0.64	0.64	0.66	0.79	0.79	3.23	1.03	0.06
Delay/Veh:	504.5	31.3	15.8	38.5	26.0	26.0	41.1	27.1	27.1	1053	53.5	13.2
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:	504.5	31.3	15.8	38.5	26.0	26.0	41.1	27.1	27.1	1053	53.5	13.2
LOS by Move:	F	C	B	D	C	C	D	C	C	F	D	B
HCM2kAvgQ:	19	17	7	2	10	10	3	15	15	58	35	1

Note: Queue reported is the number of cars per lane.

SEGMENT 1,2,3 PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #90 Bagley Ave and National Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 1.070

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 31.1

Optimal Cycle: 180 Level Of Service: C

Street Name:	Bagley Ave						National Blvd					
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	23	0	0	25	0	0	20	0	0	20	0
Lanes:	0	0	1	0	0	0	1	0	1	0	1	0

Volume Module:

Base Vol:	41	175	148	85	171	70	64	949	40	95	668	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:	41	175	148	85	171	70	64	949	40	95	668	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:	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:	43	184	156	89	180	74	67	999	42	100	703	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	184	156	89	180	74	67	999	42	100	703	33
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 Volume:	43	184	156	89	180	74	67	999	42	100	703	33

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.86	0.86	0.67	0.67	0.67	0.24	0.98	0.83	0.07	0.98	0.83
Lanes:	0.11	0.48	0.41	0.26	0.53	0.21	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	184	783	662	334	671	275	456	1862	1583	142	1862	1583

Capacity Analysis Module:

Vol/Sat:	0.24	0.24	0.24	0.27	0.27	0.27	0.15	0.54	0.03	0.71	0.38	0.02
Crit Moves:	****						****					
Green/Cycle:	0.28	0.28	0.28	0.28	0.28	0.28	0.63	0.63	0.63	0.63	0.63	0.63
Volume/Cap:	0.85	0.85	0.85	0.97	0.97	0.97	0.23	0.85	0.04	1.12	0.60	0.03
Delay/Veh:	44.5	44.5	44.5	70.4	70.4	70.4	7.5	18.9	6.2	146.3	10.6	6.2
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:	44.5	44.5	44.5	70.4	70.4	70.4	7.5	18.9	6.2	146.3	10.6	6.2
LOS by Move:	D	D	D	E	E	E	A	B	A	F	B	A
HCM2kAvgQ:	13	13	13	14	14	14	1	24	0	7	12	0

Note: Queue reported is the number of cars per lane.

SEGMENT 1A AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

Scenario Report

Scenario:	SEGMENT 1A AM (2)
Command:	SEGMENT 1A AM
Volume:	SEGMENT 1A AM Vol
Geometry:	AM
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	SEGMENT 1A AM

SEGMENT 1A AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #36 Sawtelle Blvd and National Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 1.327

Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 61.2

Optimal Cycle: 180 Level Of Service: E

Street Name:	Sawtelle Blvd						National Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	22	0	5	24	0	0	23	0	0	23	0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	59	928	72	365	577	68	133	795	100	58	668	401
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:	59	928	72	365	577	68	133	795	100	58	668	401
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:	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:	62	977	76	384	607	72	140	837	105	61	703	422
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	977	76	384	607	72	140	837	105	61	703	422
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 Volume:	62	977	76	384	607	72	140	837	105	61	703	422

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.92	0.92	0.43	0.92	0.92	0.13	0.92	0.92	0.19	0.88	0.88
Lanes:	1.00	1.86	0.14	1.00	1.79	0.21	1.00	1.78	0.22	1.00	1.25	0.75
Final Sat.:	1769	3247	252	823	3114	367	240	3089	389	363	2087	1253

Capacity Analysis Module:

Vol/Sat:	0.04	0.30	0.30	0.47	0.20	0.20	0.58	0.27	0.27	0.17	0.34	0.34
Crit Moves:	****			****			****			****		
Green/Cycle:	0.32	0.24	0.24	0.46	0.34	0.34	0.45	0.45	0.45	0.45	0.45	0.45
Volume/Cap:	0.22	1.23	1.23	1.01	0.57	0.57	1.29	0.60	0.60	0.37	0.74	0.74
Delay/Veh:	22.2	148	148.1	64.7	24.9	24.9	206.0	19.1	19.1	17.6	22.3	22.3
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:	22.2	148	148.1	64.7	24.9	24.9	206.0	19.1	19.1	17.6	22.3	22.3
LOS by Move:	C	F	F	E	C	C	F	B	B	B	C	C
HCM2kAvgQ:	1	31	31	17	9	9	10	11	11	2	15	15

Note: Queue reported is the number of cars per lane.

SEGMENT 1A AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #37 Sawtelle Blvd and Palms Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 1.562
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 45.5
Optimal Cycle: 180 Level Of Service: D

Sawtelle Blvd						Palms Blvd						
North Bound			South Bound			East Bound			West Bound			
L	T	R	L	T	R	L	T	R	L	T	R	
Control: Permitted			Control: Permitted			Control: Permitted			Control: Permitted			
Rights: Include			Rights: Include			Rights: Include			Rights: Include			
Min. Green:	0	24	0	0	25	0	0	25	0	0	25	0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0

Volume Module:												
Base Vol:	147	795	252	138	504	64	162	682	193	209	929	260
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:	147	795	252	138	504	64	162	682	193	209	929	260
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:	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:	155	837	265	145	531	67	171	718	203	220	978	274
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	837	265	145	531	67	171	718	203	220	978	274
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	155	837	265	145	531	67	171	718	203	220	978	274

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.32	0.90	0.90	0.11	0.92	0.92	0.12	0.90	0.90	0.23	0.90	0.90
Lanes:	1.00	1.52	0.48	1.00	1.77	0.23	1.00	1.56	0.44	1.00	1.56	0.44
Final Sat.:	613	2590	821	213	3086	392	231	2666	755	432	2673	748

Capacity Analysis Module:												
Vol/Sat:	0.25	0.32	0.32	0.68	0.17	0.17	0.74	0.27	0.27	0.51	0.37	0.37
Crit Moves:				****				****				
Green/Cycle:	0.44	0.44	0.44	0.44	0.44	0.44	0.47	0.47	0.47	0.47	0.47	0.47
Volume/Cap:	0.58	0.74	0.74	1.56	0.39	0.39	1.56	0.57	0.57	1.08	0.77	0.77
Delay/Veh:	22.1	23.0	23.0	323.7	17.4	17.4	316.1	17.6	17.6	108.2	22.0	22.0
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:	22.1	23.0	23.0	323.7	17.4	17.4	316.1	17.6	17.6	108.2	22.0	22.0
LOS by Move:	C	C	C	F	B	B	F	B	B	F	C	C
HCM2kAvgQ:	4	15	15	12	6	6	14	10	10	12	17	17

Note: Queue reported is the number of cars per lane.

SEGMENT 1A AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #38 Sawtelle Blvd and Venice Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 1.395
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 153.7
Optimal Cycle: 180 Level Of Service: F

Sawtelle Blvd						Venice Blvd						
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	37	0	0	37	0	5	24	0	5	24	0
Lanes:	0	1	0	1	0	1	1	0	2	1	0	2

Volume Module:												
Base Vol:	127	725	176	157	625	55	229	1739	80	337	1681	211
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:	127	725	176	157	625	55	229	1739	80	337	1681	211
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:	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:	134	763	185	165	658	58	241	1831	84	355	1769	222
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	763	185	165	658	58	241	1831	84	355	1769	222
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 Volume:	134	763	185	165	658	58	241	1831	84	355	1769	222

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.61	0.61	0.61	0.14	0.92	0.92	0.93	0.89	0.89	0.93	0.88	0.88
Lanes:	0.25	1.41	0.34	1.00	1.84	0.16	1.00	2.87	0.13	1.00	2.67	0.33
Final Sat.:	287	1640	398	263	3213	283	1769	4826	222	1769	4440	557

Capacity Analysis Module:												
Vol/Sat:	0.47	0.47	0.47	0.63	0.20	0.20	0.14	0.38	0.38	0.20	0.40	0.40
Crit Moves:				****				****				****
Green/Cycle:	0.45	0.45	0.45	0.45	0.45	0.45	0.11	0.27	0.27	0.14	0.31	0.31
Volume/Cap:	1.03	1.03	1.03	1.40	0.45	0.45	1.29	1.40	1.40	1.40	1.29	1.29
Delay/Veh:	60.8	60.8	60.8	245.8	17.3	17.3	203.5	215	215.2	238.7	165	165.3
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:	60.8	60.8	60.8	245.8	17.3	17.3	203.5	215	215.2	238.7	165	165.3
LOS by Move:	E	E	E	F	B	B	F	F	F	F	F	F
HCM2kAvgQ:	24	24	24	12	7	7	16	46	46	24	42	42

Note: Queue reported is the number of cars per lane.

SEGMENT 1A AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #39 Sawtelle Blvd and I-405 SB Ramps

Cycle (sec): 90 Critical Vol./Cap.(X): 0.856

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 36.1

Optimal Cycle: 78 Level Of Service: D

Street Name:	Sawtelle Blvd						I-405 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	21	0	0	19	0	0	22	0	0	22	0
Lanes:	0	1	1	0	1	0	0	0	1	0	0	1

Volume Module:

Base Vol:	12	558	204	645	218	15	15	75	24	204	14	282
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	558	204	645	218	15	15	75	24	204	14	282
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	13	587	215	679	229	16	16	79	25	215	15	297
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	587	215	679	229	16	16	79	25	215	15	297
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 Volume:	13	587	215	679	229	16	16	79	25	215	15	297

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.83	0.90	0.90	0.90	0.91	0.91	0.91	0.57	0.57	0.83
Lanes:	0.04	1.96	1.00	1.00	0.94	0.06	0.13	0.66	0.21	0.94	0.06	1.00
Final Sat.:	74	3460	1583	1702	1592	110	227	1134	363	1018	70	1583

Capacity Analysis Module:

Vol/Sat:	0.17	0.17	0.14	0.40	0.14	0.14	0.07	0.07	0.07	0.21	0.21	0.19
Crit Moves:	****			****						****		
Green/Cycle:	0.23	0.23	0.23	0.43	0.43	0.43	0.24	0.24	0.24	0.24	0.24	0.24
Volume/Cap:	0.73	0.73	0.58	0.92	0.33	0.33	0.28	0.28	0.28	0.86	0.86	0.77
Delay/Veh:	35.1	35.1	32.9	37.3	17.0	17.0	28.0	28.0	28.0	56.6	56.6	40.6
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:	35.1	35.1	32.9	37.3	17.0	17.0	28.0	28.0	28.0	56.6	56.6	40.6
LOS by Move:	D	D	C	D	B	B	C	C	C	E	E	D
HCM2kAvgQ:	10	10	6	23	5	5	3	3	3	9	9	10

Note: Queue reported is the number of cars per lane.

SEGMENT 1A AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #41 Sepulveda Blvd and Exposition Blvd

Cycle (sec): 130 Critical Vol./Cap.(X): 0.908

Loss Time (sec): 22 (Y+R=4.0 sec) Average Delay (sec/veh): 47.7

Optimal Cycle: 150 Level Of Service: D

Street Name:	Sepulveda Blvd								Exposition Blvd											
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		40		0	5		40		0	5		27		0	5		27		0
Lanes:	1	0	1	1	0	1	0	2	1	0	1	0	0	1	0	1	0	0	1	0

Volume Module:

Base Vol:	115	1805	27	37	585	61	66	115	69	16	134	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	1805	27	37	585	61	66	115	69	16	134	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	121	1900	28	39	616	64	69	121	73	17	141	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	1900	28	39	616	64	69	121	73	17	141	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 Volume:	121	1900	28	39	616	64	69	121	73	17	141	114

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.93	0.93	0.88	0.88	0.93	0.93	0.93	0.93	0.91	0.91
Lanes:	1.00	1.97	0.03	1.00	2.72	0.28	1.00	0.62	0.38	1.00	0.55	0.45
Final Sat.:	1769	3479	52	1769	4539	473	1769	1099	659	1769	962	775

Capacity Analysis Module:

Vol/Sat:	0.07	0.55	0.55	0.02	0.14	0.14	0.04	0.11	0.11	0.01	0.15	0.15
Crit Moves:	****			****			****			****		
Green/Cycle:	0.11	0.55	0.55	0.04	0.48	0.48	0.04	0.21	0.21	0.04	0.21	0.21
Volume/Cap:	0.64	1.00	1.00	0.57	0.28	0.28	1.00	0.53	0.53	0.25	0.71	0.71
Delay/Veh:	63.2	50.4	50.4	72.7	20.6	20.6	170.9	47.2	47.2	62.5	54.1	54.1
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:	63.2	50.4	50.4	72.7	20.6	20.6	170.9	47.2	47.2	62.5	54.1	54.1
LOS by Move:	E	D	D	E	C	C	F	D	D	E	D	D
HCM2kAvgQ:	6	48	48	2	6	6	5	7	7	1	11	11

Note: Queue reported is the number of cars per lane.

SEGMENT 1A AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #42 Sepulveda Blvd and National Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 1.663

Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 79.7

Optimal Cycle: 180 Level Of Service: E

Street Name:	Sepulveda Blvd						National Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	5	25	0	0	25	0	5	27	0	0	27	0
Lanes:	1	0	2	0	1	1	1	0	1	0	1	1

Volume Module:												
Base Vol:	265	1755	221	84	791	120	187	860	25	80	798	87
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:	265	1755	221	84	791	120	187	860	25	80	798	87
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:	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:	279	1847	233	88	833	126	197	905	26	84	840	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	279	1847	233	88	833	126	197	905	26	84	840	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	279	1847	233	88	833	126	197	905	26	84	840	92

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.83	0.43	0.93	0.83	0.37	0.93	0.93	0.93	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.94	0.06	1.00	1.80	0.20
Final Sat.:	1769	3538	1583	815	3538	1583	707	3424	100	1769	3142	343

Capacity Analysis Module:												
Vol/Sat:	0.16	0.52	0.15	0.11	0.24	0.08	0.28	0.26	0.26	0.05	0.27	0.27
Crit Moves:	****			****			****			****		
Green/Cycle:	0.48	0.40	0.40	0.32	0.28	0.28	0.43	0.33	0.33	0.35	0.30	0.30
Volume/Cap:	0.77	1.31	0.37	0.59	0.84	0.29	0.84	0.80	0.80	0.48	0.89	0.89
Delay/Veh:	28.9	171	19.4	28.1	37.4	25.8	43.8	31.1	31.1	23.4	39.8	39.8
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:	28.9	171	19.4	28.1	37.4	25.8	43.8	31.1	31.1	23.4	39.8	39.8
LOS by Move:	C	F	B	C	D	C	D	C	C	C	D	D
HCM2kAvgQ:	8	57	5	3	14	3	8	14	14	2	17	17

Note: Queue reported is the number of cars per lane.

SEGMENT 1A AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #43 Sepulveda Blvd and Palms Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 1.679
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 105.7
Optimal Cycle: 180 Level Of Service: F

Sepulveda Blvd						Palms Blvd					
North Bound			South Bound			East Bound			West Bound		
L	T	R	L	T	R	L	T	R	L	T	R
Control: Permitted			Control: Permitted			Control: Permitted			Control: Permitted		
Rights: Include			Rights: Include			Rights: Include			Rights: Include		
Min. Green: 0	26	0	0	26	0	0	29	0	0	29	0
Lanes: 1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:												
Base Vol:	231	1642	170	129	724	153	135	810	50	271	917	323
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:	231	1642	170	129	724	153	135	810	50	271	917	323
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:	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:	243	1728	179	136	762	161	142	853	53	285	965	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	243	1728	179	136	762	161	142	853	53	285	965	340
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 Volume:	243	1728	179	136	762	161	142	853	53	285	965	340

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.20	0.92	0.92	0.10	0.91	0.91	0.10	0.92	0.92	0.22	0.98	0.83
Lanes:	1.00	1.81	0.19	1.00	1.65	0.35	1.00	1.88	0.12	1.00	1.00	1.00
Final Sat.:	380	3161	327	181	2845	601	182	3302	204	422	1862	1583

Capacity Analysis Module:												
Vol/Sat:	0.64	0.55	0.55	0.75	0.27	0.27	0.78	0.26	0.26	0.68	0.52	0.21
Crit Moves:				****				****				
Green/Cycle:	0.45	0.45	0.45	0.45	0.45	0.45	0.46	0.46	0.46	0.46	0.46	0.46
Volume/Cap:	1.43	1.22	1.22	1.68	0.60	0.60	1.68	0.56	0.56	1.46	1.12	0.46
Delay/Veh:	250.0	131	131.3	378.0	19.5	19.5	375.3	17.8	17.8	255.9	92.1	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:	250.0	131	131.3	378.0	19.5	19.5	375.3	17.8	17.8	255.9	92.1	16.9
LOS by Move:	F	F	F	F	B	B	F	B	B	F	F	B
HCM2kAvgQ:	18	53	53	12	11	11	13	10	10	21	43	7

Note: Queue reported is the number of cars per lane.

SEGMENT 1A AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #45 Sepulveda Blvd and Venice Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 1.300

Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 110.4

Optimal Cycle: 180 Level Of Service: F

Street Name:	Sepulveda Blvd						Venice Blvd					
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	37	0	0	37	0	5	29	0	5	29	0
Lanes:	1	0	2	0	1	1	0	2	1	0	1	0

Volume Module:												
Base Vol:	99	1224	180	102	490	197	274	2030	408	272	1841	157
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:	99	1224	180	102	490	197	274	2030	408	272	1841	157
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:	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:	104	1288	189	107	516	207	288	2137	429	286	1938	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	1288	189	107	516	207	288	2137	429	286	1938	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 Volume:	104	1288	189	107	516	207	288	2137	429	286	1938	165

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.35	0.93	0.83	0.13	0.93	0.83	0.93	0.87	0.87	0.93	0.88	0.88
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.50	0.50	1.00	2.76	0.24
Final Sat.:	672	3538	1583	240	3538	1583	1769	4127	829	1769	4628	395

Capacity Analysis Module:												
Vol/Sat:	0.16	0.36	0.12	0.45	0.15	0.13	0.16	0.52	0.52	0.16	0.42	0.42
Crit Moves:				****				****				****
Green/Cycle:	0.34	0.34	0.34	0.34	0.34	0.34	0.15	0.40	0.40	0.12	0.38	0.38
Volume/Cap:	0.45	1.06	0.35	1.30	0.42	0.38	1.11	1.30	1.30	1.30	1.11	1.11
Delay/Veh:	24.3	72.5	22.4	228.6	22.9	22.7	128.0	166	165.9	203.5	86.9	86.9
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:	24.3	72.5	22.4	228.6	22.9	22.7	128.0	166	165.9	203.5	86.9	86.9
LOS by Move:	C	E	C	F	C	C	F	F	F	F	F	F
HCM2kAvgQ:	3	29	4	8	6	5	15	54	54	19	35	35

Note: Queue reported is the number of cars per lane.

SEGMENT 1A AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #46 Sepulveda Blvd and 405 NB Ramps

Cycle (sec): 90 Critical Vol./Cap.(X): 1.154

Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 64.7

Optimal Cycle: 180 Level Of Service: E

Street Name:	Sepulveda Blvd						405 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	21	0	0	25	0	0	2	0
Lanes:	1	0	1	1	0	1	1	0	1	0	1	0

Volume Module:

Base Vol:	693	1104	0	0	601	581	372	0	58	1	2	2
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:	693	1104	0	0	601	581	372	0	58	1	2	2
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:	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:	729	1162	0	0	633	612	392	0	61	1	2	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	729	1162	0	0	633	612	392	0	61	1	2	2
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 Volume:	729	1162	0	0	633	612	392	0	61	1	2	2

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.95	0.95	0.93	0.83	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.76	0.00	0.24	0.20	0.40	0.40
Final Sat.:	1769	3538	0	0	3538	1583	3084	0	416	349	698	698

Capacity Analysis Module:

Vol/Sat:	0.41	0.33	0.00	0.00	0.18	0.39	0.13	0.00	0.15	0.00	0.00	0.00
Crit Moves:	****					****			****		****	
Green/Cycle:	0.35	0.68	0.00	0.00	0.33	0.33	0.12	0.00	0.47	0.02	0.02	0.02
Volume/Cap:	1.18	0.49	0.00	0.00	0.55	1.18	1.02	0.00	0.31	0.14	0.14	0.14
Delay/Veh:	127.1	7.2	0.0	0.0	25.4	130.7	88.0	0.0	14.8	44.8	44.8	44.8
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:	127.1	7.2	0.0	0.0	25.4	130.7	88.0	0.0	14.8	44.8	44.8	44.8
LOS by Move:	F	A	A	A	C	F	F	A	B	D	D	D
HCM2kAvgQ:	37	8	0	0	8	32	11	0	4	0	0	0

Note: Queue reported is the number of cars per lane.

SEGMENT 1A AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #47 Sepulveda Blvd and Washington Pl

Cycle (sec): 90 Critical Vol./Cap.(X): 1.076

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 41.1

Optimal Cycle: 180 Level Of Service: D

Street Name:	Sepulveda Blvd						Washington Pl					
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	28	0	0	28	0	0	27	0	0	27	0
Lanes:	1	0	1	1	0	1	1	0	1	0	1	1

Volume Module:												
Base Vol:	79	1244	19	68	449	166	252	799	65	19	638	263
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:	79	1244	19	68	449	166	252	799	65	19	638	263
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:	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:	83	1309	20	72	473	175	265	841	68	20	672	277
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	1309	20	72	473	175	265	841	68	20	672	277
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 Volume:	83	1309	20	72	473	175	265	841	68	20	672	277

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.27	0.93	0.93	0.12	0.89	0.89	0.23	0.92	0.92	0.24	0.89	0.89
Lanes:	1.00	1.97	0.03	1.00	1.46	0.54	1.00	1.85	0.15	1.00	1.42	0.58
Final Sat.:	516	3478	53	236	2480	917	439	3236	263	464	2395	987

Capacity Analysis Module:												
Vol/Sat:	0.16	0.38	0.38	0.30	0.19	0.19	0.60	0.26	0.26	0.04	0.28	0.28
Crit Moves:	****						****					
Green/Cycle:	0.35	0.35	0.35	0.35	0.35	0.35	0.56	0.56	0.56	0.56	0.56	0.56
Volume/Cap:	0.46	1.08	1.08	0.86	0.54	0.54	1.08	0.46	0.46	0.08	0.50	0.50
Delay/Veh:	24.5	77.9	77.9	83.8	24.0	24.0	98.7	11.9	11.9	9.2	12.3	12.3
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	77.9	77.9	83.8	24.0	24.0	98.7	11.9	11.9	9.2	12.3	12.3
LOS by Move:	C	E	E	F	C	C	F	B	B	A	B	B
HCM2kAvgQ:	2	30	30	4	8	8	14	8	8	0	9	9

Note: Queue reported is the number of cars per lane.

HCM Signalized Intersection Capacity Analysis
48: Washington Pl. & N. Washington Boulevard

Segment 1a AM

												
Movement	EBL2	EBL	EBR2	NBL	NBT	SBL	SBT	SBR	SEL	SET	SER	SER2
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
Lane Util. Factor	1.00	0.97	1.00	1.00	0.95	1.00	0.91	0.91		0.95		0.95
Frt	1.00	1.00	0.85	1.00	1.00	1.00	0.95	0.85		0.86		0.85
Flt Protected	0.95	0.95	1.00	0.95	1.00	0.95	1.00	1.00		1.00		1.00
Satd. Flow (prot)	1770	3433	1583	1770	3539	1770	3231	1441		1520		1504
Flt Permitted	0.95	0.95	1.00	0.95	1.00	0.95	1.00	1.00		1.00		1.00
Satd. Flow (perm)	1770	3433	1583	1770	3539	1770	3231	1441		1520		1504
Volume (vph)	384	576	18	32	831	5	680	730	5	0	4	102
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	404	606	19	34	875	5	716	768	5	0	4	107
RTOR Reduction (vph)	0	0	14	0	0	0	0	0	0	46	0	55
Lane Group Flow (vph)	404	606	5	34	875	5	1041	443	0	12	0	3
Turn Type	Split		Perm	Prot		Prot		Perm	Split			Perm
Protected Phases	4	4		5	2	1	6		3	3		
Permitted Phases			4					6				3
Actuated Green, G (s)	25.8	25.8	25.8	3.9	44.0	1.1	41.2	41.2		5.3		5.3
Effective Green, g (s)	25.8	25.8	25.8	3.9	44.0	1.1	41.2	41.2		5.3		5.3
Actuated g/C Ratio	0.26	0.26	0.26	0.04	0.45	0.01	0.42	0.42		0.05		0.05
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0		4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0		3.0
Lane Grp Cap (vph)	465	902	416	70	1586	20	1356	605		82		81
v/s Ratio Prot	c0.23	0.18		c0.02	c0.25	0.00	c0.32			c0.01		
v/s Ratio Perm			0.00					0.31				0.00
v/c Ratio	0.87	0.67	0.01	0.49	0.55	0.25	0.77	0.73		0.14		0.04
Uniform Delay, d1	34.6	32.4	26.8	46.2	19.9	48.1	24.4	23.9		44.3		44.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00		1.00
Incremental Delay, d2	15.7	2.0	0.0	5.2	1.4	6.5	4.2	7.7		0.8		0.2
Delay (s)	50.3	34.4	26.8	51.4	21.3	54.6	28.6	31.5		45.1		44.2
Level of Service	D	C	C	D	C	D	C	C		D		D
Approach Delay (s)		40.5			22.4		29.6			44.7		
Approach LOS		D			C		C			D		
Intersection Summary												
HCM Average Control Delay			31.4			HCM Level of Service				C		
HCM Volume to Capacity ratio			0.76									
Actuated Cycle Length (s)			98.2			Sum of lost time (s)				24.0		
Intersection Capacity Utilization			65.0%			ICU Level of Service				C		
Analysis Period (min)			15									
c Critical Lane Group												

		
Movement	NWL2	NWR
Lane Configurations		
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	4.0	4.0
Lane Util. Factor	1.00	1.00
Frt	1.00	0.85
Flt Protected	0.95	1.00
Satd. Flow (prot)	1770	1583
Flt Permitted	1.00	1.00
Satd. Flow (perm)	1863	1583
Volume (vph)	2	9
Peak-hour factor, PHF	0.95	0.95
Adj. Flow (vph)	2	9
RTOR Reduction (vph)	0	9
Lane Group Flow (vph)	2	0
Turn Type	custom	custom
Protected Phases		
Permitted Phases	8	8
Actuated Green, G (s)	2.0	2.0
Effective Green, g (s)	2.0	2.0
Actuated g/C Ratio	0.02	0.02
Clearance Time (s)	4.0	4.0
Vehicle Extension (s)	3.0	3.0
Lane Grp Cap (vph)	38	32
v/s Ratio Prot		
v/s Ratio Perm	c0.00	0.00
v/c Ratio	0.05	0.01
Uniform Delay, d1	47.2	47.1
Progression Factor	1.00	1.00
Incremental Delay, d2	0.6	0.1
Delay (s)	47.7	47.2
Level of Service	D	D
Approach Delay (s)		
Approach LOS		
Intersection Summary		

SEGMENT 1A AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #50 Midvale Ave / Girard Ave and Venice Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.924

Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 206.0

Optimal Cycle: 115 Level Of Service: F

Street Name:	Midvale Ave / Girard Ave						Venice Blvd					
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	40	0	0	40	0	5	19	0	5	19	0
Lanes:	0	0	1	0	0	0	1	0	2	1	0	0

Volume Module:

Base Vol:	86	94	57	68	52	54	158	2327	32	243	2195	21
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:	86	94	57	68	52	54	158	2327	32	243	2195	21
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:	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:	91	99	60	72	55	57	166	2449	34	256	2311	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	99	60	72	55	57	166	2449	34	256	2311	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 Volume:	91	99	60	72	55	57	166	2449	34	256	2311	22

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.79	0.79	0.79	0.76	0.76	0.76	0.93	0.89	0.89	0.93	0.89	0.89
Lanes:	0.36	0.40	0.24	0.39	0.30	0.31	1.00	2.96	0.04	1.00	2.97	0.03
Final Sat.:	542	593	359	563	430	447	1769	5004	69	1769	5030	48

Capacity Analysis Module:

Vol/Sat:	0.17	0.17	0.17	0.13	0.13	0.13	0.09	0.49	0.49	0.14	0.46	0.46
Crit Moves:	****						****			****		
Green/Cycle:	0.44	0.44	0.44	0.44	0.44	0.44	0.07	0.33	0.33	0.10	0.35	0.35
Volume/Cap:	0.38	0.38	0.38	0.29	0.29	0.29	1.31	1.50	1.50	1.50	1.31	1.31
Delay/Veh:	17.0	17.0	17.0	16.2	16.2	16.2	226.8	259	259.3	294.6	173	173.1
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:	17.0	17.0	17.0	16.2	16.2	16.2	226.8	259	259.3	294.6	173	173.1
LOS by Move:	B	B	B	B	B	B	F	F	F	F	F	F
HCM2kAvgQ:	5	5	5	3	3	3	12	64	64	20	50	50

Note: Queue reported is the number of cars per lane.

SEGMENT 1A AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #59 Overland Ave and Venice Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 1.414
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 137.9
Optimal Cycle: 180 Level Of Service: F

Overland Ave						Venice Blvd							
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:	Ovl			Ovl			Include			Include			
Min. Green:	0	37	0	0	37	0	5	28	0	5	28	0	
Lanes:	1	0	2	0	1	1	2	0	2	1	0	2	0

Volume Module:												
Base Vol:	121	1229	220	111	777	151	331	2015	155	527	1905	218
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	121	1229	220	111	777	151	331	2015	155	527	1905	218
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:	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:	127	1294	232	117	818	159	348	2121	163	555	2005	229
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	1294	232	117	818	159	348	2121	163	555	2005	229
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 Volume:	127	1294	232	117	818	159	348	2121	163	555	2005	229

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.23	0.93	0.83	0.10	0.93	0.83	0.90	0.88	0.88	0.90	0.88	0.88
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.79	0.21	2.00	2.69	0.31
Final Sat.:	434	3538	1583	192	3538	1583	3432	4668	359	3432	4493	514

Capacity Analysis Module:												
Vol/Sat:	0.29	0.37	0.15	0.61	0.23	0.10	0.10	0.45	0.45	0.16	0.45	0.45
Crit Moves:				****				****				****
Green/Cycle:	0.43	0.43	0.55	0.43	0.43	0.51	0.08	0.32	0.32	0.11	0.35	0.35
Volume/Cap:	0.68	0.85	0.27	1.41	0.54	0.20	1.26	1.41	1.41	1.41	1.26	1.26
Delay/Veh:	30.5	27.7	11.1	268.8	19.3	12.0	183.1	220	220.5	240.6	150	149.6
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:	30.5	27.7	11.1	268.8	19.3	12.0	183.1	220	220.5	240.6	150	149.6
LOS by Move:	C	C	B	F	B	B	F	F	F	F	F	F
HCM2kAvgQ:	4	20	3	9	9	2	12	55	55	20	45	45

Note: Queue reported is the number of cars per lane.

SEGMENT 1A AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #60 Overland Ave and Washington Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.432
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 74.5
Optimal Cycle: 180 Level Of Service: E

Overland Ave						Washington Blvd						
North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permit+Prot			Permit+Prot		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	5	29	0	5	30	0	5	33	0	5	30	0
Lanes:	1	0	2	0	1	1	0	2	0	1	0	1

Volume Module:												
Base Vol:	214	897	121	206	890	193	219	935	320	227	1216	253
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:	214	897	121	206	890	193	219	935	320	227	1216	253
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:	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:	225	944	127	217	937	203	231	984	337	239	1280	266
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	225	944	127	217	937	203	231	984	337	239	1280	266
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 Volume:	225	944	127	217	937	203	231	984	337	239	1280	266

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.53	0.93	0.83	0.62	0.93	0.83	0.26	0.93	0.83	0.27	0.91	0.91
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.66	0.34
Final Sat.:	1000	3538	1583	1172	3538	1583	496	3538	1583	509	2852	593

Capacity Analysis Module:												
Vol/Sat:	0.23	0.27	0.08	0.18	0.26	0.13	0.46	0.28	0.21	0.47	0.45	0.45
Crit Moves:	****			****			****			****		
Green/Cycle:	0.36	0.25	0.41	0.39	0.25	0.36	0.49	0.34	0.34	0.54	0.39	0.39
Volume/Cap:	0.87	1.08	0.19	0.82	1.06	0.35	0.72	0.82	0.63	0.58	1.15	1.15
Delay/Veh:	57.7	99.0	22.7	43.7	92.2	28.2	7.4	40.7	35.5	41.7	111	111.2
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:	57.7	99.0	22.7	43.7	92.2	28.2	7.4	40.7	35.5	41.7	111	111.2
LOS by Move:	E	F	C	D	F	C	A	D	D	D	F	F
HCM2kAvgQ:	11	27	3	10	26	5	8	19	11	7	46	46

Note: Queue reported is the number of cars per lane.

SEGMENT 1A AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #62 Motor Ave and Venice Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.859

Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 45.6

Optimal Cycle: 94 Level Of Service: D

Street Name:	Motor Ave						Venice Blvd					
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	37	0	0	37	0	5	27	0	5	27	0
Lanes:	1	0	1	1	0	1	1	0	3	0	1	1

Volume Module:												
Base Vol:	46	465	39	235	409	290	100	2175	22	74	2248	132
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:	46	465	39	235	409	290	100	2175	22	74	2248	132
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:	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:	48	489	41	247	431	305	105	2289	23	78	2366	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	489	41	247	431	305	105	2289	23	78	2366	139
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 Volume:	48	489	41	247	431	305	105	2289	23	78	2366	139

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.26	0.92	0.92	0.37	0.98	0.83	0.93	0.89	0.83	0.93	0.89	0.83
Lanes:	1.00	1.85	0.15	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	495	3225	270	700	1862	1583	1769	5083	1583	1769	5083	1583

Capacity Analysis Module:												
Vol/Sat:	0.10	0.15	0.15	0.35	0.23	0.19	0.06	0.45	0.01	0.04	0.47	0.09
Crit Moves:				****			****			****		
Green/Cycle:	0.37	0.37	0.37	0.37	0.37	0.37	0.06	0.46	0.46	0.05	0.45	0.45
Volume/Cap:	0.26	0.41	0.41	0.95	0.62	0.52	1.03	0.98	0.03	0.86	1.03	0.19
Delay/Veh:	22.8	23.6	23.6	74.2	27.6	25.4	144.3	41.0	14.9	100.3	54.2	16.6
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:	22.8	23.6	23.6	74.2	27.6	25.4	144.3	41.0	14.9	100.3	54.2	16.6
LOS by Move:	C	C	C	E	C	C	F	D	B	F	D	B
HCM2kAvgQ:	1	6	6	12	11	8	7	32	0	5	36	3

Note: Queue reported is the number of cars per lane.

SEGMENT 1A AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #63 Motor Ave and Washington Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.801

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 21.4

Optimal Cycle: 65 Level Of Service: C

Street Name:	Motor Ave						Washington Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Permitted		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	27	0	0	0	0	0	24	0
Lanes:	0	0	0	0	0	0	1	0	2	0	0	0

Volume Module:												
Base Vol:	0	0	0	303	0	240	370	1168	0	0	988	125
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	303	0	240	370	1168	0	0	988	125
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:	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:	0	0	0	319	0	253	389	1229	0	0	1040	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	319	0	253	389	1229	0	0	1040	132
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 Volume:	0	0	0	319	0	253	389	1229	0	0	1040	132

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.83	0.93	0.93	1.00	1.00	0.92	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.78	0.22
Final Sat.:	0	0	0	1769	0	1583	1769	3538	0	0	3087	391

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.16	0.22	0.35	0.00	0.00	0.34	0.34
Crit Moves:				****				****				****
Green/Cycle:	0.00	0.00	0.00	0.22	0.00	0.50	0.70	0.70	0.00	0.00	0.42	0.42
Volume/Cap:	0.00	0.00	0.00	0.80	0.00	0.32	0.69	0.50	0.00	0.00	0.80	0.80
Delay/Veh:	0.0	0.0	0.0	47.7	0.0	15.1	27.2	7.3	0.0	0.0	28.6	28.6
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:	0.0	0.0	0.0	47.7	0.0	15.1	27.2	7.3	0.0	0.0	28.6	28.6
LOS by Move:	A	A	A	D	A	B	C	A	A	A	C	C
HCM2kAvgQ:	0	0	0	11	0	5	8	9	0	0	18	18

Note: Queue reported is the number of cars per lane.

SEGMENT 1A AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #64 Clarington Ave and Venice Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.045

Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 58.1

Optimal Cycle: 180 Level Of Service: E

Street Name:	Clarington Ave										Venice Blvd									
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		37		0	0		37		0	5		22		0	5		22		0
Lanes:	0	0	1	0	0	0	0	1	0	0	1	0	2	1	0	1	0	2	1	0

Volume Module:

Base Vol:	74	200	134	117	174	64	119	2283	91	167	2252	19
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	200	134	117	174	64	119	2283	91	167	2252	19
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:	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:	78	211	141	123	183	67	125	2403	96	176	2371	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	211	141	123	183	67	125	2403	96	176	2371	20
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 Volume:	78	211	141	123	183	67	125	2403	96	176	2371	20

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	0.77	0.77	0.57	0.57	0.57	0.93	0.89	0.89	0.93	0.89	0.89
Lanes:	0.18	0.49	0.33	0.33	0.49	0.18	1.00	2.89	0.11	1.00	2.97	0.03
Final Sat.:	267	722	483	356	529	195	1769	4859	194	1769	5036	42

Capacity Analysis Module:

Vol/Sat:	0.29	0.29	0.29	0.35	0.35	0.35	0.07	0.49	0.49	0.10	0.47	0.47
Crit Moves:				****			****			****		
Green/Cycle:	0.33	0.33	0.33	0.33	0.33	0.33	0.07	0.47	0.47	0.10	0.49	0.49
Volume/Cap:	0.88	0.88	0.88	1.04	1.04	1.04	0.95	1.04	1.04	1.04	0.95	0.95
Delay/Veh:	54.6	54.6	54.6	99.8	99.8	99.8	119.0	62.9	62.9	135.9	38.3	38.3
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:	54.6	54.6	54.6	99.8	99.8	99.8	119.0	62.9	62.9	135.9	38.3	38.3
LOS by Move:	D	D	D	F	F	F	F	E	E	F	D	D
HCM2kAvgQ:	18	18	18	20	20	20	8	44	44	11	36	36

Note: Queue reported is the number of cars per lane.

SEGMENT 1A AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #65 Clarington Ave / Madison Ave and Washington Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.674
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 24.8
Optimal Cycle: 79 Level Of Service: C

Clarington Ave / Madison Ave						Washington Blvd						
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	30	0	0	26	0	5	32	0	5	23	0
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1

Volume Module:												
Base Vol:	29	135	75	61	40	188	250	982	35	8	1000	124
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:	29	135	75	61	40	188	250	982	35	8	1000	124
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:	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:	31	142	79	64	42	198	263	1034	37	8	1053	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	142	79	64	42	198	263	1034	37	8	1053	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	31	142	79	64	42	198	263	1034	37	8	1053	131

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.42	0.98	0.83	0.59	0.86	0.86	0.93	0.93	0.93	0.93	0.93	0.83
Lanes:	1.00	1.00	1.00	1.00	0.18	0.82	1.00	1.93	0.07	1.00	2.00	1.00
Final Sat.:	803	1862	1583	1119	286	1345	1769	3399	121	1769	3538	1583

Capacity Analysis Module:												
Vol/Sat:	0.04	0.08	0.05	0.06	0.15	0.15	0.15	0.30	0.30	0.00	0.30	0.08
Crit Moves:				****			****			****		
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.21	0.54	0.54	0.08	0.41	0.41
Volume/Cap:	0.15	0.29	0.19	0.22	0.57	0.57	0.72	0.57	0.57	0.06	0.72	0.20
Delay/Veh:	28.8	30.0	29.0	29.4	33.9	33.9	43.8	15.9	15.9	42.3	26.3	18.9
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:	28.8	30.0	29.0	29.4	33.9	33.9	43.8	15.9	15.9	42.3	26.3	18.9
LOS by Move:	C	C	C	C	C	C	D	B	B	D	C	B
HCM2kAvgQ:	1	4	2	2	7	7	9	12	12	0	15	3

Note: Queue reported is the number of cars per lane.

SEGMENT 1A AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #67 Hughes Ave and Venice Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.142

Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 74.9

Optimal Cycle: 180 Level Of Service: E

Street Name:	Hughes Ave						Venice Blvd					
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	37	0	0	37	0	5	20	0	5	20	0
Lanes:	0	0	1	0	0	0	1	0	2	1	0	0

Volume Module:

Base Vol:	98	239	114	71	214	48	45	2323	117	272	2289	22
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:	98	239	114	71	214	48	45	2323	117	272	2289	22
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:	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:	103	252	120	75	225	51	47	2445	123	286	2409	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	252	120	75	225	51	47	2445	123	286	2409	23
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 Volume:	103	252	120	75	225	51	47	2445	123	286	2409	23

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.70	0.70	0.70	0.69	0.69	0.69	0.93	0.89	0.89	0.93	0.89	0.89
Lanes:	0.22	0.53	0.25	0.21	0.65	0.14	1.00	2.86	0.14	1.00	2.97	0.03
Final Sat.:	289	704	336	278	839	188	1769	4806	242	1769	5030	48

Capacity Analysis Module:

Vol/Sat:	0.36	0.36	0.36	0.27	0.27	0.27	0.03	0.51	0.51	0.16	0.48	0.48
Crit Moves:	****						****			****		
Green/Cycle:	0.31	0.31	0.31	0.31	0.31	0.31	0.05	0.45	0.45	0.14	0.54	0.54
Volume/Cap:	1.14	1.14	1.14	0.86	0.86	0.86	0.57	1.14	1.14	1.14	0.89	0.89
Delay/Veh:	130.2	130	130.2	55.1	55.1	55.1	65.1	103	103.1	152.1	28.2	28.2
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:	130.2	130	130.2	55.1	55.1	55.1	65.1	103	103.1	152.1	28.2	28.2
LOS by Move:	F	F	F	E	E	E	E	F	F	F	C	C
HCM2kAvgQ:	28	28	28	15	15	15	3	52	52	18	32	32

Note: Queue reported is the number of cars per lane.

SEGMENT 1A AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #68 Hughes Ave / Duquesne Ave and Washington Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.821
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 21.0
Optimal Cycle: 70 Level Of Service: C

Street Name:	Hughes Ave / Duquesne Ave						Washington Blvd						
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	27	0	0	28	0	0	28	0	0	25	0	
Lanes:	1	0	0	1	0	0	1	0	1	1	0	1	0

Volume Module:	Hughes Ave / Duquesne Ave			Washington Blvd								
Base Vol:	113	267	87	27	284	98	81	1041	200	121	945	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:	113	267	87	27	284	98	81	1041	200	121	945	42
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:	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:	119	281	92	28	299	103	85	1096	211	127	995	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	281	92	28	299	103	85	1096	211	127	995	44
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 Volume:	119	281	92	28	299	103	85	1096	211	127	995	44

Saturation Flow Module:	Hughes Ave / Duquesne Ave			Washington Blvd								
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.21	0.94	0.94	0.25	0.94	0.94	0.22	0.91	0.91	0.15	0.93	0.93
Lanes:	1.00	0.75	0.25	1.00	0.74	0.26	1.00	1.68	0.32	1.00	1.91	0.09
Final Sat.:	395	1352	441	471	1330	459	419	2896	556	281	3367	150

Capacity Analysis Module:	Hughes Ave / Duquesne Ave			Washington Blvd								
Vol/Sat:	0.30	0.21	0.21	0.06	0.22	0.22	0.20	0.38	0.38	0.45	0.30	0.30
Crit Moves:	****									****		
Green/Cycle:	0.37	0.37	0.37	0.37	0.37	0.37	0.55	0.55	0.55	0.55	0.55	0.55
Volume/Cap:	0.82	0.57	0.57	0.16	0.61	0.61	0.37	0.68	0.68	0.82	0.53	0.53
Delay/Veh:	58.3	26.4	26.4	21.8	27.5	27.5	13.5	17.1	17.1	46.4	14.5	14.5
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:	58.3	26.4	26.4	21.8	27.5	27.5	13.5	17.1	17.1	46.4	14.5	14.5
LOS by Move:	E	C	C	C	C	C	B	B	B	D	B	B
HCM2kAvgQ:	6	10	10	1	11	11	2	16	16	6	11	11

Note: Queue reported is the number of cars per lane.

SEGMENT 1A AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #70 Culver Blvd and Washington Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.741
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 50.2
Optimal Cycle: 180 Level Of Service: D

Culver Blvd						Washington Blvd						
North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	21	0	5	26	0	0	28	0	0	0	0
Lanes:	0	0	2	1	0	1	1	0	1	1	0	1

Volume Module:												
Base Vol:	0	1081	46	108	840	685	25	670	31	101	0	162
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	1081	46	108	840	685	25	670	31	101	0	162
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:	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:	0	1138	48	114	884	721	26	705	33	106	0	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1138	48	114	884	721	26	705	33	106	0	171
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 Volume:	0	1138	48	114	884	721	26	705	33	106	0	171

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.89	0.89	0.93	0.87	0.87	0.93	0.92	0.92	0.93	1.00	0.83
Lanes:	0.00	2.88	0.12	1.00	1.65	1.35	1.00	1.91	0.09	1.00	0.00	1.00
Final Sat.:	0	4847	206	1769	2727	2224	1769	3358	155	1769	0	1583

Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.23	0.06	0.32	0.32	0.01	0.21	0.21	0.06	0.00	0.11
Crit Moves:					****			****				****
Green/Cycle:	0.00	0.23	0.23	0.30	0.53	0.53	0.23	0.23	0.23	0.10	0.00	0.10
Volume/Cap:	0.00	1.01	1.01	0.22	0.61	0.61	0.06	0.90	0.90	0.59	0.00	1.05
Delay/Veh:	0.0	75.2	75.2	31.7	20.0	20.0	35.9	57.6	57.6	56.4	0.0	139.4
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:	0.0	75.2	75.2	31.7	20.0	20.0	35.9	57.6	57.6	56.4	0.0	139.4
LOS by Move:	A	E	E	C	B	B	D	E	E	E	A	F
HCM2kAvgQ:	0	22	22	3	15	15	1	17	17	5	0	11

Note: Queue reported is the number of cars per lane.

SEGMENT 1A AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #72 Bagley Ave / Main St and Venice Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.994

Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 46.0

Optimal Cycle: 180 Level Of Service: D

Street Name:	Bagley Ave / Main St										Venice Blvd									
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		38		0	0		38		0	5		22		0	5		18		0
Lanes:	1	0	0	1	0	0	0	1	0	0	1	0	2	1	0	1	0	2	1	0

Volume Module:

Base Vol:	25	56	75	117	171	140	121	2336	55	80	2404	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	56	75	117	171	140	121	2336	55	80	2404	58
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:	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:	26	59	79	123	180	147	127	2459	58	84	2531	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	59	79	123	180	147	127	2459	58	84	2531	61
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 Volume:	26	59	79	123	180	147	127	2459	58	84	2531	61

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	0.90	0.90	0.76	0.76	0.76	0.93	0.89	0.89	0.93	0.89	0.89
Lanes:	1.00	0.43	0.57	0.27	0.40	0.33	1.00	2.93	0.07	1.00	2.93	0.07
Final Sat.:	1471	728	974	396	579	474	1769	4951	117	1769	4944	119

Capacity Analysis Module:

Vol/Sat:	0.02	0.08	0.08	0.31	0.31	0.31	0.07	0.50	0.50	0.05	0.51	0.51
Crit Moves:				****			****			****		
Green/Cycle:	0.32	0.32	0.32	0.32	0.32	0.32	0.07	0.53	0.53	0.05	0.51	0.51
Volume/Cap:	0.06	0.26	0.26	0.98	0.98	0.98	1.00	0.93	0.93	0.93	1.00	1.00
Delay/Veh:	28.6	30.7	30.7	77.8	77.8	77.8	135.7	32.8	32.8	129.4	47.2	47.2
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:	28.6	30.7	30.7	77.8	77.8	77.8	135.7	32.8	32.8	129.4	47.2	47.2
LOS by Move:	C	C	C	E	E	E	F	C	C	F	D	D
HCM2kAvgQ:	1	4	4	22	22	22	8	36	36	6	43	43

Note: Queue reported is the number of cars per lane.

SEGMENT 1A AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #73 Main St / Washington Blvd and Culver Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.127
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 312.0
Optimal Cycle: 180 Level Of Service: F

Main St / Washington Blvd						Culver Blvd						
North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	33	0	0	33	0	5	30	0	5	26	0
Lanes:	2	0	0	1	0	1	0	1	0	2	0	2
	2	0	0	1	0	1	0	1	0	2	0	2

Volume Module:

Base Vol:	1278	42	0	0	142	157	575	0	1323	2	419	75
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:	1278	42	0	0	142	157	575	0	1323	2	419	75
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:	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:	1345	44	0	0	149	165	605	0	1393	2	441	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1345	44	0	0	149	165	605	0	1393	2	441	79
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 Volume:	1345	44	0	0	149	165	605	0	1393	2	441	79

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.98	1.00	0.95	0.86	0.86	0.93	0.95	0.73	0.93	0.91	0.91
Lanes:	2.00	1.00	0.00	0.00	1.00	1.00	1.00	2.00	2.00	1.00	1.70	0.30
Final Sat.:	3432	1862	0	0	1629	1629	1769	3610	2786	1769	2932	525

Capacity Analysis Module:

Vol/Sat:	0.39	0.02	0.00	0.00	0.09	0.10	0.34	0.00	0.50	0.00	0.15	0.15
Crit Moves:	****			****			****			****		
Green/Cycle:	0.20	0.20	0.00	0.00	0.28	0.28	0.17	0.00	0.35	0.04	0.22	0.22
Volume/Cap:	1.96	0.12	0.00	0.00	0.33	0.37	1.96	0.00	1.43	0.03	0.69	0.69
Delay/Veh:	484.3	39.5	0.0	0.0	34.9	35.4	492.1	0.0	238.2	55.3	46.2	46.2
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:	484.3	39.5	0.0	0.0	34.9	35.4	492.1	0.0	238.2	55.3	46.2	46.2
LOS by Move:	F	D	A	A	C	D	F	A	F	E	D	D
HCM2kAvgQ:	67	1	0	0	5	5	59	0	59	0	10	10

Note: Queue reported is the number of cars per lane.

SEGMENT 1A AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #74 Culver Blvd and Venice Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.916
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 146.1
Optimal Cycle: 138 Level Of Service: F

Street Name:	Culver Blvd						Venice Blvd									
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
----- ----- ----- ----- ----- -----																
Control:	Split Phase			Split Phase			Permitted			Protected						
Rights:	Ovl			Include			Include			Include						
Min. Green:	0		0		0	0	36		0	0	40		0	5	21	0
Lanes:	1	0	1	0	2	1	0	1	0	0	1	0	2	1	0	0
----- ----- ----- ----- ----- -----																

Volume Module:

Base Vol:	52	5	276	41	6	21	15	2577	11	406	2660	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:	52	5	276	41	6	21	15	2577	11	406	2660	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:	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:	55	5	291	43	6	22	16	2713	12	427	2800	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	5	291	43	6	22	16	2713	12	427	2800	33
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 Volume:	55	5	291	43	6	22	16	2713	12	427	2800	33

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.73	0.91	0.91	0.91	0.08	0.89	0.89	0.90	0.89	0.89
Lanes:	1.00	1.00	2.00	1.43	0.13	0.44	1.00	2.99	0.01	2.00	2.97	0.03
Final Sat.:	1769	1862	2786	2469	218	763	156	5057	22	3432	5015	58

Capacity Analysis Module:

Vol/Sat:	0.03	0.00	0.10	0.02	0.03	0.03	0.10	0.54	0.54	0.12	0.56	0.56
Crit Moves:	****			****			****			****		
Green/Cycle:	0.08	0.08	0.17	0.30	0.30	0.30	0.40	0.40	0.40	0.09	0.49	0.49
Volume/Cap:	0.40	0.04	0.62	0.06	0.10	0.10	0.25	1.35	1.35	1.35	1.14	1.14
Delay/Veh:	54.7	51.3	48.7	29.9	30.3	30.3	26.4	197	197.3	231.8	99.5	99.5
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:	54.7	51.3	48.7	29.9	30.3	30.3	26.4	197	197.3	231.8	99.5	99.5
LOS by Move:	D	D	D	C	C	C	C	F	F	F	F	F
HCM2kAvgQ:	2	0	7	1	1	1	1	69	69	17	57	57

Note: Queue reported is the number of cars per lane.

SEGMENT 1A AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #75 Sawtelle Blvd and Washington Pl

Cycle (sec): 90 Critical Vol./Cap.(X): 0.635

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 16.7

Optimal Cycle: 62 Level Of Service: B

Street Name:	Sawtelle Blvd						Washington Pl					
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	26	0	0	28	0	0	26	0	0	22	0
Lanes:	0	1	0	1	0	0	1	0	1	1	0	1

Volume Module:

Base Vol:	121	370	61	48	253	61	156	1061	100	73	740	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	121	370	61	48	253	61	156	1061	100	73	740	38
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:	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:	127	389	64	51	266	64	164	1117	105	77	779	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	389	64	51	266	64	164	1117	105	77	779	40
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 Volume:	127	389	64	51	266	64	164	1117	105	77	779	40

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.67	0.67	0.67	0.75	0.75	0.75	0.29	0.92	0.92	0.14	0.93	0.83
Lanes:	0.44	1.34	0.22	0.26	1.40	0.34	1.00	1.83	0.17	1.00	2.00	1.00
Final Sat.:	556	1702	281	376	1982	478	549	3191	301	268	3538	1583

Capacity Analysis Module:

Vol/Sat:	0.23	0.23	0.23	0.13	0.13	0.13	0.30	0.35	0.35	0.29	0.22	0.03
Crit Moves:	****						****					
Green/Cycle:	0.36	0.36	0.36	0.36	0.36	0.36	0.55	0.55	0.55	0.55	0.55	0.55
Volume/Cap:	0.64	0.64	0.64	0.37	0.37	0.37	0.54	0.64	0.64	0.52	0.40	0.05
Delay/Veh:	25.4	25.4	25.4	21.5	21.5	21.5	15.0	14.7	14.7	16.0	11.8	9.3
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:	25.4	25.4	25.4	21.5	21.5	21.5	15.0	14.7	14.7	16.0	11.8	9.3
LOS by Move:	C	C	C	C	C	C	B	B	B	B	B	A
HCM2kAvgQ:	8	8	8	4	4	4	4	13	13	2	7	1

Note: Queue reported is the number of cars per lane.

SEGMENT 1A AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #76 Sepulveda Blvd and Queensland St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.824

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 78.0

Optimal Cycle: 69 Level Of Service: E

Street Name:	Sepulveda Blvd								Queensland St											
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		17		0	0		0		0	0		30		0	0		30		0
Lanes:	1	0	1	1	0	1	0	1	1	0	0	0	1!	0	0	0	0	1!	0	0

Volume Module:

Base Vol:	12	2237	23	10	525	3	48	3	8	34	21	62
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:	12	2237	23	10	525	3	48	3	8	34	21	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	13	2355	24	11	553	3	51	3	8	36	22	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	2355	24	11	553	3	51	3	8	36	22	65
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 Volume:	13	2355	24	11	553	3	51	3	8	36	22	65

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.40	0.93	0.93	0.08	0.93	0.93	0.73	0.73	0.73	0.83	0.83	0.83
Lanes:	1.00	1.98	0.02	1.00	1.99	0.01	0.81	0.05	0.14	0.29	0.18	0.53
Final Sat.:	767	3498	36	143	3514	20	1122	70	187	459	283	837

Capacity Analysis Module:

Vol/Sat:	0.02	0.67	0.67	0.07	0.16	0.16	0.05	0.05	0.05	0.08	0.08	0.08
Crit Moves:	****									****		
Green/Cycle:	0.58	0.58	0.58	0.58	0.58	0.58	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.03	1.16	1.16	0.13	0.27	0.27	0.14	0.14	0.14	0.23	0.23	0.23
Delay/Veh:	8.2	99.0	99.0	9.4	9.6	9.6	21.1	21.1	21.1	21.9	21.9	21.9
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:	8.2	99.0	99.0	9.4	9.6	9.6	21.1	21.1	21.1	21.9	21.9	21.9
LOS by Move:	A	F	F	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	0	59	59	0	4	4	1	1	1	3	3	3

Note: Queue reported is the number of cars per lane.

SEGMENT 1A AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #77 Sepulveda Blvd and Rose Ave

Average Delay (sec/veh): 137.2 Worst Case Level Of Service: F[1707.5]

Street Name:	Sepulveda Blvd						Rose Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	1	1	0	0	0	1	0	0	0	0

Volume Module:												
Base Vol:	97	1973	81	41	817	38	0	0	0	34	0	231
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:	97	1973	81	41	817	38	0	0	0	34	0	231
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:	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:	102	2077	85	43	860	40	0	0	0	36	0	243
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	102	2077	85	43	860	40	0	0	0	36	0	243

Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	6.8	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:												
Cnflct Vol:	900	xxxx	xxxxx	2162	xxxx	xxxxx	2209	3333	450	2840	3310	1081
Potent Cap.:	751	xxxx	xxxxx	244	xxxx	xxxxx	24	8	556	14	8	213
Move Cap.:	751	xxxx	xxxxx	244	xxxx	xxxxx	0	6	556	11	6	213
Volume/Cap:	0.14	xxxx	xxxxx	0.18	xxxx	xxxxx	xxxx	0.00	0.00	3.36	0.00	1.14

Level Of Service Module:												
2Way95thQ:	0.5	xxxx	xxxxx	0.6	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	10.5	xxxx	xxxxx	22.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	C	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	62	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	30.5	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1707	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			1707.5		
ApproachLOS:	*			*			*			F		

Note: Queue reported is the number of cars per lane.

SEGMENT 1A AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #78 Sepulveda Blvd and Washington Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 1.065

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 29.0

Optimal Cycle: 180 Level Of Service: C

Street Name:	Sepulveda Blvd								Washington Blvd											
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		37		0	0		39		0	0		37		0	0		37		0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	2	1	0	1	0	1	1	0

Volume Module:												
Base Vol:	87	1084	38	26	520	112	246	935	78	84	777	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	1084	38	26	520	112	246	935	78	84	777	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	92	1141	40	27	547	118	259	984	82	88	818	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	1141	40	27	547	118	259	984	82	88	818	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	92	1141	40	27	547	118	259	984	82	88	818	77

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.29	0.93	0.93	0.11	0.91	0.91	0.21	0.88	0.88	0.22	0.92	0.92
Lanes:	1.00	1.93	0.07	1.00	1.65	0.35	1.00	2.77	0.23	1.00	1.83	0.17
Final Sat.:	557	3401	119	201	2832	610	408	4636	387	413	3192	300

Capacity Analysis Module:												
Vol/Sat:	0.16	0.34	0.34	0.14	0.19	0.19	0.64	0.21	0.21	0.21	0.26	0.26
Crit Moves:	****						****					
Green/Cycle:	0.41	0.41	0.41	0.41	0.41	0.41	0.50	0.50	0.50	0.50	0.50	0.50
Volume/Cap:	0.40	0.82	0.82	0.33	0.47	0.47	1.27	0.42	0.42	0.43	0.51	0.51
Delay/Veh:	19.8	27.2	27.2	20.4	19.6	19.6	176.7	14.4	14.4	15.7	15.4	15.4
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:	19.8	27.2	27.2	20.4	19.6	19.6	176.7	14.4	14.4	15.7	15.4	15.4
LOS by Move:	B	C	C	C	B	B	F	B	B	B	B	B
HCM2kAvgQ:	2	17	17	1	7	7	17	7	7	2	9	9

Note: Queue reported is the number of cars per lane.

SEGMENT 1A AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #80 Girard Ave and Washington Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.728

Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 19.8

Optimal Cycle: 63 Level Of Service: B

Street Name:	Girard Ave						Washington Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	15	0
Lanes:	0	0	0	0	0	1	0	2	0	0	2	0

Volume Module:												
Base Vol:	0	0	0	59	0	226	208	1265	0	0	1124	45
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	59	0	226	208	1265	0	0	1124	45
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:	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:	0	0	0	62	0	238	219	1332	0	0	1183	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	62	0	238	219	1332	0	0	1183	47
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 Volume:	0	0	0	62	0	238	219	1332	0	0	1183	47

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.87	1.00	0.87	0.93	0.93	1.00	1.00	0.93	0.83
Lanes:	0.00	0.00	0.00	0.21	0.00	0.79	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	341	0	1305	1769	3538	0	0	3538	1583

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.18	0.12	0.38	0.00	0.00	0.33	0.03
Crit Moves:				****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.25	0.00	0.25	0.63	0.63	0.00	0.00	0.46	0.46
Volume/Cap:	0.00	0.00	0.00	0.73	0.00	0.73	0.58	0.60	0.00	0.00	0.73	0.07
Delay/Veh:	0.0	0.0	0.0	40.8	0.0	40.8	22.2	11.5	0.0	0.0	23.6	15.1
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	40.8	0.0	40.8	22.2	11.5	0.0	0.0	23.6	15.1
LOS by Move:	A	A	A	D	A	D	C	B	A	A	C	B
HCM2kAvgQ:	0	0	0	10	0	10	5	13	0	0	17	1

Note: Queue reported is the number of cars per lane.

SEGMENT 1A AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #81 Robertsons Blvd / Higuera St and Washington Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.611
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 27.4
Optimal Cycle: 89 Level Of Service: C

Street Name:	Robertsons Blvd / Higuera St					Washington Blvd														
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					Permitted					Permitted				
Rights:	Include					Include					Include					Include				
Min. Green:	5		36		0	5		32		0	0		33		0	0		36		0
Lanes:	1	0	1	1	0	1	0	1	0	1	1	0	1	1	0	1	0	1	1	0

Volume Module:	Robertsons Blvd / Higuera St					Washington Blvd						
Base Vol:	117	346	75	21	258	6	67	769	273	101	1034	38
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:	117	346	75	21	258	6	67	769	273	101	1034	38
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:	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:	123	364	79	22	272	6	71	809	287	106	1088	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	364	79	22	272	6	71	809	287	106	1088	40
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 Volume:	123	364	79	22	272	6	71	809	287	106	1088	40

Saturation Flow Module:	Robertsons Blvd / Higuera St					Washington Blvd						
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.91	0.91	0.93	0.98	0.83	0.13	0.89	0.89	0.14	0.93	0.93
Lanes:	1.00	1.64	0.36	1.00	1.00	1.00	1.00	1.48	0.52	1.00	1.93	0.07
Final Sat.:	1769	2829	613	1769	1862	1583	250	2509	891	268	3395	125

Capacity Analysis Module:	Robertsons Blvd / Higuera St					Washington Blvd						
Vol/Sat:	0.07	0.13	0.13	0.01	0.15	0.00	0.28	0.32	0.32	0.40	0.32	0.32
Crit Moves:	****					****					****	
Green/Cycle:	0.07	0.36	0.36	0.05	0.34	0.34	0.47	0.47	0.47	0.47	0.47	0.47
Volume/Cap:	0.95	0.36	0.36	0.25	0.43	0.01	0.60	0.69	0.69	0.84	0.68	0.68
Delay/Veh:	109.8	23.7	23.7	47.2	26.2	22.1	28.0	22.0	22.0	60.9	21.9	21.9
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:	109.8	23.7	23.7	47.2	26.2	22.1	28.0	22.0	22.0	60.9	21.9	21.9
LOS by Move:	F	C	C	D	C	C	C	C	C	E	C	C
HCM2kAvgQ:	7	5	5	1	7	0	3	15	15	5	15	15

Note: Queue reported is the number of cars per lane.

SEGMENT 1A PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

Scenario Report

Scenario:	SEGMENT 1A PM
Command:	SEGMENT 1A PM
Volume:	SEGMENT 1A PM Vol
Geometry:	PM
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	SEGMENT 1A PM

SEGMENT 1A PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #36 Sawtelle Blvd and National Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 1.573
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 90.0
Optimal Cycle: 180 Level Of Service: F

Street Name:	Sawtelle Blvd						National Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	22	0	5	24	0	0	23	0	0	23	0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:	Sawtelle Blvd			Sawtelle Blvd			National Blvd			National Blvd		
Base Vol:	62	657	98	251	1435	118	127	940	196	121	660	295
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	657	98	251	1435	118	127	940	196	121	660	295
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:	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:	65	692	103	264	1511	124	134	989	206	127	695	311
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	692	103	264	1511	124	134	989	206	127	695	311
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 Volume:	65	692	103	264	1511	124	134	989	206	127	695	311

Saturation Flow Module:	Sawtelle Blvd			Sawtelle Blvd			National Blvd			National Blvd		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.91	0.91	0.93	0.92	0.92	0.17	0.91	0.91	0.10	0.89	0.89
Lanes:	1.00	1.74	0.26	1.00	1.85	0.15	1.00	1.65	0.35	1.00	1.38	0.62
Final Sat.:	1769	3020	450	1769	3233	266	317	2851	595	196	2333	1043

Capacity Analysis Module:	Sawtelle Blvd			Sawtelle Blvd			National Blvd			National Blvd		
Vol/Sat:	0.04	0.23	0.23	0.15	0.47	0.47	0.42	0.35	0.35	0.65	0.30	0.30
Crit Moves:	****			****						****		
Green/Cycle:	0.30	0.24	0.24	0.44	0.34	0.34	0.47	0.47	0.47	0.47	0.47	0.47
Volume/Cap:	0.37	0.94	0.94	0.77	1.38	1.38	0.89	0.73	0.73	1.38	0.63	0.63
Delay/Veh:	23.4	50.6	50.6	29.0	206	205.8	65.6	21.0	21.0	248.3	18.7	18.7
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:	23.4	50.6	50.6	29.0	206	205.8	65.6	21.0	21.0	248.3	18.7	18.7
LOS by Move:	C	D	D	C	F	F	E	C	C	F	B	B
HCM2kAvgQ:	2	16	16	8	54	54	6	15	15	10	12	12

Note: Queue reported is the number of cars per lane.

SEGMENT 1A PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #37 Sawtelle Blvd and Palms Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 1.735
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 65.3
Optimal Cycle: 180 Level Of Service: E

Street Name:	Sawtelle Blvd						Palms Blvd					
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	24	0	0	25	0	0	25	0	0	25	0
Lanes:	1	0	1	1	0	0	1	0	1	1	0	0

Volume Module:

Base Vol:	86	574	312	330	1293	96	43	601	274	223	1026	210
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:	86	574	312	330	1293	96	43	601	274	223	1026	210
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:	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:	91	604	328	347	1361	101	45	633	288	235	1080	221
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	604	328	347	1361	101	45	633	288	235	1080	221
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 Volume:	91	604	328	347	1361	101	45	633	288	235	1080	221

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.08	0.88	0.88	0.22	0.92	0.92	0.11	0.89	0.89	0.16	0.91	0.91
Lanes:	1.00	1.30	0.70	1.00	1.86	0.14	1.00	1.37	0.63	1.00	1.66	0.34
Final Sat.:	158	2171	1180	425	3260	242	214	2316	1056	307	2863	586

Capacity Analysis Module:

Vol/Sat:	0.57	0.28	0.28	0.82	0.42	0.42	0.21	0.27	0.27	0.76	0.38	0.38
Crit Moves:	****						****					
Green/Cycle:	0.47	0.47	0.47	0.47	0.47	0.47	0.44	0.44	0.44	0.44	0.44	0.44
Volume/Cap:	1.13	0.59	0.59	1.73	0.89	0.89	0.48	0.62	0.62	1.73	0.86	0.86
Delay/Veh:	164.5	18.1	18.1	374.4	27.9	27.9	21.7	20.2	20.2	384.6	27.7	27.7
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:	164.5	18.1	18.1	374.4	27.9	27.9	21.7	20.2	20.2	384.6	27.7	27.7
LOS by Move:	F	B	B	F	C	C	C	C	C	F	C	C
HCM2kAvgQ:	6	10	10	29	23	23	2	11	11	20	20	20

Note: Queue reported is the number of cars per lane.

SEGMENT 1A PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #38 Sawtelle Blvd and Venice Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 1.313
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 101.0
Optimal Cycle: 180 Level Of Service: F

Sawtelle Blvd						Venice Blvd						
North Bound			South Bound			East Bound			West Bound			
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	37	0	0	37	0	5	24	0	5	24	0
Lanes:	0	1	0	1	0	1	0	2	1	0	1	0

Volume Module:												
Base Vol:	154	469	114	227	1203	104	110	2048	126	251	1706	75
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:	154	469	114	227	1203	104	110	2048	126	251	1706	75
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:	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:	162	494	120	239	1266	109	116	2156	133	264	1796	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	494	120	239	1266	109	116	2156	133	264	1796	79
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 Volume:	162	494	120	239	1266	109	116	2156	133	264	1796	79

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.48	0.48	0.48	0.24	0.92	0.92	0.93	0.88	0.88	0.93	0.89	0.89
Lanes:	0.42	1.27	0.31	1.00	1.84	0.16	1.00	2.83	0.17	1.00	2.87	0.13
Final Sat.:	382	1164	283	447	3217	278	1769	4746	292	1769	4840	213

Capacity Analysis Module:												
Vol/Sat:	0.42	0.42	0.42	0.53	0.39	0.39	0.07	0.45	0.45	0.15	0.37	0.37
Crit Moves:				****				****		****		
Green/Cycle:	0.41	0.41	0.41	0.41	0.41	0.41	0.07	0.35	0.35	0.11	0.39	0.39
Volume/Cap:	1.04	1.04	1.04	1.31	0.97	0.97	0.95	1.31	1.31	1.31	0.95	0.95
Delay/Veh:	71.2	71.2	71.2	201.2	42.7	42.7	107.5	175	174.7	211.7	37.3	37.3
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:	71.2	71.2	71.2	201.2	42.7	42.7	107.5	175	174.7	211.7	37.3	37.3
LOS by Move:	E	E	E	F	D	D	F	F	F	F	D	D
HCM2kAvgQ:	18	18	18	16	26	26	6	50	50	18	24	24

Note: Queue reported is the number of cars per lane.

SEGMENT 1A PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #39 Sawtelle Blvd and I-405 SB Ramps

Cycle (sec): 90 Critical Vol./Cap.(X): 0.799
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 37.0
Optimal Cycle: 70 Level Of Service: D

Street Name:	Sawtelle Blvd						I-405 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	21	0	0	19	0	0	22	0	0	22	0
Lanes:	0	1	1	0	1	0	0	0	1	0	0	1

Volume Module:	Sawtelle Blvd			Sawtelle Blvd			I-405 SB Ramps			I-405 SB Ramps		
Base Vol:	19	335	107	548	559	32	10	75	19	268	44	183
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	335	107	548	559	32	10	75	19	268	44	183
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:	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:	20	353	113	577	588	34	11	79	20	282	46	193
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	353	113	577	588	34	11	79	20	282	46	193
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 Volume:	20	353	113	577	588	34	11	79	20	282	46	193

Saturation Flow Module:	Sawtelle Blvd			Sawtelle Blvd			I-405 SB Ramps			I-405 SB Ramps		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.83	0.91	0.91	0.91	0.92	0.92	0.92	0.63	0.63	0.83
Lanes:	0.11	1.89	1.00	0.96	0.98	0.06	0.10	0.72	0.18	0.86	0.14	1.00
Final Sat.:	189	3338	1583	1656	1690	97	168	1258	319	1030	169	1583

Capacity Analysis Module:	Sawtelle Blvd			Sawtelle Blvd			I-405 SB Ramps			I-405 SB Ramps		
Vol/Sat:	0.11	0.11	0.07	0.35	0.35	0.35	0.06	0.06	0.06	0.27	0.27	0.12
Crit Moves:	****			****						****		
Green/Cycle:	0.23	0.23	0.23	0.38	0.38	0.38	0.30	0.30	0.30	0.30	0.30	0.30
Volume/Cap:	0.45	0.45	0.30	0.92	0.92	0.92	0.21	0.21	0.21	0.92	0.92	0.41
Delay/Veh:	30.0	30.0	28.9	37.0	37.0	37.0	23.8	23.8	23.8	58.4	58.4	25.8
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:	30.0	30.0	28.9	37.0	37.0	37.0	23.8	23.8	23.8	58.4	58.4	25.8
LOS by Move:	C	C	C	D	D	D	C	C	C	E	E	C
HCM2kAvgQ:	5	5	3	21	21	21	2	2	2	13	13	5

Note: Queue reported is the number of cars per lane.

SEGMENT 1A PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #41 Sepulveda Blvd and Exposition Blvd

Cycle (sec): 130 Critical Vol./Cap.(X): 0.807

Loss Time (sec): 22 (Y+R=4.0 sec) Average Delay (sec/veh): 40.5

Optimal Cycle: 112 Level Of Service: D

Street Name:	Sepulveda Blvd						Exposition Blvd					
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	40	0	5	40	0	5	27	0	5	27	0
Lanes:	1	0	1	1	0	0	1	0	0	1	0	0

Volume Module:

Base Vol:	77	1135	23	101	1026	65	95	218	186	32	74	53
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	1135	23	101	1026	65	95	218	186	32	74	53
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:	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:	81	1195	24	106	1080	68	100	229	196	34	78	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	1195	24	106	1080	68	100	229	196	34	78	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	81	1195	24	106	1080	68	100	229	196	34	78	56

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.93	0.93	0.88	0.88	0.93	0.91	0.91	0.93	0.92	0.92
Lanes:	1.00	1.96	0.04	1.00	2.82	0.18	1.00	0.54	0.46	1.00	0.58	0.42
Final Sat.:	1769	3457	70	1769	4737	300	1769	935	798	1769	1017	728

Capacity Analysis Module:

Vol/Sat:	0.05	0.35	0.35	0.06	0.23	0.23	0.06	0.25	0.25	0.02	0.08	0.08
Crit Moves:	****			****			****			****		
Green/Cycle:	0.06	0.42	0.42	0.07	0.43	0.43	0.07	0.30	0.30	0.04	0.26	0.26
Volume/Cap:	0.72	0.82	0.82	0.82	0.53	0.53	0.78	0.82	0.82	0.50	0.29	0.29
Delay/Veh:	79.2	37.2	37.2	92.0	27.6	27.6	85.8	52.5	52.5	66.8	38.4	38.4
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:	79.2	37.2	37.2	92.0	27.6	27.6	85.8	52.5	52.5	66.8	38.4	38.4
LOS by Move:	E	D	D	F	C	C	F	D	D	E	D	D
HCM2kAvgQ:	5	24	24	6	12	12	6	18	18	2	4	4

Note: Queue reported is the number of cars per lane.

SEGMENT 1A PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #42 Sepulveda Blvd and National Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 1.805
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 135.3
Optimal Cycle: 180 Level Of Service: F

Sepulveda Blvd						National Blvd					
North Bound			South Bound			East Bound			West Bound		
L	T	R	L	T	R	L	T	R	L	T	R
Control: Prot+Permit			Control: Prot+Permit			Control: Prot+Permit			Control: Prot+Permit		
Rights: Include			Rights: Include			Rights: Include			Rights: Include		
Min. Green: 5	25	0	0	25	0	5	27	0	0	27	0
Lanes: 1	0	2	0	1	1	0	1	1	0	1	1

Volume Module:												
Base Vol:	266	1327	152	161	1561	400	238	1300	161	82	1019	40
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:	266	1327	152	161	1561	400	238	1300	161	82	1019	40
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:	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:	280	1397	160	169	1643	421	251	1368	169	86	1073	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	1397	160	169	1643	421	251	1368	169	86	1073	42
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 Volume:	280	1397	160	169	1643	421	251	1368	169	86	1073	42

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.32	0.93	0.83	0.67	0.93	0.83	0.44	0.92	0.92	0.44	0.93	0.93
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.78	0.22	1.00	1.92	0.08
Final Sat.:	609	3538	1583	1267	3538	1583	837	3098	384	827	3384	133

Capacity Analysis Module:												
Vol/Sat:	0.46	0.39	0.10	0.13	0.46	0.27	0.30	0.44	0.44	0.10	0.32	0.32
Crit Moves:	****			****			****			****		
Green/Cycle:	0.50	0.37	0.37	0.43	0.34	0.34	0.41	0.33	0.33	0.29	0.25	0.25
Volume/Cap:	0.97	1.07	0.27	0.70	1.35	0.78	0.89	1.35	1.35	0.59	1.27	1.27
Delay/Veh:	56.9	73.1	20.1	24.9	194	33.4	46.4	195	195.5	30.3	162	162.4
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:	56.9	73.1	20.1	24.9	194	33.4	46.4	195	195.5	30.3	162	162.4
LOS by Move:	E	E	C	C	F	C	D	F	F	C	F	F
HCM2kAvgQ:	12	31	3	5	53	12	10	50	50	3	34	34

Note: Queue reported is the number of cars per lane.

SEGMENT 1A PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #43 Sepulveda Blvd and Palms Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 3.982
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 339.1
Optimal Cycle: 180 Level Of Service: F

Sepulveda Blvd						Palms Blvd					
North Bound			South Bound			East Bound			West Bound		
L	T	R	L	T	R	L	T	R	L	T	R
Control: Permitted			Control: Permitted			Control: Permitted			Control: Permitted		
Rights: Include			Rights: Include			Rights: Include			Rights: Include		
Min. Green: 0	26	0	0	26	0	0	29	0	0	29	0
Lanes: 1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:												
Base Vol:	126	1453	219	338	1548	215	108	1036	103	252	1123	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	1453	219	338	1548	215	108	1036	103	252	1123	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	133	1529	231	356	1629	226	114	1091	108	265	1182	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	1529	231	356	1629	226	114	1091	108	265	1182	157
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 Volume:	133	1529	231	356	1629	226	114	1091	108	265	1182	157

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.07	0.91	0.91	0.07	0.91	0.91	0.16	0.92	0.92	0.16	0.98	0.83
Lanes:	1.00	1.74	0.26	1.00	1.76	0.24	1.00	1.82	0.18	1.00	1.00	1.00
Final Sat.:	128	3013	454	128	3050	424	313	3176	316	313	1862	1583

Capacity Analysis Module:												
Vol/Sat:	1.04	0.51	0.51	2.78	0.53	0.53	0.36	0.34	0.34	0.85	0.63	0.10
Crit Moves:				****						****		
Green/Cycle:	0.70	0.70	0.70	0.70	0.70	0.70	0.21	0.21	0.21	0.21	0.21	0.21
Volume/Cap:	1.48	0.73	0.73	3.98	0.77	0.77	1.42	1.61	1.61	3.32	2.98	0.47
Delay/Veh:	281.7	9.5	9.5	1382	10.3	10.3	283.0	317	317.5	1109	934	32.0
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:	281.7	9.5	9.5	1382	10.3	10.3	283.0	317	317.5	1109	934	32.0
LOS by Move:	F	A	A	F	B	B	F	F	F	F	F	C
HCM2kAvgQ:	11	17	17	43	19	19	9	48	48	31	129	4

Note: Queue reported is the number of cars per lane.

SEGMENT 1A PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #45 Sepulveda Blvd and Venice Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 2.257
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 213.6
Optimal Cycle: 180 Level Of Service: F

Sepulveda Blvd						Venice Blvd						
North Bound			South Bound			East Bound			West Bound			
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	37	0	0	37	0	5	29	0	5	29	0
Lanes:	1	0	2	0	1	1	0	2	1	0	1	0

Volume Module:												
Base Vol:	165	1230	242	213	1136	39	291	2081	206	305	1694	191
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:	165	1230	242	213	1136	39	291	2081	206	305	1694	191
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:	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:	174	1295	255	224	1196	41	306	2191	217	321	1783	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	1295	255	224	1196	41	306	2191	217	321	1783	201
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 Volume:	174	1295	255	224	1196	41	306	2191	217	321	1783	201

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.12	0.93	0.83	0.09	0.93	0.83	0.93	0.88	0.88	0.93	0.88	0.88
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.73	0.27	1.00	2.70	0.30
Final Sat.:	222	3538	1583	173	3538	1583	1769	4565	452	1769	4500	507

Capacity Analysis Module:												
Vol/Sat:	0.78	0.37	0.16	1.29	0.34	0.03	0.17	0.48	0.48	0.18	0.40	0.40
Crit Moves:				****				****		****		
Green/Cycle:	0.48	0.48	0.48	0.48	0.48	0.48	0.12	0.32	0.32	0.07	0.27	0.27
Volume/Cap:	1.64	0.77	0.34	2.71	0.71	0.05	1.46	1.49	1.49	2.71	1.46	1.46
Delay/Veh:	350.6	21.5	14.9	826.8	20.0	12.6	272.5	254	253.9	835.5	245	245.4
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:	350.6	21.5	14.9	826.8	20.0	12.6	272.5	254	253.9	835.5	245	245.4
LOS by Move:	F	C	B	F	B	B	F	F	F	F	F	F
HCM2kAvgQ:	15	17	4	25	15	1	22	61	61	35	50	50

Note: Queue reported is the number of cars per lane.

SEGMENT 1A PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #46 Sepulveda Blvd and 405 NB Ramps

Cycle (sec): 90 Critical Vol./Cap.(X): 0.942
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 29.9
Optimal Cycle: 126 Level Of Service: C

Street Name:	Sepulveda Blvd						405 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	21	0	0	25	0	0	2	0
Lanes:	1	0	1	1	0	1	1	0	1	0	0	0

Volume Module:	Sepulveda Blvd			Sepulveda Blvd			405 NB Ramps			405 NB Ramps		
Base Vol:	273	1149	0	0	1388	182	426	0	109	4	0	2
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:	273	1149	0	0	1388	182	426	0	109	4	0	2
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:	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:	287	1209	0	0	1461	192	448	0	115	4	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	287	1209	0	0	1461	192	448	0	115	4	0	2
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 Volume:	287	1209	0	0	1461	192	448	0	115	4	0	2

Saturation Flow Module:	Sepulveda Blvd			Sepulveda Blvd			405 NB Ramps			405 NB Ramps		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.95	0.95	0.93	0.83	0.91	1.00	0.91	0.91	1.00	0.91
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.66	0.00	0.34	0.67	0.00	0.33
Final Sat.:	1769	3538	0	0	3538	1583	2884	0	588	1148	0	574

Capacity Analysis Module:	Sepulveda Blvd			Sepulveda Blvd			405 NB Ramps			405 NB Ramps		
Vol/Sat:	0.16	0.34	0.00	0.00	0.41	0.12	0.16	0.00	0.20	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.17	0.61	0.00	0.00	0.44	0.44	0.21	0.00	0.38	0.00	0.00	0.00
Volume/Cap:	0.94	0.56	0.00	0.00	0.94	0.28	0.75	0.00	0.51	0.94	0.00	0.94
Delay/Veh:	73.1	10.7	0.0	0.0	35.9	16.4	37.7	0.0	21.9	352.4	0.0	352.4
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:	73.1	10.7	0.0	0.0	35.9	16.4	37.7	0.0	21.9	352.4	0.0	352.4
LOS by Move:	E	B	A	A	D	B	D	A	C	F	A	F
HCM2kAvgQ:	12	11	0	0	26	3	9	0	8	1	0	1

Note: Queue reported is the number of cars per lane.

SEGMENT 1A PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #47 Sepulveda Blvd and Washington Pl

Cycle (sec): 90 Critical Vol./Cap.(X): 0.713
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 20.0
Optimal Cycle: 63 Level Of Service: B

Street Name:	Sepulveda Blvd						Washington Pl					
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	28	0	0	28	0	0	27	0	0	27	0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:	Sepulveda Blvd North Bound			Sepulveda Blvd South Bound			Washington Pl East Bound			Washington Pl West Bound		
Base Vol:	97	1239	26	121	1214	141	168	411	75	31	409	83
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:	97	1239	26	121	1214	141	168	411	75	31	409	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	102	1304	27	127	1278	148	177	433	79	33	431	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	1304	27	127	1278	148	177	433	79	33	431	87
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 Volume:	102	1304	27	127	1278	148	177	433	79	33	431	87

Saturation Flow Module:	Sepulveda Blvd North Bound			Sepulveda Blvd South Bound			Washington Pl East Bound			Washington Pl West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.11	0.93	0.93	0.13	0.92	0.92	0.33	0.91	0.91	0.33	0.91	0.91
Lanes:	1.00	1.96	0.04	1.00	1.79	0.21	1.00	1.69	0.31	1.00	1.66	0.34
Final Sat.:	214	3455	72	255	3119	362	622	2923	533	631	2867	582

Capacity Analysis Module:	Sepulveda Blvd North Bound			Sepulveda Blvd South Bound			Washington Pl East Bound			Washington Pl West Bound			
Vol/Sat:	0.48	0.38	0.38	0.50	0.41	0.41	0.28	0.15	0.15	0.05	0.15	0.15	
Crit Moves:				****							****		
Green/Cycle:	0.61	0.61	0.61	0.61	0.61	0.61	0.30	0.30	0.30	0.30	0.30	0.30	
Volume/Cap:	0.78	0.62	0.62	0.82	0.67	0.67	0.95	0.49	0.49	0.17	0.50	0.50	
Delay/Veh:	38.4	11.5	11.5	41.0	12.4	12.4	81.6	26.3	26.3	23.7	26.3	26.3	
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:	38.4	11.5	11.5	41.0	12.4	12.4	81.6	26.3	26.3	23.7	26.3	26.3	
LOS by Move:	D	B	B	D	B	B	F	C	C	C	C	C	
HCM2kAvgQ:	4	13	13	5	14	14	8	6	6	1	7	7	

Note: Queue reported is the number of cars per lane.

HCM Signalized Intersection Capacity Analysis
48: Washington Pl. & N. Washington Boulevard

Segment 1a PM

												
Movement	EBL2	EBL	EBR2	NBL	NBT	SBL	SBT	SBR	SEL	SET	SER	SER2
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
Lane Util. Factor	1.00	0.97	1.00	1.00	0.95	1.00	0.91	0.91		0.95		0.95
Frt	1.00	1.00	0.85	1.00	1.00	1.00	0.98	0.85		0.89		0.85
Flt Protected	0.95	0.95	1.00	0.95	1.00	0.95	1.00	1.00		0.99		1.00
Satd. Flow (prot)	1770	3433	1583	1770	3539	1770	3323	1441		1551		1504
Flt Permitted	0.95	0.95	1.00	0.95	1.00	0.95	1.00	1.00		0.99		1.00
Satd. Flow (perm)	1770	3433	1583	1770	3539	1770	3323	1441		1551		1504
Volume (vph)	61	753	29	40	1094	11	922	594	6	0	4	35
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	64	793	31	42	1152	12	971	625	6	0	4	37
RTOR Reduction (vph)	0	0	23	0	0	0	0	0	0	13	0	22
Lane Group Flow (vph)	64	793	8	42	1152	12	1120	476	0	11	0	1
Turn Type	Split		Perm	Prot		Prot		Perm	Split			Perm
Protected Phases	4	4		5	2	1	6		3	3		
Permitted Phases			4					6				3
Actuated Green, G (s)	26.9	26.9	26.9	4.2	49.7	1.3	46.8	46.8		3.9		3.9
Effective Green, g (s)	26.9	26.9	26.9	4.2	49.7	1.3	46.8	46.8		3.9		3.9
Actuated g/C Ratio	0.26	0.26	0.26	0.04	0.48	0.01	0.46	0.46		0.04		0.04
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0		4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0		3.0
Lane Grp Cap (vph)	463	898	414	72	1711	22	1513	656		59		57
v/s Ratio Prot	0.04	c0.23		c0.02	c0.33	0.01	c0.34			c0.01		
v/s Ratio Perm			0.01					0.33				0.00
v/c Ratio	0.14	0.88	0.02	0.58	0.67	0.55	0.74	0.73		0.18		0.02
Uniform Delay, d1	29.1	36.4	28.2	48.4	20.3	50.5	23.0	22.8		47.9		47.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00		1.00
Incremental Delay, d2	0.1	10.2	0.0	11.5	2.1	24.9	3.3	6.9		1.5		0.1
Delay (s)	29.2	46.7	28.2	59.9	22.5	75.3	26.3	29.7		49.4		47.7
Level of Service	C	D	C	E	C	E	C	C		D		D
Approach Delay (s)		44.8			23.8		27.7			48.5		
Approach LOS		D			C		C			D		
Intersection Summary												
HCM Average Control Delay			30.8			HCM Level of Service				C		
HCM Volume to Capacity ratio			0.77									
Actuated Cycle Length (s)			102.8			Sum of lost time (s)				24.0		
Intersection Capacity Utilization			71.6%			ICU Level of Service				C		
Analysis Period (min)			15									
c Critical Lane Group												

		
Movement	NWL2	NWR
Lane Configurations		
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	4.0	4.0
Lane Util. Factor	1.00	1.00
Frt	1.00	0.85
Flt Protected	0.95	1.00
Satd. Flow (prot)	1770	1583
Flt Permitted	1.00	1.00
Satd. Flow (perm)	1863	1583
Volume (vph)	1	4
Peak-hour factor, PHF	0.95	0.95
Adj. Flow (vph)	1	4
RTOR Reduction (vph)	0	4
Lane Group Flow (vph)	1	0
Turn Type	custom	custom
Protected Phases		
Permitted Phases	8	8
Actuated Green, G (s)	1.0	1.0
Effective Green, g (s)	1.0	1.0
Actuated g/C Ratio	0.01	0.01
Clearance Time (s)	4.0	4.0
Vehicle Extension (s)	3.0	3.0
Lane Grp Cap (vph)	18	15
v/s Ratio Prot		
v/s Ratio Perm	c0.00	0.00
v/c Ratio	0.06	0.00
Uniform Delay, d1	50.4	50.4
Progression Factor	1.00	1.00
Incremental Delay, d2	1.3	0.1
Delay (s)	51.7	50.5
Level of Service	D	D
Approach Delay (s)		
Approach LOS		
Intersection Summary		

SEGMENT 1A PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #50 Midvale Ave / Girard Ave and Venice Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.953
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 214.5
Optimal Cycle: 131 Level Of Service: F

Street Name:	Midvale Ave / Girard Ave						Venice Blvd					
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	40	0	0	40	0	5	19	0	5	19	0
Lanes:	0	0	1	0	0	0	1	0	2	1	0	0

Volume Module:												
Base Vol:	98	102	53	59	91	56	175	2339	20	261	2171	40
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:	98	102	53	59	91	56	175	2339	20	261	2171	40
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:	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:	103	107	56	62	96	59	184	2462	21	275	2285	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	107	56	62	96	59	184	2462	21	275	2285	42
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 Volume:	103	107	56	62	96	59	184	2462	21	275	2285	42

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	0.77	0.77	0.80	0.80	0.80	0.93	0.89	0.89	0.93	0.89	0.89
Lanes:	0.39	0.40	0.21	0.29	0.44	0.27	1.00	2.97	0.03	1.00	2.95	0.05
Final Sat.:	568	591	307	437	673	414	1769	5035	43	1769	4976	92

Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.14	0.14	0.14	0.10	0.49	0.49	0.16	0.46	0.46
Crit Moves:	****						****			****		
Green/Cycle:	0.44	0.44	0.44	0.44	0.44	0.44	0.08	0.32	0.32	0.10	0.34	0.34
Volume/Cap:	0.41	0.41	0.41	0.32	0.32	0.32	1.33	1.53	1.53	1.53	1.33	1.33
Delay/Veh:	17.4	17.4	17.4	16.5	16.5	16.5	232.8	270	270.4	303.2	184	184.0
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:	17.4	17.4	17.4	16.5	16.5	16.5	232.8	270	270.4	303.2	184	184.0
LOS by Move:	B	B	B	B	B	B	F	F	F	F	F	F
HCM2kAvgQ:	5	5	5	4	4	4	13	65	65	21	52	52

Note: Queue reported is the number of cars per lane.

SEGMENT 1A PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #59 Overland Ave and Venice Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 1.571
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 147.9
Optimal Cycle: 180 Level Of Service: F

Street Name:	Overland Ave						Venice Blvd					
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:	Ovl			Ovl			Include			Include		
Min. Green:	0	37	0	0	37	0	5	28	0	5	28	0
Lanes:	1	0	2	0	1	1	2	0	2	1	0	2

Volume Module:												
Base Vol:	133	1083	132	128	1625	170	511	1784	228	504	1575	196
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:	133	1083	132	128	1625	170	511	1784	228	504	1575	196
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:	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:	140	1140	139	135	1711	179	538	1878	240	531	1658	206
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	1140	139	135	1711	179	538	1878	240	531	1658	206
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 Volume:	140	1140	139	135	1711	179	538	1878	240	531	1658	206

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.09	0.93	0.83	0.13	0.93	0.83	0.90	0.88	0.88	0.90	0.88	0.88
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.66	0.34	2.00	2.67	0.33
Final Sat.:	179	3538	1583	242	3538	1583	3432	4431	566	3432	4444	553

Capacity Analysis Module:												
Vol/Sat:	0.78	0.32	0.09	0.56	0.48	0.11	0.16	0.42	0.42	0.15	0.37	0.37
Crit Moves:	****							****		****		
Green/Cycle:	0.46	0.46	0.56	0.46	0.46	0.58	0.12	0.31	0.31	0.09	0.28	0.28
Volume/Cap:	1.69	0.69	0.16	1.20	1.04	0.19	1.32	1.36	1.36	1.69	1.32	1.32
Delay/Veh:	380.1	20.4	9.8	172.4	58.2	8.9	198.1	198	198.3	364.0	179	179.4
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:	380.1	20.4	9.8	172.4	58.2	8.9	198.1	198	198.3	364.0	179	179.4
LOS by Move:	F	C	A	F	E	A	F	F	F	F	F	F
HCM2kAvgQ:	13	14	2	9	36	2	18	49	49	23	41	41

Note: Queue reported is the number of cars per lane.

SEGMENT 1A PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #60 Overland Ave and Washington Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.525
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 107.1
Optimal Cycle: 180 Level Of Service: F

Street Name:	Overland Ave						Washington Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permit+Prot			Permit+Prot		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	5	29	0	5	30	0	5	33	0	5	30	0
Lanes:	1	0	2	0	1	1	1	0	2	0	1	1

Volume Module:	Overland Ave			Overland Ave			Washington Blvd			Washington Blvd		
Base Vol:	362	1100	132	218	1018	168	218	1427	330	121	1023	385
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:	362	1100	132	218	1018	168	218	1427	330	121	1023	385
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:	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:	381	1158	139	229	1072	177	229	1502	347	127	1077	405
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	381	1158	139	229	1072	177	229	1502	347	127	1077	405
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 Volume:	381	1158	139	229	1072	177	229	1502	347	127	1077	405

Saturation Flow Module:	Overland Ave			Overland Ave			Washington Blvd			Washington Blvd		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.37	0.93	0.83	0.62	0.93	0.83	0.26	0.93	0.83	0.16	0.89	0.89
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.45	0.55
Final Sat.:	709	3538	1583	1181	3538	1583	490	3538	1583	310	2465	928

Capacity Analysis Module:	Overland Ave			Overland Ave			Washington Blvd			Washington Blvd		
Vol/Sat:	0.54	0.33	0.09	0.19	0.30	0.11	0.47	0.42	0.22	0.41	0.44	0.44
Crit Moves:	****			****			****			****		
Green/Cycle:	0.46	0.30	0.37	0.37	0.25	0.35	0.48	0.38	0.38	0.44	0.34	0.34
Volume/Cap:	1.05	1.09	0.24	0.84	1.21	0.32	0.76	1.11	0.57	0.54	1.27	1.27
Delay/Veh:	82.2	96.9	26.7	47.7	151	28.7	10.7	98.1	30.7	2.5	167	166.9
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:	82.2	96.9	26.7	47.7	151	28.7	10.7	98.1	30.7	2.5	167	166.9
LOS by Move:	F	F	C	D	F	C	B	F	C	A	F	F
HCM2kAvgQ:	21	33	4	10	35	5	9	42	10	4	51	51

Note: Queue reported is the number of cars per lane.

SEGMENT 1A PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #62 Motor Ave and Venice Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.873
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 36.2
Optimal Cycle: 94 Level Of Service: D

Street Name:		Motor Ave						Venice Blvd									
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	37	0	0	37	0	5	27	0	5	27	0				
Lanes:		1	0	1	1	0	1	1	0	3	0	1	1	0	3	0	1

Volume Module:													
Base Vol:	38	248	44	204	555	230	108	1820	42	77	1828	127	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	38	248	44	204	555	230	108	1820	42	77	1828	127	
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:	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:	40	261	46	215	584	242	114	1916	44	81	1924	134	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	40	261	46	215	584	242	114	1916	44	81	1924	134	
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 Volume:	40	261	46	215	584	242	114	1916	44	81	1924	134	

Saturation Flow Module:													
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.15	0.91	0.91	0.54	0.98	0.83	0.93	0.89	0.83	0.93	0.89	0.83	
Lanes:	1.00	1.70	0.30	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00	
Final Sat.:	290	2936	521	1032	1862	1583	1769	5083	1583	1769	5083	1583	

Capacity Analysis Module:													
Vol/Sat:	0.14	0.09	0.09	0.21	0.31	0.15	0.06	0.38	0.03	0.05	0.38	0.08	
Crit Moves:				****			****			****			
Green/Cycle:	0.41	0.41	0.41	0.41	0.41	0.41	0.07	0.40	0.40	0.06	0.39	0.39	
Volume/Cap:	0.33	0.22	0.22	0.51	0.76	0.37	0.97	0.95	0.07	0.78	0.97	0.22	
Delay/Veh:	19.8	17.2	17.2	20.7	27.3	18.8	116.1	36.8	16.9	73.0	41.2	18.5	
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:	19.8	17.2	17.2	20.7	27.3	18.8	116.1	36.8	16.9	73.0	41.2	18.5	
LOS by Move:	B	B	B	C	C	B	F	D	B	E	D	B	
HCM2kAvgQ:	1	3	3	5	15	5	6	24	1	4	26	3	

Note: Queue reported is the number of cars per lane.

SEGMENT 1A PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #63 Motor Ave and Washington Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.782

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 18.5

Optimal Cycle: 61 Level Of Service: B

Street Name:	Motor Ave						Washington Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Permitted		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	27	0	0	0	0	0	24	0
Lanes:	0	0	0	0	0	0	1	0	2	0	0	0

Volume Module:												
Base Vol:	0	0	0	137	0	493	374	1289	0	0	1069	213
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	137	0	493	374	1289	0	0	1069	213
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:	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:	0	0	0	144	0	519	394	1357	0	0	1125	224
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	144	0	519	394	1357	0	0	1125	224
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 Volume:	0	0	0	144	0	519	394	1357	0	0	1125	224

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.83	0.93	0.93	1.00	1.00	0.91	0.91
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.67	0.33
Final Sat.:	0	0	0	1769	0	1583	1769	3538	0	0	2876	573

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.33	0.22	0.38	0.00	0.00	0.39	0.39
Crit Moves:				****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.13	0.00	0.42	0.79	0.79	0.00	0.00	0.50	0.50
Volume/Cap:	0.00	0.00	0.00	0.61	0.00	0.78	0.68	0.49	0.00	0.00	0.78	0.78
Delay/Veh:	0.0	0.0	0.0	45.1	0.0	31.1	27.1	3.9	0.0	0.0	22.9	22.9
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:	0.0	0.0	0.0	45.1	0.0	31.1	27.1	3.9	0.0	0.0	22.9	22.9
LOS by Move:	A	A	A	D	A	C	C	A	A	A	C	C
HCM2kAvgQ:	0	0	0	5	0	16	7	8	0	0	19	19

Note: Queue reported is the number of cars per lane.

SEGMENT 1A PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #64 Clarington Ave and Venice Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.913

Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 60.4

Optimal Cycle: 109 Level Of Service: E

Street Name:	Clarington Ave										Venice Blvd									
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		37		0	0		37		0	5		22		0	5		22		0
Lanes:	0	0	1	0	0	0	0	1	0	0	1	0	2	1	0	1	0	2	1	0

Volume Module:

Base Vol:	120	216	50	60	188	54	162	1667	114	116	1901	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:	120	216	50	60	188	54	162	1667	114	116	1901	42
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:	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:	126	227	53	63	198	57	171	1755	120	122	2001	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	227	53	63	198	57	171	1755	120	122	2001	44
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 Volume:	126	227	53	63	198	57	171	1755	120	122	2001	44

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.73	0.73	0.73	0.82	0.82	0.82	0.93	0.88	0.88	0.93	0.89	0.89
Lanes:	0.31	0.56	0.13	0.20	0.62	0.18	1.00	2.81	0.19	1.00	2.94	0.06
Final Sat.:	433	780	180	311	974	280	1769	4710	322	1769	4958	110

Capacity Analysis Module:

Vol/Sat:	0.29	0.29	0.29	0.20	0.20	0.20	0.10	0.37	0.37	0.07	0.40	0.40
Crit Moves:	****						****			****		
Green/Cycle:	0.41	0.41	0.41	0.41	0.41	0.41	0.09	0.38	0.38	0.07	0.37	0.37
Volume/Cap:	0.71	0.71	0.71	0.49	0.49	0.49	1.10	0.97	0.97	0.97	1.10	1.10
Delay/Veh:	26.1	26.1	26.1	20.2	20.2	20.2	141.7	41.1	41.1	112.1	81.3	81.3
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:	26.1	26.1	26.1	20.2	20.2	20.2	141.7	41.1	41.1	112.1	81.3	81.3
LOS by Move:	C	C	C	C	C	C	F	D	D	F	F	F
HCM2kAvgQ:	11	11	11	7	7	7	10	25	25	7	33	33

Note: Queue reported is the number of cars per lane.

SEGMENT 1A PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #65 Clarington Ave / Madison Ave and Washington Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.765
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 27.3
Optimal Cycle: 79 Level Of Service: C

Clarington Ave / Madison Ave						Washington Blvd						
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	30	0	0	26	0	5	32	0	5	23	0
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1

Volume Module:												
Base Vol:	10	53	20	113	103	270	182	1216	32	23	1103	82
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:	10	53	20	113	103	270	182	1216	32	23	1103	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	11	56	21	119	108	284	192	1280	34	24	1161	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	56	21	119	108	284	192	1280	34	24	1161	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 Volume:	11	56	21	119	108	284	192	1280	34	24	1161	86

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.26	0.98	0.83	0.71	0.87	0.87	0.93	0.93	0.93	0.93	0.93	0.83
Lanes:	1.00	1.00	1.00	1.00	0.28	0.72	1.00	1.95	0.05	1.00	2.00	1.00
Final Sat.:	499	1862	1583	1346	458	1201	1769	3433	90	1769	3538	1583

Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.01	0.09	0.24	0.24	0.11	0.37	0.37	0.01	0.33	0.05
Crit Moves:				****			****			****		
Green/Cycle:	0.31	0.31	0.31	0.31	0.31	0.31	0.14	0.50	0.50	0.07	0.43	0.43
Volume/Cap:	0.07	0.10	0.04	0.29	0.76	0.76	0.76	0.74	0.74	0.20	0.76	0.13
Delay/Veh:	24.5	24.7	24.2	26.5	38.0	38.0	54.4	21.4	21.4	44.9	26.6	17.3
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	24.7	24.2	26.5	38.0	38.0	54.4	21.4	21.4	44.9	26.6	17.3
LOS by Move:	C	C	C	C	D	D	D	C	C	D	C	B
HCM2kAvgQ:	0	1	0	3	13	13	8	18	18	1	17	2

Note: Queue reported is the number of cars per lane.

SEGMENT 1A PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #67 Hughes Ave and Venice Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 1.010
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 92.5
Optimal Cycle: 180 Level Of Service: F

Street Name:		Hughes Ave						Venice Blvd								
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	37	0	0	37	0	5	20	0	5	20	0			
Lanes:		0	0	1	0	0	0	0	1	0	0	1	0	2	1	0

Volume Module:													
Base Vol:	66	259	119	54	319	65	102	1903	122	250	1845	59	
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	259	119	54	319	65	102	1903	122	250	1845	59	
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:	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:	69	273	125	57	336	68	107	2003	128	263	1942	62	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	69	273	125	57	336	68	107	2003	128	263	1942	62	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Final Volume:	69	273	125	57	336	68	107	2003	128	263	1942	62	

Saturation Flow Module:													
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.81	0.81	0.81	0.86	0.86	0.86	0.93	0.88	0.88	0.93	0.89	0.89	
Lanes:	0.15	0.58	0.27	0.12	0.73	0.15	1.00	2.82	0.18	1.00	2.91	0.09	
Final Sat.:	229	899	413	202	1191	243	1769	4734	303	1769	4901	157	

Capacity Analysis Module:													
Vol/Sat:	0.30	0.30	0.30	0.28	0.28	0.28	0.06	0.42	0.42	0.15	0.40	0.40	
Crit Moves:	****						****			****			
Green/Cycle:	0.41	0.41	0.41	0.41	0.41	0.41	0.06	0.34	0.34	0.12	0.40	0.40	
Volume/Cap:	0.74	0.74	0.74	0.69	0.69	0.69	1.00	1.26	1.26	1.26	1.00	1.00	
Delay/Veh:	26.9	26.9	26.9	24.7	24.7	24.7	130.1	150	149.8	187.4	48.1	48.1	
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:	26.9	26.9	26.9	24.7	24.7	24.7	130.1	150	149.8	187.4	48.1	48.1	
LOS by Move:	C	C	C	C	C	C	F	F	F	F	D	D	
HCM2kAvgQ:	12	12	12	11	11	11	6	43	43	17	28	28	

Note: Queue reported is the number of cars per lane.

SEGMENT 1A PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #68 Hughes Ave / Duquesne Ave and Washington Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.734

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 18.1

Optimal Cycle: 64 Level Of Service: B

Street Name:	Hughes Ave / Duquesne Ave										Washington Blvd									
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		27		0	0		28		0	0		28		0	0		25		0
Lanes:	1	0	0	1	0	1	0	0	1	0	1	0	1	1	0	1	0	1	1	0

Volume Module:												
Base Vol:	58	203	32	156	284	113	170	1118	73	58	788	187
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:	58	203	32	156	284	113	170	1118	73	58	788	187
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	61	214	34	164	299	119	179	1177	77	61	829	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	214	34	164	299	119	179	1177	77	61	829	197
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 Volume:	61	214	34	164	299	119	179	1177	77	61	829	197

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.24	0.96	0.96	0.46	0.94	0.94	0.21	0.92	0.92	0.15	0.90	0.90
Lanes:	1.00	0.86	0.14	1.00	0.72	0.28	1.00	1.88	0.12	1.00	1.62	0.38
Final Sat.:	464	1576	248	877	1275	507	406	3291	215	281	2776	659

Capacity Analysis Module:												
Vol/Sat:	0.13	0.14	0.14	0.19	0.23	0.23	0.44	0.36	0.36	0.22	0.30	0.30
Crit Moves:	****						****					
Green/Cycle:	0.32	0.32	0.32	0.32	0.32	0.32	0.60	0.60	0.60	0.60	0.60	0.60
Volume/Cap:	0.41	0.42	0.42	0.59	0.73	0.73	0.73	0.60	0.60	0.36	0.50	0.50
Delay/Veh:	28.5	27.3	27.3	31.7	35.2	35.2	25.2	12.9	12.9	11.5	11.6	11.6
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:	28.5	27.3	27.3	31.7	35.2	35.2	25.2	12.9	12.9	11.5	11.6	11.6
LOS by Move:	C	C	C	C	D	D	C	B	B	B	B	B
HCM2kAvgQ:	2	6	6	5	13	13	6	13	13	1	10	10

Note: Queue reported is the number of cars per lane.

SEGMENT 1A PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #70 Culver Blvd and Washington Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.806
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 67.3
Optimal Cycle: 180 Level Of Service: E

Culver Blvd						Washington Blvd					
North Bound			South Bound			East Bound			West Bound		
L	T	R	L	T	R	L	T	R	L	T	R
Control: Permitted			Protected			Split Phase			Split Phase		
Rights: Include			Include			Include			Include		
Min. Green:	0	21	0	5	26	0	0	28	0	0	0
Lanes:	0	1	1	1	0	1	1	1	0	1	0

Volume Module:												
Base Vol:	2	1163	17	85	966	758	31	837	6	61	0	122
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:	2	1163	17	85	966	758	31	837	6	61	0	122
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:	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:	2	1224	18	89	1017	798	33	881	6	64	0	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	1224	18	89	1017	798	33	881	6	64	0	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	2	1224	18	89	1017	798	33	881	6	64	0	128

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.83	0.83	0.93	0.87	0.87	0.93	0.93	0.93	0.93	1.00	0.83
Lanes:	0.01	2.95	0.04	1.00	1.68	1.32	1.00	1.99	0.01	1.00	0.00	1.00
Final Sat.:	8	4677	68	1769	2777	2179	1769	3509	25	1769	0	1583

Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.26	0.05	0.37	0.37	0.02	0.25	0.25	0.04	0.00	0.08
Crit Moves:					****				****			****
Green/Cycle:	0.24	0.24	0.24	0.32	0.56	0.56	0.23	0.23	0.23	0.07	0.00	0.07
Volume/Cap:	1.11	1.11	1.11	0.16	0.65	0.65	0.08	1.08	1.08	0.50	0.00	1.12
Delay/Veh:	107.7	108	107.7	28.9	18.8	18.8	36.0	99.9	99.9	56.6	0.0	175.3
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:	107.7	108	107.7	28.9	18.8	18.8	36.0	99.9	99.9	56.6	0.0	175.3
LOS by Move:	F	F	F	C	B	B	D	F	F	E	A	F
HCM2kAvgQ:	26	26	26	2	17	17	1	26	26	3	0	9

Note: Queue reported is the number of cars per lane.

SEGMENT 1A PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #72 Bagley Ave / Main St and Venice Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.938

Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 95.1

Optimal Cycle: 122 Level Of Service: F

Street Name:	Bagley Ave / Main St						Venice Blvd					
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	38	0	0	38	0	5	22	0	5	18	0
Lanes:	1	0	0	1	0	0	1	0	2	1	0	0

Volume Module:												
Base Vol:	66	130	18	53	286	87	130	1867	79	72	2247	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	130	18	53	286	87	130	1867	79	72	2247	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	69	137	19	56	301	92	137	1965	83	76	2365	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	137	19	56	301	92	137	1965	83	76	2365	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	69	137	19	56	301	92	137	1965	83	76	2365	39

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.66	0.96	0.96	0.90	0.90	0.90	0.93	0.89	0.89	0.93	0.89	0.89
Lanes:	1.00	0.88	0.12	0.12	0.68	0.20	1.00	2.88	0.12	1.00	2.95	0.05
Final Sat.:	1261	1606	222	213	1149	350	1769	4848	205	1769	4991	82

Capacity Analysis Module:												
Vol/Sat:	0.06	0.09	0.09	0.26	0.26	0.26	0.08	0.41	0.41	0.04	0.47	0.47
Crit Moves:				****			****			****		
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.06	0.39	0.39	0.06	0.38	0.38
Volume/Cap:	0.13	0.20	0.20	0.62	0.62	0.62	1.24	1.04	1.04	0.77	1.24	1.24
Delay/Veh:	16.0	16.6	16.6	22.0	22.0	22.0	206.0	59.9	59.9	72.4	141	140.6
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:	16.0	16.6	16.6	22.0	22.0	22.0	206.0	59.9	59.9	72.4	141	140.6
LOS by Move:	B	B	B	C	C	C	F	E	E	E	F	F
HCM2kAvgQ:	1	3	3	10	10	10	10	31	31	4	48	48

Note: Queue reported is the number of cars per lane.

SEGMENT 1A PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #73 Main St / Washington Blvd and Culver Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.221
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 289.0
Optimal Cycle: 180 Level Of Service: F

Main St / Washington Blvd						Culver Blvd						
North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	33	0	0	33	0	5	30	0	5	26	0
Lanes:	2	0	0	1	0	1	0	1	0	2	0	2
	1	0	1	0	1	0	1	0	1	0	1	0

Volume Module:

Base Vol:	1052	77	0	0	220	232	276	0	1562	6	642	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1052	77	0	0	220	232	276	0	1562	6	642	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	1107	81	0	0	232	244	291	0	1644	6	676	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1107	81	0	0	232	244	291	0	1644	6	676	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1107	81	0	0	232	244	291	0	1644	6	676	39

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.98	1.00	0.95	0.86	0.86	0.93	0.95	0.73	0.93	0.92	0.92
Lanes:	2.00	1.00	0.00	0.00	1.00	1.00	1.00	2.00	2.00	1.00	1.89	0.11
Final Sat.:	3432	1862	0	0	1633	1633	1769	3610	2786	1769	3318	191

Capacity Analysis Module:

Vol/Sat:	0.32	0.04	0.00	0.00	0.14	0.15	0.16	0.00	0.59	0.00	0.20	0.20
Crit Moves:	****			****					****	****		
Green/Cycle:	0.28	0.28	0.00	0.00	0.28	0.28	0.10	0.00	0.28	0.04	0.22	0.22
Volume/Cap:	1.17	0.16	0.00	0.00	0.52	0.54	1.64	0.00	2.15	0.09	0.94	0.94
Delay/Veh:	132.8	33.1	0.0	0.0	37.3	37.8	367.1	0.0	563.7	55.8	65.7	65.7
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:	132.8	33.1	0.0	0.0	37.3	37.8	367.1	0.0	563.7	55.8	65.7	65.7
LOS by Move:	F	C	A	A	D	D	F	A	F	E	E	E
HCM2kAvgQ:	34	2	0	0	8	8	26	0	95	0	18	18

Note: Queue reported is the number of cars per lane.

SEGMENT 1A PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #74 Culver Blvd and Venice Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 1.056
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 265.7
Optimal Cycle: 180 Level Of Service: F

Street Name:	Culver Blvd						Venice Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	36	0	0	40	0	5	21	0
Lanes:	1	0	1	0	2	1	0	1	0	2	0	1

Volume Module:

Base Vol:	77	94	643	371	52	47	31	1709	14	365	2024	139
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	94	643	371	52	47	31	1709	14	365	2024	139
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:	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:	81	99	677	391	55	49	33	1799	15	384	2131	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	99	677	391	55	49	33	1799	15	384	2131	146
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 Volume:	81	99	677	391	55	49	33	1799	15	384	2131	146

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.73	0.93	0.93	0.93	0.10	0.89	0.89	0.90	0.88	0.88
Lanes:	1.00	1.00	2.00	1.65	0.18	0.17	1.00	2.98	0.02	2.00	2.81	0.19
Final Sat.:	1769	1862	2786	2915	322	291	186	5037	41	3432	4709	323

Capacity Analysis Module:

Vol/Sat:	0.05	0.05	0.24	0.13	0.17	0.17	0.18	0.36	0.36	0.11	0.45	0.45
Crit Moves:	****			****			****			****		
Green/Cycle:	0.00	0.00	0.05	0.37	0.37	0.37	0.41	0.41	0.41	0.05	0.46	0.46
Volume/Cap:	xxxx	xxxx	4.72	0.36	0.46	0.46	0.42	0.87	0.87	2.17	0.98	0.98
Delay/Veh:	0.0	0.0	1735	22.3	23.4	23.4	24.1	30.1	30.1	592.5	38.8	38.8
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:	0.0	0.0	1735	22.3	23.4	23.4	24.1	30.1	30.1	592.5	38.8	38.8
LOS by Move:	A	A	F	C	C	C	C	C	C	F	D	D
HCM2kAvgQ:	13	16	49	5	7	7	1	21	21	20	31	31

Note: Queue reported is the number of cars per lane.

SEGMENT 1A PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #75 Sawtelle Blvd and Washington Pl

Cycle (sec): 90 Critical Vol./Cap.(X): 0.801
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 21.7
Optimal Cycle: 64 Level Of Service: C

Street Name:	Sawtelle Blvd						Washington Pl					
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	26	0	0	28	0	0	26	0	0	22	0
Lanes:	0	1	0	1	0	0	1	0	1	1	0	1

Volume Module:	Sawtelle Blvd			Sawtelle Blvd			Washington Pl			Washington Pl		
Base Vol:	49	651	160	105	448	51	152	965	63	123	935	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	651	160	105	448	51	152	965	63	123	935	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	52	685	168	111	472	54	160	1016	66	129	984	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	685	168	111	472	54	160	1016	66	129	984	135
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 Volume:	52	685	168	111	472	54	160	1016	66	129	984	135

Saturation Flow Module:	Sawtelle Blvd			Sawtelle Blvd			Washington Pl			Washington Pl		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.79	0.79	0.79	0.53	0.53	0.53	0.20	0.92	0.92	0.17	0.93	0.83
Lanes:	0.11	1.52	0.37	0.35	1.48	0.17	1.00	1.88	0.12	1.00	2.00	1.00
Final Sat.:	171	2278	560	351	1497	170	385	3291	215	322	3538	1583

Capacity Analysis Module:	Sawtelle Blvd			Sawtelle Blvd			Washington Pl			Washington Pl		
Vol/Sat:	0.30	0.30	0.30	0.32	0.32	0.32	0.42	0.31	0.31	0.40	0.28	0.09
Crit Moves:				****			****					
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.52	0.52	0.52	0.52	0.52	0.52
Volume/Cap:	0.77	0.77	0.77	0.80	0.80	0.80	0.80	0.60	0.60	0.78	0.54	0.16
Delay/Veh:	26.8	26.8	26.8	30.1	30.1	30.1	38.1	15.7	15.7	37.6	14.8	11.5
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:	26.8	26.8	26.8	30.1	30.1	30.1	38.1	15.7	15.7	37.6	14.8	11.5
LOS by Move:	C	C	C	C	C	C	D	B	B	D	B	B
HCM2kAvgQ:	13	13	13	11	11	11	6	11	11	5	10	2

Note: Queue reported is the number of cars per lane.

SEGMENT 1A PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #76 Sepulveda Blvd and Queensland St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.785
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 34.8
Optimal Cycle: 60 Level Of Service: C

Street Name:	Sepulveda Blvd						Queensland St					
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	17	0	0	0	0	0	30	0	0	30	0
Lanes:	1	0	1	1	0	1	0	0	1	0	0	1

Volume Module:	Sepulveda Blvd North Bound			Sepulveda Blvd South Bound			Queensland St East Bound			Queensland St West Bound		
Base Vol:	66	1605	55	44	1887	104	68	13	30	99	10	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	1605	55	44	1887	104	68	13	30	99	10	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	69	1689	58	46	1986	109	72	14	32	104	11	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	1689	58	46	1986	109	72	14	32	104	11	45
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 Volume:	69	1689	58	46	1986	109	72	14	32	104	11	45

Saturation Flow Module:	Sepulveda Blvd North Bound			Sepulveda Blvd South Bound			Queensland St East Bound			Queensland St West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.08	0.93	0.93	0.08	0.92	0.92	0.73	0.73	0.73	0.71	0.71	0.71
Lanes:	1.00	1.93	0.07	1.00	1.90	0.10	0.61	0.12	0.27	0.65	0.07	0.28
Final Sat.:	143	3403	117	143	3326	183	845	161	373	883	89	384

Capacity Analysis Module:	Sepulveda Blvd North Bound			Sepulveda Blvd South Bound			Queensland St East Bound			Queensland St West Bound		
Vol/Sat:	0.48	0.50	0.50	0.32	0.60	0.60	0.08	0.08	0.08	0.12	0.12	0.12
Crit Moves:				****						****		
Green/Cycle:	0.58	0.58	0.58	0.58	0.58	0.58	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.84	0.86	0.86	0.56	1.03	1.03	0.25	0.25	0.25	0.35	0.35	0.35
Delay/Veh:	65.3	19.9	19.9	20.2	48.2	48.2	22.1	22.1	22.1	23.2	23.2	23.2
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:	65.3	19.9	19.9	20.2	48.2	48.2	22.1	22.1	22.1	23.2	23.2	23.2
LOS by Move:	E	B	B	C	D	D	C	C	C	C	C	C
HCM2kAvgQ:	4	24	24	2	42	42	2	2	2	4	4	4

Note: Queue reported is the number of cars per lane.

SEGMENT 1A PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #77 Sepulveda Blvd and Rose Ave

Average Delay (sec/veh): 65.8 Worst Case Level Of Service: F[2818.1]

Street Name:	Sepulveda Blvd						Rose Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	1	1	0	0	0	1	0	0	0	0

Volume Module:												
Base Vol:	0	1676	90	76	1905	0	0	0	0	51	0	38
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	1676	90	76	1905	0	0	0	0	51	0	38
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:	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:	0	1764	95	80	2005	0	0	0	0	54	0	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	1764	95	80	2005	0	0	0	0	54	0	40

Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	6.8	6.5	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	1859	xxxx	xxxxx	3047	4024	1003	2974	3977	929
Potent Cap.:	xxxx	xxxx	xxxxx	321	xxxx	xxxxx	5	3	241	11	3	269
Move Cap.:	xxxx	xxxx	xxxxx	321	xxxx	xxxxx	4	2	241	9	2	269
Volume/Cap:	xxxx	xxxx	xxxx	0.25	xxxx	xxxx	0.00	0.00	0.00	6.01	0.00	0.15

Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	1.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	19.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	C	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	15	xxxxx
Shared Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.6	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2818	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			2818.1		
ApproachLOS:	*			*			*			F		

Note: Queue reported is the number of cars per lane.

SEGMENT 1A PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #78 Sepulveda Blvd and Washington Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 1.209

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 32.7

Optimal Cycle: 180 Level Of Service: C

Street Name:	Sepulveda Blvd						Washington Blvd					
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	37	0	0	39	0	0	37	0	0	37	0
Lanes:	1	0	1	1	0	1	1	0	2	1	0	1

Volume Module:

Base Vol:	110	1032	78	129	927	257	158	880	176	107	784	71
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:	110	1032	78	129	927	257	158	880	176	107	784	71
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:	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:	116	1086	82	136	976	271	166	926	185	113	825	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	1086	82	136	976	271	166	926	185	113	825	75
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 Volume:	116	1086	82	136	976	271	166	926	185	113	825	75

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.10	0.92	0.92	0.12	0.90	0.90	0.19	0.87	0.87	0.19	0.92	0.92
Lanes:	1.00	1.86	0.14	1.00	1.57	0.43	1.00	2.50	0.50	1.00	1.83	0.17
Final Sat.:	182	3256	246	225	2678	743	358	4130	826	361	3205	290

Capacity Analysis Module:

Vol/Sat:	0.64	0.33	0.33	0.60	0.36	0.36	0.46	0.22	0.22	0.31	0.26	0.26
Crit Moves:	****						****					
Green/Cycle:	0.53	0.53	0.53	0.53	0.53	0.53	0.38	0.38	0.38	0.38	0.38	0.38
Volume/Cap:	1.21	0.63	0.63	1.15	0.69	0.69	1.21	0.58	0.58	0.81	0.67	0.67
Delay/Veh:	179.8	15.8	15.8	148.2	17.0	17.0	171.3	22.5	22.5	54.0	24.3	24.3
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:	179.8	15.8	15.8	148.2	17.0	17.0	171.3	22.5	22.5	54.0	24.3	24.3
LOS by Move:	F	B	B	F	B	B	F	C	C	D	C	C
HCM2kAvgQ:	8	13	13	9	14	14	11	9	9	5	12	12

Note: Queue reported is the number of cars per lane.

SEGMENT 1A PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #80 Girard Ave and Washington Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.707
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 14.4
Optimal Cycle: 60 Level Of Service: B

Girard Ave						Washington Blvd					
North Bound			South Bound			East Bound			West Bound		
L	T	R	L	T	R	L	T	R	L	T	R
Split Phase			Split Phase			Prot+Permit			Permitted		
Include			Include			Include			Include		
0	0	0	0	0	0	0	0	0	0	15	0
0	0	0	0	0	1	0	2	0	0	2	0

Volume Module:												
Base Vol:	0	0	0	43	0	168	122	1450	0	0	1394	104
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	43	0	168	122	1450	0	0	1394	104
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:	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:	0	0	0	45	0	177	128	1526	0	0	1467	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	45	0	177	128	1526	0	0	1467	109
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 Volume:	0	0	0	45	0	177	128	1526	0	0	1467	109

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.87	1.00	0.87	0.93	0.93	1.00	1.00	0.93	0.83
Lanes:	0.00	0.00	0.00	0.20	0.00	0.80	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	335	0	1311	1769	3538	0	0	3538	1583

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.13	0.07	0.43	0.00	0.00	0.41	0.07
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.19	0.00	0.19	0.69	0.69	0.00	0.00	0.59	0.59
Volume/Cap:	0.00	0.00	0.00	0.71	0.00	0.71	0.47	0.63	0.00	0.00	0.71	0.12
Delay/Veh:	0.0	0.0	0.0	45.1	0.0	45.1	14.3	9.0	0.0	0.0	15.7	9.2
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:	0.0	0.0	0.0	45.1	0.0	45.1	14.3	9.0	0.0	0.0	15.7	9.2
LOS by Move:	A	A	A	D	A	D	B	A	A	A	B	A
HCM2kAvgQ:	0	0	0	8	0	8	2	14	0	0	17	1

Note: Queue reported is the number of cars per lane.

SEGMENT 1A PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #81 Robertsons Blvd / Higuera St and Washington Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.657
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 33.8
Optimal Cycle: 89 Level Of Service: C

Street Name:	Robertsons Blvd / Higuera St					Washington Blvd														
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					Permitted					Permitted				
Rights:	Include					Include					Include					Include				
Min. Green:	5		36		0	5		32		0	0		33		0	0		36		0
Lanes:	1	0	1	1	0	1	0	1	0	1	1	0	1	1	0	1	0	1	1	0

Volume Module:

Base Vol:	100	197	44	32	323	4	193	1017	236	73	769	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:	100	197	44	32	323	4	193	1017	236	73	769	48
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:	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:	105	207	46	34	340	4	203	1071	248	77	809	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	207	46	34	340	4	203	1071	248	77	809	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 Volume:	105	207	46	34	340	4	203	1071	248	77	809	51

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.91	0.91	0.93	0.98	0.83	0.23	0.90	0.90	0.08	0.92	0.92
Lanes:	1.00	1.63	0.37	1.00	1.00	1.00	1.00	1.62	0.38	1.00	1.88	0.12
Final Sat.:	1769	2814	628	1769	1862	1583	430	2791	648	158	3300	206

Capacity Analysis Module:

Vol/Sat:	0.06	0.07	0.07	0.02	0.18	0.00	0.47	0.38	0.38	0.49	0.25	0.25
Crit Moves:	****			****						****		
Green/Cycle:	0.06	0.36	0.36	0.05	0.35	0.35	0.47	0.47	0.47	0.47	0.47	0.47
Volume/Cap:	0.93	0.20	0.20	0.38	0.53	0.01	1.00	0.82	0.82	1.03	0.52	0.52
Delay/Veh:	107.8	22.2	22.2	48.7	27.0	21.5	91.1	26.1	26.1	140.2	18.9	18.9
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:	107.8	22.2	22.2	48.7	27.0	21.5	91.1	26.1	26.1	140.2	18.9	18.9
LOS by Move:	F	C	C	D	C	C	F	C	C	F	B	B
HCM2kAvgQ:	6	3	3	1	9	0	11	20	20	5	10	10

Note: Queue reported is the number of cars per lane.

SEGMENT 3A AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

Scenario Report

Scenario:	Segment 3a AM (2)
Command:	Segment 3a AM
Volume:	Segment 3a AM Vol
Geometry:	AM
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Existing AM

SEGMENT 3A AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #1 4th St and Colorado Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 0.990

Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 33.6

Optimal Cycle: 84 Level Of Service: C

Street Name:	4th St								Colorado Ave											
Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Prot+Permit				Prot+Permit				Prot+Permit				Prot+Permit							
Rights:	Include				Include				Ovl				Include							
Min. Green:	5		19		0	5		19		0	5		23		0	5		23		0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	0	1	1	0	1	1	0

Volume Module:

Base Vol:	290	740	322	146	491	71	92	314	56	112	250	74
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:	290	740	322	146	491	71	92	314	56	112	250	74
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:	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:	305	779	339	154	517	75	97	331	59	118	263	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	305	779	339	154	517	75	97	331	59	118	263	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	305	779	339	154	517	75	97	331	59	118	263	78

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.89	0.89	0.93	0.91	0.91	0.93	0.98	0.83	0.93	0.90	0.90
Lanes:	1.00	1.39	0.61	1.00	1.75	0.25	1.00	1.00	1.00	1.00	1.54	0.46
Final Sat.:	1769	2354	1024	1769	3032	438	1769	1862	1583	1769	2637	781

Capacity Analysis Module:

Vol/Sat:	0.17	0.33	0.33	0.09	0.17	0.17	0.05	0.18	0.04	0.07	0.10	0.10
Crit Moves:	****			****			****			****		
Green/Cycle:	0.58	0.43	0.43	0.39	0.27	0.27	0.30	0.23	0.51	0.35	0.25	0.25
Volume/Cap:	0.50	0.76	0.76	0.53	0.63	0.63	0.29	0.76	0.07	0.50	0.40	0.40
Delay/Veh:	15.7	31.3	31.3	27.2	39.7	39.7	31.3	50.9	15.1	30.8	37.9	37.9
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:	15.7	31.3	31.3	27.2	39.7	39.7	31.3	50.9	15.1	30.8	37.9	37.9
LOS by Move:	B	C	C	C	D	D	C	D	B	C	D	D
HCM2kAvgQ:	7	19	19	5	11	11	3	13	1	4	6	6

Note: Queue reported is the number of cars per lane.

SEGMENT 3A AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #2 4th St / I-10 WB and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.871

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 26.8

Optimal Cycle: 87 Level Of Service: C

Street Name:	4th St / I-10 WB								Olympic Blvd											
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		21		0	0		0		0	0		0		0	0		0		0
Lanes:	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	1

Volume Module:												
Base Vol:	0	746	0	0	871	0	0	0	0	1005	0	815
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	746	0	0	871	0	0	0	0	1005	0	815
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:	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:	0	785	0	0	917	0	0	0	0	1058	0	858
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	785	0	0	917	0	0	0	0	1058	0	858
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 Volume:	0	785	0	0	917	0	0	0	0	1058	0	858

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.93	1.00	1.00	0.93	1.00	1.00	1.00	1.00	0.90	1.00	0.83
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3538	0	0	3538	0	0	0	0	3432	0	1583

Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.00	0.00	0.26	0.00	0.00	0.00	0.00	0.31	0.00	0.54
Crit Moves:	*****											
Green/Cycle:	0.00	0.30	0.00	0.00	0.30	0.00	0.00	0.00	0.00	0.62	0.00	0.62
Volume/Cap:	0.00	0.75	0.00	0.00	0.87	0.00	0.00	0.00	0.00	0.50	0.00	0.87
Delay/Veh:	0.0	34.7	0.0	0.0	41.3	0.0	0.0	0.0	0.0	10.5	0.0	24.1
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	34.7	0.0	0.0	41.3	0.0	0.0	0.0	0.0	10.5	0.0	24.1
LOS by Move:	A	C	A	A	D	A	A	A	A	B	A	C
HCM2kAvgQ:	0	13	0	0	17	0	0	0	0	9	0	25

Note: Queue reported is the number of cars per lane.

SEGMENT 3A AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #3 4th St / I-10 EB and Olympic Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.957
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 69.6
Optimal Cycle: 165 Level Of Service: E

Street Name:	4th St / I-10 EB						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	5	27	0	5	27	0	0	27	0	0	0	0
Lanes:	1	0	1	0	1	1	0	1	1	0	0	0

Volume Module:	4th St / I-10 EB			4th St / I-10 EB			Olympic Blvd			Olympic Blvd		
Base Vol:	14	709	895	649	769	286	22	270	25	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	709	895	649	769	286	22	270	25	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	15	746	942	683	809	301	23	284	26	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	746	942	683	809	301	23	284	26	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	15	746	942	683	809	301	23	284	26	0	0	0

Saturation Flow Module:	4th St / I-10 EB			4th St / I-10 EB			Olympic Blvd			Olympic Blvd		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.83	0.90	0.89	0.89	0.87	0.87	0.87	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	2.00	1.46	0.54	0.21	2.55	0.24	0.00	0.00	0.00
Final Sat.:	1769	1862	1583	3432	2473	920	345	4235	392	0	0	0

Capacity Analysis Module:	4th St / I-10 EB			4th St / I-10 EB			Olympic Blvd			Olympic Blvd		
Vol/Sat:	0.01	0.40	0.60	0.20	0.33	0.33	0.07	0.07	0.07	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.08	0.51	0.51	0.17	0.60	0.60	0.23	0.23	0.23	0.00	0.00	0.00
Volume/Cap:	0.11	0.79	1.18	1.18	0.55	0.55	0.30	0.30	0.30	0.00	0.00	0.00
Delay/Veh:	52.0	29.1	122.1	146.4	14.7	14.7	38.8	38.8	38.8	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:	52.0	29.1	122.1	146.4	14.7	14.7	38.8	38.8	38.8	0.0	0.0	0.0
LOS by Move:	D	C	F	F	B	B	D	D	D	A	A	A
HCM2kAvgQ:	1	24	54	22	13	13	4	4	4	0	0	0

Note: Queue reported is the number of cars per lane.

SEGMENT 3A AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #4 Lincoln Blvd and Colorado Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 1.087

Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 29.6

Optimal Cycle: 113 Level Of Service: C

Street Name:	Lincoln Blvd						Colorado Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	24	0	5	24	0	0	24	0	5	24	0
Lanes:	1	0	1	1	0	1	0	0	1	0	0	1

Volume Module:

Base Vol:	128	1522	365	53	1395	27	0	333	240	0	282	36
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:	128	1522	365	53	1395	27	0	333	240	0	282	36
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:	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:	135	1602	384	56	1468	28	0	351	253	0	297	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	1602	384	56	1468	28	0	351	253	0	297	38
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 Volume:	135	1602	384	56	1468	28	0	351	253	0	297	38

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.90	0.90	0.93	0.93	0.93	1.00	0.98	0.83	1.00	0.97	0.97
Lanes:	1.00	1.61	0.39	1.00	1.96	0.04	0.00	1.00	1.00	0.00	0.89	0.11
Final Sat.:	1769	2771	664	1769	3460	67	0	1862	1583	0	1626	208

Capacity Analysis Module:

Vol/Sat:	0.08	0.58	0.58	0.03	0.42	0.42	0.00	0.19	0.16	0.00	0.18	0.18
Crit Moves:	****			****			****			****		
Green/Cycle:	0.72	0.65	0.65	0.63	0.58	0.58	0.00	0.21	0.21	0.00	0.21	0.21
Volume/Cap:	0.48	0.89	0.89	0.41	0.73	0.73	0.00	0.89	0.76	0.00	0.87	0.87
Delay/Veh:	17.1	22.7	22.7	21.8	19.3	19.3	0.0	67.9	54.1	0.0	63.8	63.8
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:	17.1	22.7	22.7	21.8	19.3	19.3	0.0	67.9	54.1	0.0	63.8	63.8
LOS by Move:	B	C	C	C	B	B	A	E	D	A	E	E
HCM2kAvgQ:	3	35	35	2	21	21	0	16	10	0	15	15

Note: Queue reported is the number of cars per lane.

SEGMENT 3A AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #5 Lincoln Blvd (N) / I-10 WB and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.958
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 40.6
Optimal Cycle: 146 Level Of Service: D

Lincoln Blvd (N) /I-10 WB						Olympic Blvd							
North Bound			South Bound			East Bound			West Bound				
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Permitted			Split Phase			Split Phase			
Rights:	Include			Include			Include			Include			
Min. Green:	5	18	0	0	17	0	0	0	0	0	24	0	
Lanes:	1	0	2	0	0	2	1	0	0	0	0	1	1

Volume Module:												
Base Vol:	317	1017	0	0	1472	50	0	0	0	752	301	937
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:	317	1017	0	0	1472	50	0	0	0	752	301	937
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:	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:	334	1071	0	0	1549	53	0	0	0	792	317	986
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	334	1071	0	0	1549	53	0	0	0	792	317	986
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	334	1071	0	0	1549	53	0	0	0	792	317	986

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	1.00	1.00	0.89	0.89	1.00	1.00	1.00	0.82	0.82	0.82
Lanes:	1.00	2.00	0.00	0.00	2.90	0.10	0.00	0.00	0.00	1.51	0.61	1.88
Final Sat.:	1769	3538	0	0	4892	166	0	0	0	2342	938	2919

Capacity Analysis Module:												
Vol/Sat:	0.19	0.30	0.00	0.00	0.32	0.32	0.00	0.00	0.00	0.34	0.34	0.34
Crit Moves:	****				****					****		
Green/Cycle:	0.20	0.53	0.00	0.00	0.33	0.33	0.00	0.00	0.00	0.35	0.35	0.35
Volume/Cap:	0.96	0.57	0.00	0.00	0.96	0.96	0.00	0.00	0.00	0.96	0.96	0.96
Delay/Veh:	77.0	16.5	0.0	0.0	46.3	46.3	0.0	0.0	0.0	42.8	42.8	42.8
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:	77.0	16.5	0.0	0.0	46.3	46.3	0.0	0.0	0.0	42.8	42.8	42.8
LOS by Move:	E	B	A	A	D	D	A	A	A	D	D	D
HCM2kAvgQ:	15	12	0	0	23	23	0	0	0	22	22	22

Note: Queue reported is the number of cars per lane.

SEGMENT 3A AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #6 Lincoln Blvd / I-10 EB and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.963
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 116.2
Optimal Cycle: 150 Level Of Service: F

Street Name:	Lincoln Blvd / I-10 EB						Olympic Blvd					
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	22	0	5	18	0	0	32	0	0	0	0
Lanes:	0	0	2	1	1	2	0	2	0	0	0	1

Volume Module:	Lincoln Blvd / I-10 EB						Olympic Blvd					
Base Vol:	0	1217	717	1276	970	0	117	332	105	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1217	717	1276	970	0	117	332	105	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	0	1281	755	1343	1021	0	123	349	111	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1281	755	1343	1021	0	123	349	111	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1281	755	1343	1021	0	123	349	111	0	0	0

Saturation Flow Module:	Lincoln Blvd / I-10 EB						Olympic Blvd					
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.84	0.84	0.90	0.93	1.00	0.90	0.90	0.83	1.00	1.00	1.00
Lanes:	0.00	2.52	1.48	2.00	2.00	0.00	0.52	1.48	1.00	0.00	0.00	0.00
Final Sat.:	0	4026	2372	3432	3538	0	892	2532	1583	0	0	0

Capacity Analysis Module:	Lincoln Blvd / I-10 EB						Olympic Blvd					
Vol/Sat:	0.00	0.32	0.32	0.39	0.29	0.00	0.14	0.14	0.07	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.00	0.25	0.25	0.31	0.56	0.00	0.32	0.32	0.32	0.00	0.00	0.00
Volume/Cap:	0.00	1.27	1.27	1.27	0.52	0.00	0.43	0.43	0.22	0.00	0.00	0.00
Delay/Veh:	0.0	163	162.8	162.3	13.8	0.0	27.1	27.1	25.1	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	163	162.8	162.3	13.8	0.0	27.1	27.1	25.1	0.0	0.0	0.0
LOS by Move:	A	F	F	F	B	A	C	C	C	A	A	A
HCM2kAvgQ:	0	34	34	41	10	0	6	6	3	0	0	0

Note: Queue reported is the number of cars per lane.

SEGMENT 3A AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #7 11th St and Colorado Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 0.889
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 27.9
Optimal Cycle: 90 Level Of Service: C

Street Name:	11th St						Colorado Ave					
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	21	0	0	21	0	0	21	0	0	21	0
Lanes:	1	0	1	0	1	0	0	0	1	0	0	0

Volume Module:												
Base Vol:	81	739	149	87	566	45	0	588	93	0	391	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	739	149	87	566	45	0	588	93	0	391	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	85	778	157	92	596	47	0	619	98	0	412	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	778	157	92	596	47	0	619	98	0	412	45
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 Volume:	85	778	157	92	596	47	0	619	98	0	412	45

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.23	0.98	0.83	0.14	0.97	0.97	1.00	0.96	0.96	1.00	0.97	0.97
Lanes:	1.00	1.00	1.00	1.00	0.93	0.07	0.00	0.86	0.14	0.00	0.90	0.10
Final Sat.:	441	1862	1583	259	1706	136	0	1579	250	0	1656	182

Capacity Analysis Module:												
Vol/Sat:	0.19	0.42	0.10	0.35	0.35	0.35	0.00	0.39	0.39	0.00	0.25	0.25
Crit Moves:	****						****					
Green/Cycle:	0.47	0.47	0.47	0.47	0.47	0.47	0.00	0.44	0.44	0.00	0.44	0.44
Volume/Cap:	0.41	0.89	0.21	0.75	0.74	0.74	0.00	0.89	0.89	0.00	0.56	0.56
Delay/Veh:	17.0	32.8	14.2	42.5	22.9	22.9	0.0	35.0	35.0	0.0	19.6	19.6
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:	17.0	32.8	14.2	42.5	22.9	22.9	0.0	35.0	35.0	0.0	19.6	19.6
LOS by Move:	B	C	B	D	C	C	A	C	C	A	B	B
HCM2kAvgQ:	2	23	3	4	16	16	0	22	22	0	10	10

Note: Queue reported is the number of cars per lane.

SEGMENT 3A AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #8 11th St (N) and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.647

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 14.1

Optimal Cycle: 66 Level Of Service: B

Street Name:	11th St (N)						Olympic Blvd					
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	35	0	0	35	0	0	23	0	0	23	0
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1

Volume Module:

Base Vol:	60	849	256	106	456	122	17	23	11	118	256	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:	60	849	256	106	456	122	17	23	11	118	256	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:	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:	63	894	269	112	480	128	18	24	12	124	269	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	894	269	112	480	128	18	24	12	124	269	120
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 Volume:	63	894	269	112	480	128	18	24	12	124	269	120

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.43	0.98	0.83	0.20	0.98	0.83	0.38	0.89	0.89	0.72	0.89	0.89
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.35	0.65	1.00	1.38	0.62
Final Sat.:	808	1862	1583	378	1862	1583	722	2276	1088	1372	2335	1040

Capacity Analysis Module:

Vol/Sat:	0.08	0.48	0.17	0.30	0.26	0.08	0.02	0.01	0.01	0.09	0.12	0.12
Crit Moves:	****									****		
Green/Cycle:	0.69	0.69	0.69	0.69	0.69	0.69	0.23	0.23	0.23	0.23	0.23	0.23
Volume/Cap:	0.11	0.70	0.25	0.43	0.37	0.12	0.11	0.05	0.05	0.39	0.50	0.50
Delay/Veh:	5.3	10.9	5.9	7.9	6.7	5.3	30.7	30.0	30.0	33.4	34.0	34.0
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:	5.3	10.9	5.9	7.9	6.7	5.3	30.7	30.0	30.0	33.4	34.0	34.0
LOS by Move:	A	B	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	1	17	3	2	6	1	1	0	0	4	6	6

Note: Queue reported is the number of cars per lane.

SEGMENT 3A AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #9 11th St (S) and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.649

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 11.3

Optimal Cycle: 43 Level Of Service: B

Street Name:	11th St						Olympic Blvd					
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	16	0	0	0	0	0	0	0
Lanes:	0	0	1	0	0	0	1	0	0	1	0	0

Volume Module:												
Base Vol:	0	852	0	0	457	0	157	0	45	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	852	0	0	457	0	157	0	45	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	0	897	0	0	481	0	165	0	47	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	897	0	0	481	0	165	0	47	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	897	0	0	481	0	165	0	47	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.98	1.00	1.00	0.98	1.00	0.75	1.00	0.83	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Final Sat.:	0	1862	0	0	1862	0	1432	0	1583	0	1900	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.48	0.00	0.00	0.26	0.00	0.12	0.00	0.03	0.00	0.00	0.00
Crit Moves:	****						****					
Green/Cycle:	0.00	0.74	0.00	0.00	0.74	0.00	0.18	0.00	0.18	0.00	0.00	0.00
Volume/Cap:	0.00	0.65	0.00	0.00	0.35	0.00	0.65	0.00	0.17	0.00	0.00	0.00
Delay/Veh:	0.0	7.5	0.0	0.0	4.6	0.0	44.0	0.0	35.1	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	7.5	0.0	0.0	4.6	0.0	44.0	0.0	35.1	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	D	A	A	A
HCM2kAvgQ:	0	14	0	0	5	0	6	0	1	0	0	0

Note: Queue reported is the number of cars per lane.

SEGMENT 3A AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #10 14th St and Colorado Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 0.677
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 20.3
Optimal Cycle: 53 Level Of Service: C

Street Name:	14th St								Colorado Ave												
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		24		0	0		22		0	0		21		0	0		21		0	
Lanes:	1	0	1	0	1	1	0	1	0	1	0	0	0	0	1	0	0	0	0	1	0

Volume Module:

Base Vol:	71	438	97	65	455	30	0	549	77	0	329	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	438	97	65	455	30	0	549	77	0	329	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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	461	102	68	479	32	0	578	81	0	346	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	461	102	68	479	32	0	578	81	0	346	48
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 Volume:	75	461	102	68	479	32	0	578	81	0	346	48

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.25	0.98	0.83	0.27	0.98	0.83	1.00	0.96	0.96	1.00	0.96	0.96
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.88	0.12	0.00	0.88	0.12
Final Sat.:	475	1862	1583	510	1862	1583	0	1605	225	0	1606	225

Capacity Analysis Module:

Vol/Sat:	0.16	0.25	0.06	0.13	0.26	0.02	0.00	0.36	0.36	0.00	0.22	0.22
Crit Moves:				****			****					
Green/Cycle:	0.38	0.38	0.38	0.38	0.38	0.38	0.00	0.53	0.53	0.00	0.53	0.53
Volume/Cap:	0.41	0.65	0.17	0.35	0.68	0.05	0.00	0.68	0.68	0.00	0.41	0.41
Delay/Veh:	22.1	25.2	18.6	21.1	26.0	17.7	0.0	17.4	17.4	0.0	12.9	12.9
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:	22.1	25.2	18.6	21.1	26.0	17.7	0.0	17.4	17.4	0.0	12.9	12.9
LOS by Move:	C	C	B	C	C	B	A	B	B	A	B	B
HCM2kAvgQ:	2	11	2	2	12	1	0	14	14	0	7	7

Note: Queue reported is the number of cars per lane.

SEGMENT 3A AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #11 14th St and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.591
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 19.5
Optimal Cycle: 66 Level Of Service: B

14th St						Olympic Blvd						
North Bound			South Bound			East Bound			West Bound			
L	T	R	L	T	R	L	T	R	L	T	R	
Control: Permitted			Control: Permitted			Control: Permitted			Control: Permitted			
Rights: Include			Rights: Include			Rights: Include			Rights: Include			
Min. Green:	0	34	0	0	34	0	0	24	0	0	24	0
Lanes:	1	0	0	1	0	1	0	1	1	0	1	0

Volume Module:												
Base Vol:	32	498	139	182	297	75	57	320	15	69	430	125
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:	32	498	139	182	297	75	57	320	15	69	430	125
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:	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:	34	524	146	192	313	79	60	337	16	73	453	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	524	146	192	313	79	60	337	16	73	453	132
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 Volume:	34	524	146	192	313	79	60	337	16	73	453	132

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.52	0.95	0.95	0.28	0.98	0.83	0.27	0.92	0.92	0.45	0.90	0.90
Lanes:	1.00	0.78	0.22	1.00	1.00	1.00	1.00	1.91	0.09	1.00	1.55	0.45
Final Sat.:	989	1408	393	538	1862	1583	505	3356	157	857	2648	770

Capacity Analysis Module:												
Vol/Sat:	0.03	0.37	0.37	0.36	0.17	0.05	0.12	0.10	0.10	0.08	0.17	0.17
Crit Moves:	****						****					
Green/Cycle:	0.63	0.63	0.63	0.63	0.63	0.63	0.29	0.29	0.29	0.29	0.29	0.29
Volume/Cap:	0.05	0.59	0.59	0.56	0.27	0.08	0.41	0.35	0.35	0.29	0.59	0.59
Delay/Veh:	7.1	11.7	11.7	12.8	8.3	7.2	30.5	28.3	28.3	28.2	31.4	31.4
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:	7.1	11.7	11.7	12.8	8.3	7.2	30.5	28.3	28.3	28.2	31.4	31.4
LOS by Move:	A	B	B	B	A	A	C	C	C	C	C	C
HCM2kAvgQ:	0	12	12	4	4	1	2	5	5	2	9	9

Note: Queue reported is the number of cars per lane.

SEGMENT 3A AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #12 17th St and Colorado Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 0.670

Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 34.6

Optimal Cycle: 106 Level Of Service: C

Street Name:	17th St						Colorado Ave					
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	40	0	5	40	0	5	40	0	5	40	0
Lanes:	1	0	0	1	0	1	1	0	2	0	1	0

Volume Module:

Base Vol:	47	321	102	90	301	36	58	671	43	28	432	69
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	321	102	90	301	36	58	671	43	28	432	69
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:	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	338	107	95	317	38	61	706	45	29	455	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	338	107	95	317	38	61	706	45	29	455	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 Volume:	49	338	107	95	317	38	61	706	45	29	455	73

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.94	0.94	0.93	0.98	0.83	0.93	0.93	0.83	0.93	0.98	0.83
Lanes:	1.00	0.76	0.24	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1769	1362	433	1769	1862	1583	1769	3538	1583	1769	1862	1583

Capacity Analysis Module:

Vol/Sat:	0.03	0.25	0.25	0.05	0.17	0.02	0.03	0.20	0.03	0.02	0.24	0.05
Crit Moves:	****			****			****			****		
Green/Cycle:	0.05	0.37	0.37	0.08	0.40	0.40	0.05	0.37	0.37	0.05	0.36	0.36
Volume/Cap:	0.56	0.67	0.67	0.67	0.43	0.06	0.67	0.54	0.08	0.36	0.67	0.13
Delay/Veh:	63.5	34.3	34.3	65.4	26.4	22.1	73.5	30.2	24.6	58.2	34.6	25.5
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:	63.5	34.3	34.3	65.4	26.4	22.1	73.5	30.2	24.6	58.2	34.6	25.5
LOS by Move:	E	C	C	E	C	C	E	C	C	E	C	C
HCM2kAvgQ:	3	14	14	5	8	1	3	11	1	1	15	2

Note: Queue reported is the number of cars per lane.

SEGMENT 3A AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #13 17th St and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.432
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 18.4
Optimal Cycle: 67 Level Of Service: B

17th St					Olympic Blvd														
North Bound					South Bound					East Bound					West Bound				
Approach:					Approach:					Approach:					Approach:				
Movement:					Movement:					Movement:					Movement:				
L - T - R					L - T - R					L - T - R					L - T - R				
Control: Permitted					Control: Permitted					Control: Permitted					Control: Permitted				
Rights: Include					Rights: Include					Rights: Include					Rights: Include				
Min. Green: 0 34 0					Min. Green: 0 34 0					Min. Green: 0 25 0					Min. Green: 0 22 0				
Lanes: 1 0 1 0 1					Lanes: 1 0 0 1 0					Lanes: 1 0 1 1 0					Lanes: 1 0 1 1 0				

Volume Module:												
Base Vol:	21	257	73	227	160	61	56	564	4	172	550	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	257	73	227	160	61	56	564	4	172	550	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	22	271	77	239	168	64	59	594	4	181	579	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	271	77	239	168	64	59	594	4	181	579	137
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 Volume:	22	271	77	239	168	64	59	594	4	181	579	137

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.49	0.98	0.83	0.44	0.94	0.94	0.32	0.93	0.93	0.38	0.90	0.90
Lanes:	1.00	1.00	1.00	1.00	0.72	0.28	1.00	1.99	0.01	1.00	1.62	0.38
Final Sat.:	937	1862	1583	843	1293	493	609	3509	25	719	2778	657

Capacity Analysis Module:												
Vol/Sat:	0.02	0.15	0.05	0.28	0.13	0.13	0.10	0.17	0.17	0.25	0.21	0.21
Crit Moves:	****									****		
Green/Cycle:	0.34	0.34	0.34	0.34	0.34	0.34	0.58	0.58	0.58	0.58	0.58	0.58
Volume/Cap:	0.07	0.43	0.14	0.83	0.38	0.38	0.17	0.29	0.29	0.43	0.36	0.36
Delay/Veh:	22.4	25.9	23.0	48.8	25.4	25.4	10.0	10.7	10.7	12.5	11.3	11.3
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:	22.4	25.9	23.0	48.8	25.4	25.4	10.0	10.7	10.7	12.5	11.3	11.3
LOS by Move:	C	C	C	D	C	C	A	B	B	B	B	B
HCM2kAvgQ:	0	7	2	9	6	6	1	5	5	4	6	6

Note: Queue reported is the number of cars per lane.

SEGMENT 3A AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #14 20th St and Colorado Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 0.923

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 21.7

Optimal Cycle: 108 Level Of Service: C

Street Name:	20th St						Colorado Ave					
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	26	0	0	24	0	0	27	0	0	22	0
Lanes:	1	0	2	0	1	0	1	0	2	0	1	0

Volume Module:

Base Vol:	81	1020	219	115	690	44	51	829	79	147	501	237
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	1020	219	115	690	44	51	829	79	147	501	237
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:	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:	85	1074	231	121	726	46	54	873	83	155	527	249
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	1074	231	121	726	46	54	873	83	155	527	249
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 Volume:	85	1074	231	121	726	46	54	873	83	155	527	249

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.25	0.93	0.83	0.13	0.92	0.92	0.27	0.93	0.83	0.23	0.89	0.89
Lanes:	1.00	2.00	1.00	1.00	1.88	0.12	1.00	2.00	1.00	1.00	1.36	0.64
Final Sat.:	475	3538	1583	252	3296	210	504	3538	1583	430	2286	1082

Capacity Analysis Module:

Vol/Sat:	0.18	0.30	0.15	0.48	0.22	0.22	0.11	0.25	0.05	0.36	0.23	0.23
Crit Moves:	*****						*****					
Green/Cycle:	0.52	0.52	0.52	0.52	0.52	0.52	0.39	0.39	0.39	0.39	0.39	0.39
Volume/Cap:	0.34	0.58	0.28	0.92	0.42	0.42	0.27	0.63	0.13	0.92	0.59	0.59
Delay/Veh:	13.4	15.3	12.3	75.2	13.4	13.4	19.5	23.2	17.8	73.6	22.5	22.5
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:	13.4	15.3	12.3	75.2	13.4	13.4	19.5	23.2	17.8	73.6	22.5	22.5
LOS by Move:	B	B	B	E	B	B	B	C	B	E	C	C
HCM2kAvgQ:	2	11	4	6	7	7	1	11	1	7	10	10

Note: Queue reported is the number of cars per lane.

SEGMENT 3A AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #15 20th St and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.408

Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 61.3

Optimal Cycle: 180 Level Of Service: E

Street Name:	20th St						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	35	0	5	35	0	0	25	0	0	25	0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	119	998	316	311	559	69	45	771	41	159	855	214
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:	119	998	316	311	559	69	45	771	41	159	855	214
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:	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:	125	1051	333	327	588	73	47	812	43	167	900	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	1051	333	327	588	73	47	812	43	167	900	225
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	125	1051	333	327	588	73	47	812	43	167	900	225

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.90	0.90	0.34	0.92	0.92	0.10	0.92	0.92	0.18	0.90	0.90
Lanes:	1.00	1.52	0.48	1.00	1.78	0.22	1.00	1.90	0.10	1.00	1.60	0.40
Final Sat.:	1769	2590	820	653	3099	382	194	3336	177	346	2745	687

Capacity Analysis Module:

Vol/Sat:	0.07	0.41	0.41	0.50	0.19	0.19	0.24	0.24	0.24	0.48	0.33	0.33
Crit Moves:	****			****			****			****		
Green/Cycle:	0.43	0.35	0.35	0.54	0.41	0.41	0.38	0.38	0.38	0.38	0.38	0.38
Volume/Cap:	0.33	1.16	1.16	0.98	0.46	0.46	0.64	0.63	0.63	1.26	0.86	0.86
Delay/Veh:	17.9	114	113.6	56.8	21.5	21.5	42.3	26.1	26.1	195.1	34.0	34.0
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:	17.9	114	113.6	56.8	21.5	21.5	42.3	26.1	26.1	195.1	34.0	34.0
LOS by Move:	B	F	F	E	C	C	D	C	C	F	C	C
HCM2kAvgQ:	3	38	38	15	8	8	2	12	12	12	19	19

Note: Queue reported is the number of cars per lane.

SEGMENT 3A AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #82 20th St and Broadway

Cycle (sec): 90 Critical Vol./Cap.(X): 0.618

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 18.3

Optimal Cycle: 54 Level Of Service: B

Street Name:	20th St						Broadway					
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	24	0	0	24	0	0	22	0	0	22	0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	76	953	61	84	868	85	86	386	74	89	458	162
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:	76	953	61	84	868	85	86	386	74	89	458	162
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:	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	1003	64	88	914	89	91	406	78	94	482	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	1003	64	88	914	89	91	406	78	94	482	171
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 Volume:	80	1003	64	88	914	89	91	406	78	94	482	171

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.19	0.92	0.92	0.16	0.92	0.92	0.28	0.98	0.83	0.36	0.98	0.83
Lanes:	1.00	1.88	0.12	1.00	1.82	0.18	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	352	3295	211	311	3180	311	540	1862	1583	683	1862	1583

Capacity Analysis Module:

Vol/Sat:	0.23	0.30	0.30	0.28	0.29	0.29	0.17	0.22	0.05	0.14	0.26	0.11
Crit Moves:	****									****		
Green/Cycle:	0.49	0.49	0.49	0.49	0.49	0.49	0.42	0.42	0.42	0.42	0.42	0.42
Volume/Cap:	0.46	0.62	0.62	0.58	0.58	0.58	0.40	0.52	0.12	0.33	0.62	0.26
Delay/Veh:	17.0	17.4	17.4	21.6	16.8	16.8	19.4	20.1	16.1	18.3	22.0	17.2
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:	17.0	17.4	17.4	21.6	16.8	16.8	19.4	20.1	16.1	18.3	22.0	17.2
LOS by Move:	B	B	B	C	B	B	B	C	B	B	C	B
HCM2kAvgQ:	2	12	12	3	11	11	2	9	1	2	11	3

Note: Queue reported is the number of cars per lane.

SEGMENT 3A AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #83 14th St and Broadway

Cycle (sec): 90 Critical Vol./Cap.(X): 0.630

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 19.0

Optimal Cycle: 53 Level Of Service: B

Street Name:	14th St						Broadway					
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	23	0	0	23	0	0	22	0	0	22	0
Lanes:	1	0	0	1	0	0	1	0	1	1	0	1

Volume Module:

Base Vol:	42	370	50	57	400	72	79	518	48	45	532	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	370	50	57	400	72	79	518	48	45	532	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	44	389	53	60	421	76	83	545	51	47	560	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	389	53	60	421	76	83	545	51	47	560	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	44	389	53	60	421	76	83	545	51	47	560	76

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.28	0.96	0.96	0.33	0.96	0.96	0.26	0.98	0.83	0.28	0.98	0.83
Lanes:	1.00	0.88	0.12	1.00	0.85	0.15	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	538	1611	218	635	1542	278	503	1862	1583	525	1862	1583

Capacity Analysis Module:

Vol/Sat:	0.08	0.24	0.24	0.09	0.27	0.27	0.17	0.29	0.03	0.09	0.30	0.05
Crit Moves:					****						****	
Green/Cycle:	0.43	0.43	0.43	0.43	0.43	0.43	0.48	0.48	0.48	0.48	0.48	0.48
Volume/Cap:	0.19	0.56	0.56	0.22	0.63	0.63	0.35	0.61	0.07	0.19	0.63	0.10
Delay/Veh:	16.1	19.9	19.9	16.3	21.5	21.5	15.6	18.7	12.7	13.9	19.0	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:	16.1	19.9	19.9	16.3	21.5	21.5	15.6	18.7	12.7	13.9	19.0	13.0
LOS by Move:	B	B	B	B	C	C	B	B	B	B	B	B
HCM2kAvgQ:	1	9	9	1	11	11	2	12	1	1	12	1

Note: Queue reported is the number of cars per lane.

SEGMENT 3A AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #84 Lincoln Blvd and Broadway

Cycle (sec): 90 Critical Vol./Cap.(X): 0.758

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 16.6

Optimal Cycle: 56 Level Of Service: B

Street Name:	Lincoln Blvd										Broadway									
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		21		0	0		22		0	0		23		0	0		23		0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	0	1	1	0	1	0	1

Volume Module:

Base Vol:	126	1756	122	18	1252	46	30	176	148	140	224	82
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:	126	1756	122	18	1252	46	30	176	148	140	224	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	133	1848	128	19	1318	48	32	185	156	147	236	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	1848	128	19	1318	48	32	185	156	147	236	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 Volume:	133	1848	128	19	1318	48	32	185	156	147	236	86

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.14	0.92	0.92	0.07	0.93	0.93	0.44	0.98	0.83	0.52	0.98	0.83
Lanes:	1.00	1.87	0.13	1.00	1.93	0.07	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	266	3275	228	127	3395	125	827	1862	1583	992	1862	1583

Capacity Analysis Module:

Vol/Sat:	0.50	0.56	0.56	0.15	0.39	0.39	0.04	0.10	0.10	0.15	0.13	0.05
Crit Moves:	****									****		
Green/Cycle:	0.66	0.66	0.66	0.66	0.66	0.66	0.26	0.26	0.26	0.26	0.26	0.26
Volume/Cap:	0.76	0.86	0.86	0.23	0.59	0.59	0.15	0.39	0.39	0.58	0.50	0.21
Delay/Veh:	28.2	15.8	15.8	7.7	9.1	9.1	26.3	28.2	28.3	32.7	29.4	26.6
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:	28.2	15.8	15.8	7.7	9.1	9.1	26.3	28.2	28.3	32.7	29.4	26.6
LOS by Move:	C	B	B	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	4	26	26	0	12	12	1	4	4	4	6	2

Note: Queue reported is the number of cars per lane.

SEGMENT 3A AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #85 4th St and Broadway

Cycle (sec): 120 Critical Vol./Cap.(X): 1.004

Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 27.3

Optimal Cycle: 75 Level Of Service: C

Street Name:	4th St						Broadway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	5	22	0	5	22	0	0	23	0	5	23	0
Lanes:	1	0	1	0	1	0	0	1	0	1	0	1

Volume Module:

Base Vol:	72	756	88	61	561	61	6	113	108	81	162	81
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:	72	756	88	61	561	61	6	113	108	81	162	81
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:	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:	76	796	93	64	591	64	6	119	114	85	171	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	796	93	64	591	64	6	119	114	85	171	85
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 Volume:	76	796	93	64	591	64	6	119	114	85	171	85

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.83	0.93	0.92	0.92	0.98	0.98	0.83	0.93	0.98	0.83
Lanes:	1.00	1.00	1.00	1.00	1.80	0.20	0.05	0.95	1.00	1.00	1.00	1.00
Final Sat.:	1769	1862	1583	1769	3143	342	94	1765	1583	1769	1862	1583

Capacity Analysis Module:

Vol/Sat:	0.04	0.43	0.06	0.04	0.19	0.19	0.07	0.07	0.07	0.05	0.09	0.05
Crit Moves:	****			****			****			****		
Green/Cycle:	0.62	0.54	0.54	0.53	0.48	0.48	0.09	0.22	0.22	0.19	0.19	0.19
Volume/Cap:	0.15	0.79	0.11	0.33	0.39	0.39	0.79	0.30	0.32	0.45	0.48	0.28
Delay/Veh:	10.3	26.0	13.4	21.3	20.1	20.1	76.2	39.4	39.7	43.2	44.2	41.9
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:	10.3	26.0	13.4	21.3	20.1	20.1	76.2	39.4	39.7	43.2	44.2	41.9
LOS by Move:	B	C	B	C	C	C	E	D	D	D	D	D
HCM2kAvgQ:	1	24	2	2	8	8	6	4	4	3	6	3

Note: Queue reported is the number of cars per lane.

SEGMENT 3A AM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #86 Main St and Colorado Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 0.214

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 8.7

Optimal Cycle: 39 Level Of Service: A

Street Name:	Main St						Colorado Ave					
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	20	0	0	0	0	0	31	0	0	0	0
Lanes:	2	0	0	0	0	0	0	0	2	0	1	1

Volume Module:												
Base Vol:	113	0	63	0	0	0	0	431	117	109	477	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:	113	0	63	0	0	0	0	431	117	109	477	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:	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:	119	0	66	0	0	0	0	454	123	115	502	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	0	66	0	0	0	0	454	123	115	502	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 Volume:	119	0	66	0	0	0	0	454	123	115	502	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.59	1.00	0.83	1.00	1.00	1.00	1.00	0.93	0.83	0.47	0.93	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	2240	0	1583	0	0	0	0	3538	1583	896	3538	0

Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.04	0.00	0.00	0.00	0.00	0.13	0.08	0.13	0.14	0.00
Crit Moves:	****									****		
Green/Cycle:	0.25	0.00	0.25	0.00	0.00	0.00	0.00	0.66	0.66	0.66	0.66	0.00
Volume/Cap:	0.21	0.00	0.17	0.00	0.00	0.00	0.00	0.19	0.12	0.19	0.21	0.00
Delay/Veh:	27.1	0.0	26.8	0.0	0.0	0.0	0.0	5.9	5.6	6.0	6.0	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:	27.1	0.0	26.8	0.0	0.0	0.0	0.0	5.9	5.6	6.0	6.0	0.0
LOS by Move:	C	A	C	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	1	0	2	0	0	0	0	3	1	1	3	0

Note: Queue reported is the number of cars per lane.

SEGMENT 3A PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

Scenario Report

Scenario:	Segment 3a PM
Command:	Segment 3a PM
Volume:	Segment 3a PM Vol
Geometry:	PM
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Existing PM

SEGMENT 3A PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #1 4th St and Colorado Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 1.022
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 38.8
Optimal Cycle: 112 Level Of Service: D

Street Name:	4th St						Colorado Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Ovl			Include		
Min. Green:	5	19	0	5	19	0	5	23	0	5	23	0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:	4th St NB			4th St SB			Colorado Ave EB			Colorado Ave WB		
Base Vol:	173	747	151	138	900	96	143	416	124	180	379	64
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:	173	747	151	138	900	96	143	416	124	180	379	64
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:	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:	182	786	159	145	947	101	151	438	131	189	399	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	182	786	159	145	947	101	151	438	131	189	399	67
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 Volume:	182	786	159	145	947	101	151	438	131	189	399	67

Saturation Flow Module:	4th St NB			4th St SB			Colorado Ave EB			Colorado Ave WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.91	0.91	0.93	0.92	0.92	0.93	0.98	0.83	0.93	0.91	0.91
Lanes:	1.00	1.66	0.34	1.00	1.81	0.19	1.00	1.00	1.00	1.00	1.71	0.29
Final Sat.:	1769	2869	580	1769	3152	336	1769	1862	1583	1769	2960	500

Capacity Analysis Module:	4th St NB			4th St SB			Colorado Ave EB			Colorado Ave WB		
Vol/Sat:	0.10	0.27	0.27	0.08	0.30	0.30	0.09	0.24	0.08	0.11	0.13	0.13
Crit Moves:	****			****			****			****		
Green/Cycle:	0.50	0.36	0.36	0.46	0.35	0.35	0.40	0.27	0.39	0.43	0.28	0.28
Volume/Cap:	0.67	0.76	0.76	0.53	0.86	0.86	0.38	0.86	0.21	0.67	0.49	0.49
Delay/Veh:	32.3	36.5	36.5	24.3	42.7	42.7	24.9	55.3	24.3	32.5	36.8	36.8
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:	32.3	36.5	36.5	24.3	42.7	42.7	24.9	55.3	24.3	32.5	36.8	36.8
LOS by Move:	C	D	D	C	D	D	C	E	C	C	D	D
HCM2kAvgQ:	6	17	17	5	22	22	4	18	3	7	8	8

Note: Queue reported is the number of cars per lane.

SEGMENT 3A PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #2 4th St / I-10 WB and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.937
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 30.7
Optimal Cycle: 125 Level Of Service: C

Street Name: 4th St / I-10 WB						Olympic Blvd					
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 21 0			0 0 0			0 0 0			0 0 0		
Lanes: 0 0 2 0 0			0 0 2 0 0			0 0 0 0 0			2 0 0 0 1		

Volume Module:

Base Vol:	0	723	0	0	1746	0	0	0	0	984	0	515
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	723	0	0	1746	0	0	0	0	984	0	515
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:	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:	0	761	0	0	1838	0	0	0	0	1036	0	542
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	761	0	0	1838	0	0	0	0	1036	0	542
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 Volume:	0	761	0	0	1838	0	0	0	0	1036	0	542

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.93	1.00	1.00	0.93	1.00	1.00	1.00	1.00	0.90	1.00	0.83
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3538	0	0	3538	0	0	0	0	3432	0	1583

Capacity Analysis Module:

Vol/Sat:	0.00	0.22	0.00	0.00	0.52	0.00	0.00	0.00	0.00	0.30	0.00	0.34
Crit Moves:					****							****
Green/Cycle:	0.00	0.55	0.00	0.00	0.55	0.00	0.00	0.00	0.00	0.37	0.00	0.37
Volume/Cap:	0.00	0.39	0.00	0.00	0.94	0.00	0.00	0.00	0.00	0.83	0.00	0.94
Delay/Veh:	0.0	12.8	0.0	0.0	29.9	0.0	0.0	0.0	0.0	33.5	0.0	53.6
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:	0.0	12.8	0.0	0.0	29.9	0.0	0.0	0.0	0.0	33.5	0.0	53.6
LOS by Move:	A	B	A	A	C	A	A	A	A	C	A	D
HCM2kAvgQ:	0	7	0	0	33	0	0	0	0	17	0	21

Note: Queue reported is the number of cars per lane.

SEGMENT 3A PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #3 4th St / I-10 EB and Olympic Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.749

Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 36.6

Optimal Cycle: 71 Level Of Service: D

Street Name:	4th St / I-10 EB						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	5	27	0	5	27	0	0	27	0	0	0	0
Lanes:	1	0	1	0	1	0	0	1	1	1	0	0

Volume Module:

Base Vol:	65	512	505	833	1593	278	19	256	35	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	512	505	833	1593	278	19	256	35	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	68	539	532	877	1677	293	20	269	37	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	539	532	877	1677	293	20	269	37	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	68	539	532	877	1677	293	20	269	37	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.83	0.90	0.91	0.91	0.87	0.87	0.87	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	2.00	1.70	0.30	0.18	2.48	0.34	0.00	0.00	0.00
Final Sat.:	1769	1862	1583	3432	2946	514	304	4089	559	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.04	0.29	0.34	0.26	0.57	0.57	0.07	0.07	0.07	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.04	0.38	0.38	0.29	0.63	0.63	0.23	0.23	0.23	0.00	0.00	0.00
Volume/Cap:	0.90	0.76	0.88	0.88	0.90	0.90	0.29	0.29	0.29	0.00	0.00	0.00
Delay/Veh:	127.4	36.7	47.9	49.2	24.4	24.4	38.7	38.7	38.7	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:	127.4	36.7	47.9	49.2	24.4	24.4	38.7	38.7	38.7	0.0	0.0	0.0
LOS by Move:	F	D	D	D	C	C	D	D	D	A	A	A
HCM2kAvgQ:	5	18	21	19	36	36	4	4	4	0	0	0

Note: Queue reported is the number of cars per lane.

SEGMENT 3A PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #4 Lincoln Blvd and Colorado Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 1.086
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 49.4
Optimal Cycle: 180 Level Of Service: D

Street Name:	Lincoln Blvd						Colorado Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	24	0	5	24	0	0	24	0	0	24	0
Lanes:	1	0	1	1	0	1	0	0	1	0	1	0

Volume Module:	Lincoln Blvd			Lincoln Blvd			Colorado Ave			Colorado Ave		
Base Vol:	204	1399	337	57	1624	64	0	479	347	0	422	52
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:	204	1399	337	57	1624	64	0	479	347	0	422	52
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:	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:	215	1473	355	60	1709	67	0	504	365	0	444	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	215	1473	355	60	1709	67	0	504	365	0	444	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	215	1473	355	60	1709	67	0	504	365	0	444	55

Saturation Flow Module:	Lincoln Blvd			Lincoln Blvd			Colorado Ave			Colorado Ave		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.90	0.90	0.93	0.93	0.93	1.00	0.98	0.83	1.00	0.97	0.97
Lanes:	1.00	1.61	0.39	1.00	1.92	0.08	0.00	1.00	1.00	0.00	0.89	0.11
Final Sat.:	1769	2768	667	1769	3383	133	0	1862	1583	0	1633	201

Capacity Analysis Module:	Lincoln Blvd			Lincoln Blvd			Colorado Ave			Colorado Ave		
Vol/Sat:	0.12	0.53	0.53	0.03	0.51	0.51	0.00	0.27	0.23	0.00	0.27	0.27
Crit Moves:	****			****						****		
Green/Cycle:	0.66	0.58	0.58	0.55	0.51	0.51	0.00	0.27	0.27	0.00	0.27	0.27
Volume/Cap:	0.77	0.91	0.91	0.42	1.00	1.00	0.00	0.99	0.85	0.00	1.00	1.00
Delay/Veh:	50.1	29.4	29.4	23.9	50.6	50.6	0.0	81.9	55.7	0.0	83.5	83.5
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:	50.1	29.4	29.4	23.9	50.6	50.6	0.0	81.9	55.7	0.0	83.5	83.5
LOS by Move:	D	C	C	C	D	D	A	F	E	A	F	F
HCM2kAvgQ:	8	35	35	2	42	42	0	25	15	0	24	24

Note: Queue reported is the number of cars per lane.

SEGMENT 3A PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #5 Lincoln Blvd (N) / I-10 WB and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.987

Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 44.3

Optimal Cycle: 173 Level Of Service: D

Street Name:	Lincoln Blvd (N) /I-10 WB						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	5	18	0	0	17	0	0	0	0	0	24	0
Lanes:	1	0	2	0	0	2	1	0	0	0	1	1

Volume Module:

Base Vol:	315	987	0	0	1882	65	0	0	0	676	300	657
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:	315	987	0	0	1882	65	0	0	0	676	300	657
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:	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:	332	1039	0	0	1981	68	0	0	0	712	316	692
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	332	1039	0	0	1981	68	0	0	0	712	316	692
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	332	1039	0	0	1981	68	0	0	0	712	316	692

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	1.00	1.00	0.89	0.89	1.00	1.00	1.00	0.82	0.82	0.82
Lanes:	1.00	2.00	0.00	0.00	2.90	0.10	0.00	0.00	0.00	1.66	0.73	1.61
Final Sat.:	1769	3538	0	0	4889	169	0	0	0	2583	1146	2510

Capacity Analysis Module:

Vol/Sat:	0.19	0.29	0.00	0.00	0.41	0.41	0.00	0.00	0.00	0.28	0.28	0.28
Crit Moves:	****				****							****
Green/Cycle:	0.19	0.60	0.00	0.00	0.41	0.41	0.00	0.00	0.00	0.28	0.28	0.28
Volume/Cap:	0.99	0.49	0.00	0.00	0.99	0.99	0.00	0.00	0.00	0.99	0.99	0.99
Delay/Veh:	85.7	11.5	0.0	0.0	45.8	45.8	0.0	0.0	0.0	54.2	54.2	54.2
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:	85.7	11.5	0.0	0.0	45.8	45.8	0.0	0.0	0.0	54.2	54.2	54.2
LOS by Move:	F	B	A	A	D	D	A	A	A	D	D	D
HCM2kAvgQ:	15	10	0	0	30	30	0	0	0	20	20	20

Note: Queue reported is the number of cars per lane.

SEGMENT 3A PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #6 Lincoln Blvd / I-10 EB and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.728

Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 41.1

Optimal Cycle: 71 Level Of Service: D

Street Name:	Lincoln Blvd / I-10 EB						Olympic Blvd					
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	22	0	5	18	0	0	32	0	0	0	0
Lanes:	0	0	2	1	1	2	0	2	0	0	0	0

Volume Module:

Base Vol:	0	1101	492	952	1535	0	98	193	238	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1101	492	952	1535	0	98	193	238	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	0	1159	518	1002	1616	0	103	203	251	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1159	518	1002	1616	0	103	203	251	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1159	518	1002	1616	0	103	203	251	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.85	0.85	0.90	0.93	1.00	0.90	0.90	0.83	1.00	1.00	1.00
Lanes:	0.00	2.76	1.24	2.00	2.00	0.00	0.67	1.33	1.00	0.00	0.00	0.00
Final Sat.:	0	4469	1997	3432	3538	0	1158	2281	1583	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.26	0.26	0.29	0.46	0.00	0.09	0.09	0.16	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.00	0.26	0.26	0.30	0.56	0.00	0.32	0.32	0.32	0.00	0.00	0.00
Volume/Cap:	0.00	0.98	0.98	0.98	0.82	0.00	0.28	0.28	0.49	0.00	0.00	0.00
Delay/Veh:	0.0	54.8	54.8	59.3	20.6	0.0	25.5	25.5	28.2	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	54.8	54.8	59.3	20.6	0.0	25.5	25.5	28.2	0.0	0.0	0.0
LOS by Move:	A	D	D	E	C	A	C	C	C	A	A	A
HCM2kAvgQ:	0	20	20	22	23	0	4	4	7	0	0	0

Note: Queue reported is the number of cars per lane.

SEGMENT 3A PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #7 11th St and Colorado Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 1.061

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 53.4

Optimal Cycle: 180 Level Of Service: D

Street Name:	11th St						Colorado Ave					
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	21	0	0	21	0	0	21	0	0	21	0
Lanes:	1	0	1	0	1	0	0	0	1	0	0	0

Volume Module:

Base Vol:	72	575	95	70	920	42	0	578	143	0	567	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	575	95	70	920	42	0	578	143	0	567	63
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:	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:	76	605	100	74	968	44	0	608	151	0	597	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	605	100	74	968	44	0	608	151	0	597	66
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 Volume:	76	605	100	74	968	44	0	608	151	0	597	66

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.08	0.98	0.83	0.26	0.97	0.97	1.00	0.95	0.95	1.00	0.97	0.97
Lanes:	1.00	1.00	1.00	1.00	0.96	0.04	0.00	0.80	0.20	0.00	0.90	0.10
Final Sat.:	160	1862	1583	493	1768	81	0	1452	359	0	1654	184

Capacity Analysis Module:

Vol/Sat:	0.47	0.33	0.06	0.15	0.55	0.55	0.00	0.42	0.42	0.00	0.36	0.36
Crit Moves:	****						****					
Green/Cycle:	0.52	0.52	0.52	0.52	0.52	0.52	0.00	0.39	0.39	0.00	0.39	0.39
Volume/Cap:	0.92	0.63	0.12	0.29	1.06	1.06	0.00	1.06	1.06	0.00	0.91	0.91
Delay/Veh:	91.5	17.0	11.3	13.0	68.5	68.5	0.0	78.2	78.2	0.0	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:	91.5	17.0	11.3	13.0	68.5	68.5	0.0	78.2	78.2	0.0	41.8	41.8
LOS by Move:	F	B	B	B	E	E	A	E	E	A	D	D
HCM2kAvgQ:	4	12	1	1	41	41	0	32	32	0	22	22

Note: Queue reported is the number of cars per lane.

SEGMENT 3A PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #8 11th St (N) and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.591

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 16.9

Optimal Cycle: 66 Level Of Service: B

Street Name:	11th St (N)										Olympic Blvd									
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		35		0	0		35		0	0		23		0	0		23		0
Lanes:	1	0	1	0	1	1	0	1	0	1	1	0	1	1	0	1	0	1	1	0

Volume Module:												
Base Vol:	52	646	156	155	663	96	15	39	11	176	388	155
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:	52	646	156	155	663	96	15	39	11	176	388	155
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:	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:	55	680	164	163	698	101	16	41	12	185	408	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	680	164	163	698	101	16	41	12	185	408	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	55	680	164	163	698	101	16	41	12	185	408	163

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.27	0.98	0.83	0.28	0.98	0.83	0.27	0.90	0.90	0.71	0.89	0.89
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.56	0.44	1.00	1.43	0.57
Final Sat.:	510	1862	1583	531	1862	1583	516	2668	753	1346	2419	966

Capacity Analysis Module:												
Vol/Sat:	0.11	0.37	0.10	0.31	0.37	0.06	0.03	0.02	0.02	0.14	0.17	0.17
Crit Moves:	****						****					
Green/Cycle:	0.63	0.63	0.63	0.63	0.63	0.63	0.29	0.29	0.29	0.29	0.29	0.29
Volume/Cap:	0.17	0.58	0.16	0.48	0.59	0.10	0.11	0.05	0.05	0.48	0.59	0.59
Delay/Veh:	7.7	11.2	7.5	10.8	11.5	7.2	26.6	25.9	25.9	30.5	31.7	31.7
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:	7.7	11.2	7.5	10.8	11.5	7.2	26.6	25.9	25.9	30.5	31.7	31.7
LOS by Move:	A	B	A	B	B	A	C	C	C	C	C	C
HCM2kAvgQ:	1	12	2	3	13	1	0	1	1	5	9	9

Note: Queue reported is the number of cars per lane.

SEGMENT 3A PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #9 11th St (S) and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.768

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 18.6

Optimal Cycle: 59 Level Of Service: B

Street Name:	11th St						Olympic Blvd					
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	16	0	0	0	0	0	0	0
Lanes:	0	0	1	0	0	0	1	0	0	1	0	0

Volume Module:												
Base Vol:	0	565	0	0	881	0	284	0	118	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	565	0	0	881	0	284	0	118	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	0	595	0	0	927	0	299	0	124	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	595	0	0	927	0	299	0	124	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	595	0	0	927	0	299	0	124	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.98	1.00	1.00	0.98	1.00	0.75	1.00	0.83	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Final Sat.:	0	1862	0	0	1862	0	1432	0	1583	0	1900	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.00	0.00	0.50	0.00	0.21	0.00	0.08	0.00	0.00	0.00
Crit Moves:	*****											
Green/Cycle:	0.00	0.65	0.00	0.00	0.65	0.00	0.27	0.00	0.27	0.00	0.00	0.00
Volume/Cap:	0.00	0.49	0.00	0.00	0.77	0.00	0.77	0.00	0.29	0.00	0.00	0.00
Delay/Veh:	0.0	9.4	0.0	0.0	15.4	0.0	42.5	0.0	29.1	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	9.4	0.0	0.0	15.4	0.0	42.5	0.0	29.1	0.0	0.0	0.0
LOS by Move:	A	A	A	A	B	A	D	A	C	A	A	A
HCM2kAvgQ:	0	9	0	0	21	0	10	0	3	0	0	0

Note: Queue reported is the number of cars per lane.

SEGMENT 3A PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #10 14th St and Colorado Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 0.843

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 26.1

Optimal Cycle: 74 Level Of Service: C

Street Name:	14th St								Colorado Ave												
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		24		0	0		22		0	0		21		0	0		21		0	
Lanes:	1	0	1	0	1	1	0	1	0	1	0	0	0	0	1	0	0	0	0	1	0

Volume Module:

Base Vol:	74	345	102	55	659	63	0	516	105	0	589	98
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	345	102	55	659	63	0	516	105	0	589	98
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:	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:	78	363	107	58	694	66	0	543	111	0	620	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	363	107	58	694	66	0	543	111	0	620	103
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 Volume:	78	363	107	58	694	66	0	543	111	0	620	103

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.12	0.98	0.83	0.42	0.98	0.83	1.00	0.96	0.96	1.00	0.96	0.96
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.83	0.17	0.00	0.86	0.14
Final Sat.:	225	1862	1583	789	1862	1583	0	1512	308	0	1566	261

Capacity Analysis Module:

Vol/Sat:	0.35	0.20	0.07	0.07	0.37	0.04	0.00	0.36	0.36	0.00	0.40	0.40
Crit Moves:	*****						*****					
Green/Cycle:	0.44	0.44	0.44	0.44	0.44	0.44	0.00	0.47	0.47	0.00	0.47	0.47
Volume/Cap:	0.78	0.44	0.15	0.17	0.84	0.09	0.00	0.77	0.77	0.00	0.84	0.84
Delay/Veh:	53.6	17.8	15.1	15.4	30.3	14.7	0.0	24.0	24.0	0.0	28.6	28.6
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:	53.6	17.8	15.1	15.4	30.3	14.7	0.0	24.0	24.0	0.0	28.6	28.6
LOS by Move:	D	B	B	B	C	B	A	C	C	A	C	C
HCM2kAvgQ:	4	7	2	1	20	1	0	16	16	0	20	20

Note: Queue reported is the number of cars per lane.

SEGMENT 3A PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #11 14th St and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.550

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 19.0

Optimal Cycle: 66 Level Of Service: B

Street Name:	14th St						Olympic Blvd					
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	34	0	0	34	0	0	24	0	0	24	0
Lanes:	1	0	0	1	0	1	1	0	1	0	1	0

Volume Module:												
Base Vol:	25	304	45	117	531	70	57	249	15	115	592	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:	25	304	45	117	531	70	57	249	15	115	592	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:	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:	26	320	47	123	559	74	60	262	16	121	623	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	320	47	123	559	74	60	262	16	121	623	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 Volume:	26	320	47	123	559	74	60	262	16	121	623	91

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.31	0.96	0.96	0.46	0.98	0.83	0.24	0.92	0.92	0.54	0.91	0.91
Lanes:	1.00	0.87	0.13	1.00	1.00	1.00	1.00	1.89	0.11	1.00	1.75	0.25
Final Sat.:	587	1591	236	866	1862	1583	462	3307	199	1026	3030	440

Capacity Analysis Module:												
Vol/Sat:	0.04	0.20	0.20	0.14	0.30	0.05	0.13	0.08	0.08	0.12	0.21	0.21
Crit Moves:	*****						*****					
Green/Cycle:	0.55	0.55	0.55	0.55	0.55	0.55	0.37	0.37	0.37	0.37	0.37	0.37
Volume/Cap:	0.08	0.37	0.37	0.26	0.55	0.09	0.35	0.21	0.21	0.32	0.55	0.55
Delay/Veh:	10.9	13.1	13.1	12.3	15.4	10.9	23.7	21.4	21.4	22.7	25.2	25.2
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:	10.9	13.1	13.1	12.3	15.4	10.9	23.7	21.4	21.4	22.7	25.2	25.2
LOS by Move:	B	B	B	B	B	B	C	C	C	C	C	C
HCM2kAvgQ:	0	6	6	2	11	1	2	3	3	3	9	9

Note: Queue reported is the number of cars per lane.

SEGMENT 3A PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #12 17th St and Colorado Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 0.832

Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 41.9

Optimal Cycle: 106 Level Of Service: D

Street Name:	17th St						Colorado Ave					
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	40	0	5	40	0	5	40	0	5	40	0
Lanes:	1	0	0	1	0	1	1	0	2	0	1	0

Volume Module:

Base Vol:	46	334	76	70	464	63	74	550	82	40	685	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	334	76	70	464	63	74	550	82	40	685	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	48	352	80	74	488	66	78	579	86	42	721	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	352	80	74	488	66	78	579	86	42	721	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	48	352	80	74	488	66	78	579	86	42	721	77

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.95	0.93	0.98	0.83	0.93	0.93	0.83	0.93	0.98	0.83
Lanes:	1.00	0.81	0.19	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1769	1474	335	1769	1862	1583	1769	3538	1583	1769	1862	1583

Capacity Analysis Module:

Vol/Sat:	0.03	0.24	0.24	0.04	0.26	0.04	0.04	0.16	0.05	0.02	0.39	0.05
Crit Moves:	****			****			****			****		
Green/Cycle:	0.04	0.33	0.33	0.04	0.33	0.33	0.05	0.44	0.44	0.05	0.44	0.44
Volume/Cap:	0.66	0.72	0.72	1.00	0.79	0.13	0.88	0.37	0.12	0.44	0.88	0.11
Delay/Veh:	76.2	39.1	39.1	162.2	42.8	27.9	113.8	22.9	20.2	58.1	41.1	19.7
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:	76.2	39.1	39.1	162.2	42.8	27.9	113.8	22.9	20.2	58.1	41.1	19.7
LOS by Move:	E	D	D	F	D	C	F	C	C	E	D	B
HCM2kAvgQ:	3	15	15	5	18	2	5	7	2	2	27	2

Note: Queue reported is the number of cars per lane.

SEGMENT 3A PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #13 17th St and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.566

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 19.4

Optimal Cycle: 67 Level Of Service: B

Street Name:	17th St						Olympic Blvd					
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	34	0	0	34	0	0	25	0	0	22	0
Lanes:	1	0	1	0	1	0	1	0	1	1	0	0

Volume Module:												
Base Vol:	9	218	115	228	384	85	49	431	24	178	681	132
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:	9	218	115	228	384	85	49	431	24	178	681	132
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:	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:	9	229	121	240	404	89	52	454	25	187	717	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	229	121	240	404	89	52	454	25	187	717	139
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 Volume:	9	229	121	240	404	89	52	454	25	187	717	139

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.32	0.98	0.83	0.55	0.95	0.95	0.21	0.92	0.92	0.41	0.91	0.91
Lanes:	1.00	1.00	1.00	1.00	0.82	0.18	1.00	1.89	0.11	1.00	1.68	0.32
Final Sat.:	603	1862	1583	1050	1483	328	404	3324	185	780	2892	561

Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.08	0.23	0.27	0.27	0.13	0.14	0.14	0.24	0.25	0.25
Crit Moves:	****						****					
Green/Cycle:	0.48	0.48	0.48	0.48	0.48	0.48	0.44	0.44	0.44	0.44	0.44	0.44
Volume/Cap:	0.03	0.26	0.16	0.47	0.57	0.57	0.29	0.31	0.31	0.55	0.57	0.57
Delay/Veh:	13.7	15.5	14.6	18.1	19.3	19.3	19.0	18.4	18.4	22.6	21.5	21.5
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:	13.7	15.5	14.6	18.1	19.3	19.3	19.0	18.4	18.4	22.6	21.5	21.5
LOS by Move:	B	B	B	B	B	B	B	B	B	C	C	C
HCM2kAvgQ:	0	4	2	5	11	11	1	5	5	5	11	11

Note: Queue reported is the number of cars per lane.

SEGMENT 3A PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #14 20th St and Colorado Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 0.661

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 18.6

Optimal Cycle: 61 Level Of Service: B

Street Name:	20th St						Colorado Ave					
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	26	0	0	24	0	0	27	0	0	22	0
Lanes:	1	0	2	0	1	0	1	0	2	0	1	0

Volume Module:

Base Vol:	52	564	88	132	1063	67	32	599	119	143	776	93
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:	52	564	88	132	1063	67	32	599	119	143	776	93
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:	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:	55	594	93	139	1119	71	34	631	125	151	817	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	594	93	139	1119	71	34	631	125	151	817	98
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 Volume:	55	594	93	139	1119	71	34	631	125	151	817	98

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.14	0.93	0.83	0.37	0.92	0.92	0.17	0.93	0.83	0.31	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	1.88	0.12	1.00	2.00	1.00	1.00	1.79	0.21
Final Sat.:	257	3538	1583	700	3298	208	324	3538	1583	583	3109	373

Capacity Analysis Module:

Vol/Sat:	0.21	0.17	0.06	0.20	0.34	0.34	0.10	0.18	0.08	0.26	0.26	0.26
Crit Moves:					****						****	
Green/Cycle:	0.51	0.51	0.51	0.51	0.51	0.51	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	0.41	0.33	0.11	0.39	0.66	0.66	0.26	0.45	0.20	0.65	0.66	0.66
Delay/Veh:	15.6	12.9	11.4	14.0	17.0	17.0	19.3	20.1	17.9	28.4	23.3	23.3
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:	15.6	12.9	11.4	14.0	17.0	17.0	19.3	20.1	17.9	28.4	23.3	23.3
LOS by Move:	B	B	B	B	B	B	B	C	B	C	C	C
HCM2kAvgQ:	2	5	1	3	13	13	1	7	2	5	12	12

Note: Queue reported is the number of cars per lane.

SEGMENT 3A PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #15 20th St and Olympic Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.286
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 37.8
Optimal Cycle: 180 Level Of Service: D

Street Name:	20th St						Olympic Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	35	0	5	35	0	0	25	0	0	25	0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:												
Base Vol:	36	534	279	273	989	52	42	614	64	248	902	152
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	534	279	273	989	52	42	614	64	248	902	152
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:	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:	38	562	294	287	1041	55	44	646	67	261	949	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	562	294	287	1041	55	44	646	67	261	949	160
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 Volume:	38	562	294	287	1041	55	44	646	67	261	949	160

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.88	0.88	0.41	0.92	0.92	0.10	0.92	0.92	0.26	0.91	0.91
Lanes:	1.00	1.31	0.69	1.00	1.90	0.10	1.00	1.81	0.19	1.00	1.71	0.29
Final Sat.:	1769	2205	1152	775	3338	175	190	3159	329	495	2961	499

Capacity Analysis Module:												
Vol/Sat:	0.02	0.25	0.25	0.37	0.31	0.31	0.23	0.20	0.20	0.53	0.32	0.32
Crit Moves:	****			****			****			****		
Green/Cycle:	0.38	0.35	0.35	0.51	0.45	0.45	0.41	0.41	0.41	0.41	0.41	0.41
Volume/Cap:	0.24	0.73	0.73	0.88	0.70	0.70	0.57	0.51	0.51	1.30	0.79	0.79
Delay/Veh:	21.4	30.7	30.7	42.8	23.6	23.6	33.2	22.5	22.5	196.7	29.2	29.2
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:	21.4	30.7	30.7	42.8	23.6	23.6	33.2	22.5	22.5	196.7	29.2	29.2
LOS by Move:	C	C	C	D	C	C	C	C	C	F	C	C
HCM2kAvgQ:	1	13	13	11	15	15	2	9	9	18	17	17

Note: Queue reported is the number of cars per lane.

SEGMENT 3A PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #82 20th St and Broadway

Cycle (sec): 90 Critical Vol./Cap.(X): 0.724

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 20.0

Optimal Cycle: 54 Level Of Service: B

Street Name:	20th St						Broadway					
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	24	0	0	24	0	0	22	0	0	22	0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	32	1192	56	56	633	62	42	413	142	168	505	126
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:	32	1192	56	56	633	62	42	413	142	168	505	126
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:	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:	34	1255	59	59	666	65	44	435	149	177	532	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	1255	59	59	666	65	44	435	149	177	532	133
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 Volume:	34	1255	59	59	666	65	44	435	149	177	532	133

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.29	0.92	0.92	0.10	0.92	0.92	0.22	0.98	0.83	0.32	0.98	0.83
Lanes:	1.00	1.91	0.09	1.00	1.82	0.18	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	560	3355	158	186	3180	311	426	1862	1583	607	1862	1583

Capacity Analysis Module:

Vol/Sat:	0.06	0.37	0.37	0.32	0.21	0.21	0.10	0.23	0.09	0.29	0.29	0.08
Crit Moves:	****									****		
Green/Cycle:	0.52	0.52	0.52	0.52	0.52	0.52	0.39	0.39	0.39	0.39	0.39	0.39
Volume/Cap:	0.12	0.72	0.72	0.61	0.41	0.41	0.26	0.59	0.24	0.74	0.72	0.21
Delay/Veh:	11.4	18.3	18.3	26.5	13.4	13.4	19.2	22.8	18.4	34.8	26.7	18.2
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:	11.4	18.3	18.3	26.5	13.4	13.4	19.2	22.8	18.4	34.8	26.7	18.2
LOS by Move:	B	B	B	C	B	B	B	C	B	C	C	B
HCM2kAvgQ:	1	16	16	2	7	7	1	10	3	6	14	2

Note: Queue reported is the number of cars per lane.

SEGMENT 3A PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #83 14th St and Broadway

Cycle (sec): 90 Critical Vol./Cap.(X): 0.737
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 22.1
Optimal Cycle: 53 Level Of Service: C

Street Name:	14th St						Broadway					
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	23	0	0	23	0	0	22	0	0	22	0
Lanes:	1	0	0	1	0	0	1	0	1	0	1	0

Volume Module:	14th St NB			14th St SB			Broadway EB			Broadway WB		
Base Vol:	59	441	74	44	485	91	45	597	47	46	593	44
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:	59	441	74	44	485	91	45	597	47	46	593	44
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:	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:	62	464	78	46	511	96	47	628	49	48	624	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	464	78	46	511	96	47	628	49	48	624	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 Volume:	62	464	78	46	511	96	47	628	49	48	624	46

Saturation Flow Module:	14th St NB			14th St SB			Broadway EB			Broadway WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.21	0.96	0.96	0.26	0.96	0.96	0.20	0.98	0.83	0.19	0.98	0.83
Lanes:	1.00	0.86	0.14	1.00	0.84	0.16	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	391	1559	262	493	1530	287	371	1862	1583	365	1862	1583

Capacity Analysis Module:	14th St NB			14th St SB			Broadway EB			Broadway WB		
Vol/Sat:	0.16	0.30	0.30	0.09	0.33	0.33	0.13	0.34	0.03	0.13	0.34	0.03
Crit Moves:				****			****					
Green/Cycle:	0.45	0.45	0.45	0.45	0.45	0.45	0.46	0.46	0.46	0.46	0.46	0.46
Volume/Cap:	0.35	0.66	0.66	0.21	0.74	0.74	0.28	0.74	0.07	0.29	0.73	0.06
Delay/Veh:	17.2	21.1	21.1	15.3	23.7	23.7	16.0	23.3	13.7	16.2	23.1	13.6
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:	17.2	21.1	21.1	15.3	23.7	23.7	16.0	23.3	13.7	16.2	23.1	13.6
LOS by Move:	B	C	C	B	C	C	B	C	B	B	C	B
HCM2kAvgQ:	2	12	12	1	15	15	1	15	1	1	15	1

Note: Queue reported is the number of cars per lane.

SEGMENT 3A PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #84 Lincoln Blvd and Broadway

Cycle (sec): 90 Critical Vol./Cap.(X): 1.051

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 24.4

Optimal Cycle: 180 Level Of Service: C

Street Name:	Lincoln Blvd										Broadway									
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		21		0	0		22		0	0		23		0	0		23		0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	0	1	1	0	1	0	1

Volume Module:

Base Vol:	121	1099	91	38	1314	58	56	476	259	95	335	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	121	1099	91	38	1314	58	56	476	259	95	335	71
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:	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:	127	1157	96	40	1383	61	59	501	273	100	353	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	1157	96	40	1383	61	59	501	273	100	353	75
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 Volume:	127	1157	96	40	1383	61	59	501	273	100	353	75

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.11	0.92	0.92	0.16	0.93	0.93	0.30	0.98	0.83	0.15	0.98	0.83
Lanes:	1.00	1.85	0.15	1.00	1.92	0.08	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	211	3231	268	296	3368	149	575	1862	1583	282	1862	1583

Capacity Analysis Module:

Vol/Sat:	0.60	0.36	0.36	0.14	0.41	0.41	0.10	0.27	0.17	0.36	0.19	0.05
Crit Moves:	****									****		
Green/Cycle:	0.57	0.57	0.57	0.57	0.57	0.57	0.34	0.34	0.34	0.34	0.34	0.34
Volume/Cap:	1.05	0.62	0.62	0.24	0.72	0.72	0.30	0.80	0.51	1.05	0.56	0.14
Delay/Veh:	115.2	13.4	13.4	10.2	15.2	15.2	22.9	34.0	24.6	136.5	25.5	20.8
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:	115.2	13.4	13.4	10.2	15.2	15.2	22.9	34.0	24.6	136.5	25.5	20.8
LOS by Move:	F	B	B	B	B	B	C	C	C	F	C	C
HCM2kAvgQ:	8	13	13	1	16	16	2	15	6	6	8	1

Note: Queue reported is the number of cars per lane.

SEGMENT 3A PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #85 4th St and Broadway

Cycle (sec): 120 Critical Vol./Cap.(X): 1.042
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 29.8
Optimal Cycle: 80 Level Of Service: C

Street Name:		4th St						Broadway										
Approach:		North Bound			South Bound			East Bound			West Bound							
Movement:		L	T	R	L	T	R	L	T	R	L	T	R					
Control:		Prot+Permit			Prot+Permit			Permitted			Prot+Permit							
Rights:		Include			Include			Include			Include							
Min. Green:		5	22	0	5	22	0	0	23	0	5	23	0					
Lanes:		1	0	1	0	1	1	0	0	0	1	0	1	1	0	1	0	1

Volume Module:													
Base Vol:	136	708	39	72	432	56	0	226	142	124	177	71	
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:	136	708	39	72	432	56	0	226	142	124	177	71	
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:	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:	143	745	41	76	455	59	0	238	149	131	186	75	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	143	745	41	76	455	59	0	238	149	131	186	75	
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 Volume:	143	745	41	76	455	59	0	238	149	131	186	75	

Saturation Flow Module:													
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.93	0.98	0.83	0.93	0.92	0.92	1.00	0.98	0.83	0.93	0.98	0.83	
Lanes:	1.00	1.00	1.00	1.00	1.77	0.23	0.00	1.00	1.00	1.00	1.00	1.00	
Final Sat.:	1769	1862	1583	1769	3079	399	0	1862	1583	1769	1862	1583	

Capacity Analysis Module:													
Vol/Sat:	0.08	0.40	0.03	0.04	0.15	0.15	0.00	0.13	0.09	0.07	0.10	0.05	
Crit Moves:	****			****			****			****			
Green/Cycle:	0.61	0.52	0.52	0.46	0.40	0.40	0.00	0.19	0.19	0.29	0.29	0.29	
Volume/Cap:	0.24	0.77	0.05	0.34	0.37	0.37	0.00	0.67	0.49	0.53	0.35	0.16	
Delay/Veh:	10.7	26.5	14.1	22.4	25.4	25.4	0.0	49.7	44.6	36.0	34.2	32.1	
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:	10.7	26.5	14.1	22.4	25.4	25.4	0.0	49.7	44.6	36.0	34.2	32.1	
LOS by Move:	B	C	B	C	C	C	A	D	D	D	C	C	
HCM2kAvgQ:	2	23	1	2	7	7	0	9	5	5	5	2	

Note: Queue reported is the number of cars per lane.

SEGMENT 3A PM Peak Hour
City of Los Angeles/Culver City/Santa Monica
Expo Light Rail

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

Intersection #86 Main St and Colorado Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 0.546
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 13.1
Optimal Cycle: 39 Level Of Service: B

Street Name:	Main St						Colorado Ave					
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	20	0	0	0	0	0	31	0	0	0	0
Lanes:	2	0	0	0	0	0	0	0	2	0	1	1

Volume Module:												
Base Vol:	331	0	157	0	0	0	0	495	277	265	381	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:	331	0	157	0	0	0	0	495	277	265	381	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:	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:	348	0	165	0	0	0	0	521	292	279	401	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	348	0	165	0	0	0	0	521	292	279	401	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 Volume:	348	0	165	0	0	0	0	521	292	279	401	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.59	1.00	0.83	1.00	1.00	1.00	1.00	0.93	0.83	0.43	0.93	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	2229	0	1583	0	0	0	0	3538	1583	817	3538	0

Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.10	0.00	0.00	0.00	0.00	0.15	0.18	0.34	0.11	0.00
Crit Moves:	****											****
Green/Cycle:	0.29	0.00	0.29	0.00	0.00	0.00	0.00	0.62	0.62	0.62	0.62	0.00
Volume/Cap:	0.55	0.00	0.36	0.00	0.00	0.00	0.00	0.24	0.29	0.55	0.18	0.00
Delay/Veh:	28.2	0.0	26.1	0.0	0.0	0.0	0.0	7.5	7.9	10.9	7.2	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:	28.2	0.0	26.1	0.0	0.0	0.0	0.0	7.5	7.9	10.9	7.2	0.0
LOS by Move:	C	A	C	A	A	A	A	A	A	B	A	A
HCM2kAvgQ:	5	0	4	0	0	0	0	3	4	5	2	0

Note: Queue reported is the number of cars per lane.

Appendix C – Volume Development Worksheets

Peak Hour Volume Summary

AM Peak Hour

		Existing	No Build	TSM	Segment 1,2,3		Segment 1a				
		(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign	Diverted Traffic	Total
1	4th St and Colorado Ave										
	(Growth Rate)		12.62%	11.48%	11.26%						
NBL	253	285	282	281	0	281					
NBT	652	734	727	725	0	725					
NBR	249	280	278	277	34	311					
SBL	93	105	104	103	34	138					
SBT	435	490	485	484	0	484					
SBR	63	71	70	70	0	70					
EBL	91	102	101	101	0	101					
EBT	290	327	323	323	17	340					
EBR	75	84	84	61	0	61					
WBL	111	125	124	123	6	129					
WBT	247	278	275	275	3	278					
WBR	73	82	81	81	4	85					
North Leg											
Approach	591	666	659	658	34	692					
Departure	816	919	910	908	4	912					
Total	1,407	1,585	1,568	1,565	38	1,603					
South Leg											
Approach	1,154	1,300	1,286	1,284	34	1,318					
Departure	621	699	692	669	6	674					
Total	1,775	1,999	1,979	1,953	40	1,993					
East Leg											
Approach	431	485	480	480	12	492					
Departure	632	712	705	703	86	789					
Total	1,063	1,197	1,185	1,183	98	1,281					
West Leg											
Approach	456	514	508	485	17	502					
Departure	563	634	628	626	3	629					
Total	1,019	1,148	1,136	1,111	20	1,131					
Total Approaches											
Approach	2,632	2,964	2,934	2,906	98	3,004					
Departure	2,632	2,964	2,934	2,906	98	3,004					
Total	5,264	5,928	5,868	5,812	196	6,008					

Peak Hour Volume Summary

AM Peak Hour

		Existing	No Build	TSM	Segment 1,2,3		Segment 1a				
		(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign	Diverted Traffic	Total
2	4th St/I-10 WB and Olympic Blvd										
	(Growth Rate)		12.62%	11.48%	11.26%						
NBL		0	0	0	0	0	0				
NBT		618	696	689	688	34	722				
NBR		0	0	0	0	0	0				
SBL		0	0	0	0	0	0				
SBT		771	868	859	858	6	864				
SBR		0	0	0	0	0	0				
EBL		0	0	0	0	0	0				
EBT		0	0	0	0	0	0				
EBR		0	0	0	0	0	0				
WBL		887	999	989	987	0	987				
WBT		0	0	0	0	0	0				
WBR		719	810	802	800	0	800				
North Leg											
Approach		771	868	859	858	6	864				
Departure		1,337	1,506	1,490	1,488	34	1,522				
Total		2,108	2,374	2,350	2,345	40	2,385				
South Leg											
Approach		618	696	689	688	34	722				
Departure		1,658	1,867	1,848	1,845	6	1,850				
Total		2,276	2,563	2,537	2,532	40	2,572				
East Leg											
Approach		1,606	1,809	1,790	1,787	0	1,787				
Departure		0	0	0	0	0	0				
Total		1,606	1,809	1,790	1,787	0	1,787				
West Leg											
Approach		0	0	0	0	0	0				
Departure		0	0	0	0	0	0				
Total		0	0	0	0	0	0				
Total Approaches											
Approach		2,995	3,373	3,339	3,332	40	3,372				
Departure		2,995	3,373	3,339	3,332	40	3,372				
Total		5,990	6,746	6,678	6,664	80	6,744				

Peak Hour Volume Summary

AM Peak Hour

		Existing	No Build	TSM	Segment 1,2,3		Segment 1a				
		(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign	Diverted Traffic	Total
3	4th St/I-10 EB and Olympic Blvd (Growth Rate)		12.62%	11.48%	11.26%						
NBL	12	14	13	13	0	13					
NBT	585	659	652	651	34	685					
NBR	793	893	884	882	0	882					
SBL	575	648	641	640	0	640					
SBT	731	823	815	758	6	763					
SBR	203	229	226	281	0	281					
EBL	19	21	21	21	0	21					
EBT	238	268	265	265	0	265					
EBR	22	25	25	24	0	24					
WBL	0	0	0	0	0	0					
WBT	0	0	0	0	0	0					
WBR	0	0	0	0	0	0					
North Leg											
Approach	1,509	1,699	1,682	1,679	6	1,685					
Departure	604	680	673	672	34	706					
Total	2,113	2,380	2,356	2,351	40	2,391					
South Leg											
Approach	1,390	1,565	1,550	1,547	34	1,581					
Departure	753	848	839	782	6	788					
Total	2,143	2,414	2,389	2,329	40	2,369					
East Leg											
Approach	0	0	0	0	0	0					
Departure	1,606	1,809	1,790	1,787	0	1,787					
Total	1,606	1,809	1,790	1,787	0	1,787					
West Leg											
Approach	279	314	311	310	0	310					
Departure	215	242	240	295	0	295					
Total	494	556	551	605	0	605					
Total Approaches											
Approach	3,178	3,579	3,543	3,536	40	3,576					
Departure	3,178	3,579	3,543	3,536	40	3,576					
Total	6,356	7,158	7,086	7,072	80	7,152					

Peak Hour Volume Summary

AM Peak Hour

		Existing	No Build	TSM	Segment 1,2,3		Segment 1a				
		(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign	Diverted Traffic	Total
4	Lincoln Blvd and Colorado Ave										
	(Growth Rate)		12.62%	11.48%	11.26%						
NBL	113	127	126	126	0	126					
NBT	1,348	1,518	1,503	1,500	0	1,500					
NBR	323	364	360	359	0	359					
SBL	47	53	52	52	0	52					
SBT	1,230	1,385	1,371	1,369	0	1,369					
SBR	24	27	27	27	6	32					
EBL	55	62	61	61	1	62					
EBT	327	368	365	364	1	365					
EBR	222	250	247	247	3	250					
WBL	153	172	171	170	0	170					
WBT	279	314	311	310	6	316					
WBR	36	41	40	40	0	40					
North Leg											
Approach	1,301	1,465	1,450	1,447	6	1,453					
Departure	1,439	1,621	1,604	1,601	1	1,602					
Total	2,740	3,086	3,055	3,049	7	3,055					
South Leg											
Approach	1,784	2,009	1,989	1,985	0	1,985					
Departure	1,605	1,808	1,789	1,786	3	1,789					
Total	3,389	3,817	3,778	3,771	3	3,773					
East Leg											
Approach	468	527	522	521	6	526					
Departure	697	785	777	775	1	776					
Total	1,165	1,312	1,299	1,296	7	1,303					
West Leg											
Approach	604	680	673	672	5	677					
Departure	416	469	464	463	11	474					
Total	1,020	1,149	1,137	1,135	16	1,151					
Total Approaches											
Approach	4,157	4,682	4,634	4,625	16	4,641					
Departure	4,157	4,682	4,634	4,625	16	4,641					
Total	8,314	9,363	9,268	9,250	32	9,282					

Peak Hour Volume Summary

		AM Peak Hour								
		Existing	No Build	TSM	Segment 1,2,3		Segment 1a			
		(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign	Diverted Traffic
5	Lincoln Blvd/I-10 WB and Olympic Blvd									
	(Growth Rate)	12.62%	11.48%	11.26%						
NBL	281	316	313	313	0	313				
NBT	901	1,015	1,004	1,002	0	1,002				
NBR	0	0	0	0	0	0				
SBL	0	0	0	0	3	3				
SBT	1,293	1,456	1,441	1,439	0	1,439				
SBR	29	33	32	32	0	32				
EBL	0	0	0	0	0	0				
EBT	0	0	0	0	0	0				
EBR	0	0	0	0	0	0				
WBL	664	748	740	739	0	739				
WBT	266	300	297	296	17	313				
WBR	827	931	922	920	0	920				
North Leg										
Approach	1,322	1,489	1,474	1,471	3	1,474				
Departure	1,728	1,946	1,926	1,923	0	1,923				
Total	3,050	3,435	3,400	3,393	3	3,396				
South Leg										
Approach	1,182	1,331	1,318	1,315	0	1,315				
Departure	1,957	2,204	2,182	2,177	0	2,177				
Total	3,139	3,535	3,499	3,492	0	3,492				
East Leg										
Approach	1,757	1,979	1,959	1,955	17	1,972				
Departure	0	0	0	0	3	3				
Total	1,757	1,979	1,959	1,955	20	1,975				
West Leg										
Approach	0	0	0	0	0	0				
Departure	576	649	642	641	17	658				
Total	576	649	642	641	17	658				
Total Approaches										
Approach	4,261	4,799	4,750	4,741	20	4,761				
Departure	4,261	4,799	4,750	4,741	20	4,761				
Total	8,522	9,598	9,500	9,482	40	9,522				

Peak Hour Volume Summary

AM Peak Hour

		Existing	No Build	TSM	Segment 1,2,3		Segment 1a			
		(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign	Diverted Traffic
										Total
6	Lincoln Blvd/I-10 EB and Olympic Blvd									
	(Growth Rate)		12.62%	11.48%	11.26%					
NBL		0	0	0	0	0	0			
NBT		1,078	1,214	1,202	1,199	0	1,199			
NBR		635	715	708	707	0	707			
SBL		1,130	1,273	1,260	1,257	0	1,257			
SBT		849	956	946	945	0	945			
SBR		0	0	0	0	0	0			
EBL		103	116	115	115	0	115			
EBT		293	330	327	326	0	326			
EBR		93	105	104	103	0	103			
WBL		0	0	0	0	0	0			
WBT		0	0	0	0	0	0			
WBR		0	0	0	0	0	0			
North Leg										
Approach		1,979	2,229	2,206	2,202	0	2,202			
Departure		1,181	1,330	1,317	1,314	0	1,314			
Total		3,160	3,559	3,523	3,516	0	3,516			
South Leg										
Approach		1,713	1,929	1,910	1,906	0	1,906			
Departure		942	1,061	1,050	1,048	0	1,048			
Total		2,655	2,990	2,960	2,954	0	2,954			
East Leg										
Approach		0	0	0	0	0	0			
Departure		2,058	2,318	2,294	2,290	0	2,290			
Total		2,058	2,318	2,294	2,290	0	2,290			
West Leg										
Approach		489	551	545	544	0	544			
Departure		0	0	0	0	0	0			
Total		489	551	545	544	0	544			
Total Approaches										
Approach		4,181	4,709	4,661	4,652	0	4,652			
Departure		4,181	4,709	4,661	4,652	0	4,652			
Total		8,362	9,418	9,322	9,304	0	9,304			

Peak Hour Volume Summary

AM Peak Hour

		Existing	No Build	TSM	Segment 1,2,3		Segment 1a				
		(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign	Diverted Traffic	Total
7	11th St and Colorado Ave										
	(Growth Rate)		12.62%	11.48%	11.26%						
NBL	72	81	80	80	0	80					
NBT	654	737	729	728	0	728					
NBR	132	149	147	147	0	147					
SBL	75	84	84	83	0	83					
SBT	501	564	559	557	0	557					
SBR	40	45	45	45	0	45					
EBL	50	56	56	56	0	56					
EBT	579	652	645	644	0	644					
EBR	92	104	103	102	0	102					
WBL	101	114	113	112	0	112					
WBT	386	435	430	429	0	429					
WBR	42	47	47	47	0	47					
North Leg											
Approach	616	694	687	685	0	685					
Departure	746	840	832	830	0	830					
Total	1,362	1,534	1,518	1,515	0	1,515					
South Leg											
Approach	858	966	956	955	0	955					
Departure	694	782	774	772	0	772					
Total	1,552	1,748	1,730	1,727	0	1,727					
East Leg											
Approach	529	596	590	589	0	589					
Departure	786	885	876	875	0	875					
Total	1,315	1,481	1,466	1,463	0	1,463					
West Leg											
Approach	721	812	804	802	0	802					
Departure	498	561	555	554	0	554					
Total	1,219	1,373	1,359	1,356	0	1,356					
Total Approaches											
Approach	2,724	3,068	3,037	3,031	0	3,031					
Departure	2,724	3,068	3,037	3,031	0	3,031					
Total	5,448	6,136	6,073	6,061	0	6,061					

Peak Hour Volume Summary

AM Peak Hour									
	Existing	No Build	TSM	Segment 1,2,3		Segment 1a			
	(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign	Diverted Traffic
8	11th St (N) and Olympic Blvd								
	<i>(Growth Rate)</i>	12.62%	11.48%	11.26%					
NBL	53	60	59	59	0	59			
NBT	752	847	838	837	0	837			
NBR	224	252	250	249	0	249			
SBL	94	106	105	105	0	105			
SBT	404	455	450	449	0	449			
SBR	108	122	120	120	0	120			
EBL	15	17	17	17	0	17			
EBT	20	23	22	22	0	22			
EBR	10	11	11	11	0	11			
WBL	104	117	116	116	0	116			
WBT	226	255	252	251	0	251			
WBR	100	113	111	111	0	111			
North Leg									
Approach	606	682	676	674	0	674			
Departure	867	976	967	965	0	965			
Total	1,473	1,659	1,642	1,639	0	1,639			
South Leg									
Approach	1,029	1,159	1,147	1,145	0	1,145			
Departure	518	583	577	576	0	576			
Total	1,547	1,742	1,725	1,721	0	1,721			
East Leg									
Approach	430	484	479	478	0	478			
Departure	338	381	377	376	0	376			
Total	768	865	856	854	0	854			
West Leg									
Approach	45	51	50	50	0	50			
Departure	387	436	431	431	0	431			
Total	432	487	482	481	0	481			
Total Approaches									
Approach	2,110	2,376	2,352	2,348	0	2,348			
Departure	2,110	2,376	2,352	2,348	0	2,348			
Total	4,220	4,753	4,704	4,695	0	4,695			

Peak Hour Volume Summary

AM Peak Hour

		Existing	No Build	TSM	Segment 1,2,3		Segment 1a				
		(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign	Diverted Traffic	Total
9	11th St (S) and Olympic Blvd (Growth Rate)		12.62%	11.48%	11.26%						
NBL	0	0	0	0	0	0					
NBT	752	847	838	837	0	837					
NBR	0	0	0	0	0	0					
SBL	0	0	0	0	0	0					
SBT	404	455	450	449	0	449					
SBR	0	0	0	0	0	0					
EBL	139	157	155	155	0	155					
EBT	0	0	0	0	0	0					
EBR	40	45	45	45	0	45					
WBL	0	0	0	0	0	0					
WBT	0	0	0	0	0	0					
WBR	0	0	0	0	0	0					
North Leg											
Approach	404	455	450	449	0	449					
Departure	891	1,003	993	991	0	991					
Total	1,295	1,458	1,444	1,441	0	1,441					
South Leg											
Approach	752	847	838	837	0	837					
Departure	444	500	495	494	0	494					
Total	1,196	1,347	1,333	1,331	0	1,331					
East Leg											
Approach	0	0	0	0	0	0					
Departure	0	0	0	0	0	0					
Total	0	0	0	0	0	0					
West Leg											
Approach	179	202	200	199	0	199					
Departure	0	0	0	0	0	0					
Total	179	202	200	199	0	199					
Total Approaches											
Approach	1,335	1,504	1,488	1,485	0	1,485					
Departure	1,335	1,504	1,488	1,485	0	1,485					
Total	2,670	3,007	2,976	2,971	0	2,971					

Peak Hour Volume Summary

AM Peak Hour									
	Existing	No Build	TSM	Segment 1,2,3		Segment 1a			
	(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign	Diverted Traffic
10 14th St and Colorado Ave									
	(Growth Rate)	12.62%	11.48%	11.26%					
NBL	63	71	70	70	0	70			
NBT	387	436	431	431	0	431			
NBR	86	97	96	96	0	96			
SBL	55	62	61	61	0	61			
SBT	403	454	449	448	0	448			
SBR	27	30	30	30	0	30			
EBL	68	77	76	76	0	76			
EBT	538	606	600	599	0	599			
EBR	76	86	85	85	0	85			
WBL	50	56	56	56	0	56			
WBT	325	366	362	362	0	362			
WBR	45	51	50	50	0	50			
North Leg									
Approach	485	546	541	540	0	540			
Departure	500	563	557	556	0	556			
Total	985	1,109	1,098	1,096	0	1,096			
South Leg									
Approach	536	604	598	596	0	596			
Departure	529	596	590	589	0	589			
Total	1,065	1,199	1,187	1,185	0	1,185			
East Leg									
Approach	420	473	468	467	0	467			
Departure	679	765	757	755	0	755			
Total	1,099	1,238	1,225	1,223	0	1,223			
West Leg									
Approach	682	768	760	759	0	759			
Departure	415	467	463	462	0	462			
Total	1,097	1,235	1,223	1,221	0	1,221			
Total Approaches									
Approach	2,123	2,391	2,367	2,362	0	2,362			
Departure	2,123	2,391	2,367	2,362	0	2,362			
Total	4,246	4,782	4,733	4,724	0	4,724			

Peak Hour Volume Summary

AM Peak Hour									
	Existing	No Build	TSM	Segment 1,2,3		Segment 1a			
	(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign	Diverted Traffic Total
11 14th St and Olympic Blvd									
(Growth Rate)		12.62%	11.48%	11.26%					
NBL	28	32	31	31	0	31			
NBT	441	497	492	491	0	491			
NBR	121	136	135	135	0	135			
SBL	161	181	179	179	0	179			
SBT	263	296	293	293	0	293			
SBR	66	74	74	73	0	73			
EBL	50	56	56	56	0	56			
EBT	280	315	312	312	0	312			
EBR	13	15	14	14	0	14			
WBL	59	66	66	66	0	66			
WBT	379	427	423	422	0	422			
WBR	110	124	123	122	0	122			
North Leg									
Approach	490	552	546	545	0	545			
Departure	601	677	670	669	0	669			
Total	1,091	1,229	1,216	1,214	0	1,214			
South Leg									
Approach	590	664	658	656	0	656			
Departure	335	377	373	373	0	373			
Total	925	1,042	1,031	1,029	0	1,029			
East Leg									
Approach	548	617	611	610	0	610			
Departure	562	633	627	625	0	625			
Total	1,110	1,250	1,237	1,235	0	1,235			
West Leg									
Approach	343	386	382	382	0	382			
Departure	473	533	527	526	0	526			
Total	816	919	910	908	0	908			
Total Approaches									
Approach	1,971	2,220	2,197	2,193	0	2,193			
Departure	1,971	2,220	2,197	2,193	0	2,193			
Total	3,942	4,440	4,394	4,386	0	4,386			

Peak Hour Volume Summary

AM Peak Hour										
Existing		No Build	TSM	Segment 1,2,3		Segment 1a				
(2007)		Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign	Diverted Traffic	Total
12	17th St and Colorado Ave									
	(Growth Rate)	12.62%	11.48%	11.26%						
NBL	42	47	47	47	0	47				
NBT	284	320	317	316	0	316				
NBR	90	101	100	100	0	100				
SBL	80	90	89	89	0	89				
SBT	264	297	294	294	0	294				
SBR	32	36	36	36	0	36				
EBL	55	62	61	61	0	61				
EBT	662	746	738	737	0	737				
EBR	42	47	47	47	0	47				
WBL	23	26	26	26	0	26				
WBT	427	481	476	475	0	475				
WBR	68	77	76	76	0	76				
North Leg										
Approach	376	423	419	418	0	418				
Departure	407	458	454	453	0	453				
Total	783	882	873	871	0	871				
South Leg										
Approach	416	469	464	463	0	463				
Departure	329	371	367	366	0	366				
Total	745	839	831	829	0	829				
East Leg										
Approach	518	583	577	576	0	576				
Departure	832	937	927	926	0	926				
Total	1,350	1,520	1,505	1,502	0	1,502				
West Leg										
Approach	759	855	846	844	0	844				
Departure	501	564	559	557	0	557				
Total	1,260	1,419	1,405	1,402	0	1,402				
Total Approaches										
Approach	2,069	2,330	2,306	2,302	0	2,302				
Departure	2,069	2,330	2,306	2,302	0	2,302				
Total	4,138	4,660	4,613	4,604	0	4,604				

Peak Hour Volume Summary

AM Peak Hour

		Existing	No Build	TSM	Segment 1,2,3		Segment 1a				
		(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign	Diverted Traffic	Total
13	17th St and Olympic Blvd										
	(Growth Rate)		12.62%	11.48%	11.26%						
NBL	16	18	18	18	0	18					
NBT	228	257	254	254	0	254					
NBR	65	73	72	72	0	72					
SBL	201	226	224	224	0	224					
SBT	142	160	158	158	0	158					
SBR	47	53	52	52	0	52					
EBL	45	51	50	50	0	50					
EBT	497	560	554	553	0	553					
EBR	3	3	3	3	0	3					
WBL	152	171	169	169	0	169					
WBT	481	542	536	535	0	535					
WBR	115	130	128	128	0	128					
North Leg											
Approach	390	439	435	434	0	434					
Departure	388	437	433	432	0	432					
Total	778	876	867	866	0	866					
South Leg											
Approach	309	348	344	344	0	344					
Departure	297	334	331	330	0	330					
Total	606	682	676	674	0	674					
East Leg											
Approach	748	842	834	832	0	832					
Departure	763	859	851	849	0	849					
Total	1,511	1,702	1,684	1,681	0	1,681					
West Leg											
Approach	545	614	608	606	0	606					
Departure	544	613	606	605	0	605					
Total	1,089	1,226	1,214	1,212	0	1,212					
Total Approaches											
Approach	1,992	2,243	2,221	2,216	0	2,216					
Departure	1,992	2,243	2,221	2,216	0	2,216					
Total	3,984	4,487	4,441	4,433	0	4,433					

Peak Hour Volume Summary

AM Peak Hour

		Existing	No Build	TSM	Segment 1,2,3		Segment 1a				
		(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign	Diverted Traffic	Total
14	20th St and Colorado Ave										
	(Growth Rate)		12.62%		11.48%		11.26%				
NBL	72	81	80	80	0	80					
NBT	903	1,017	1,007	1,005	0	1,005					
NBR	194	218	216	216	0	216					
SBL	102	115	114	113	0	113					
SBT	611	688	681	680	0	680					
SBR	37	42	41	41	0	41					
EBL	45	51	50	50	0	50					
EBT	745	839	831	829	0	829					
EBR	71	80	79	79	0	79					
WBL	132	149	147	147	0	147					
WBT	448	505	499	498	0	498					
WBR	213	240	237	237	0	237					
North Leg											
Approach	750	845	836	834	0	834					
Departure	1,161	1,308	1,294	1,292	0	1,292					
Total	1,911	2,152	2,130	2,126	0	2,126					
South Leg											
Approach	1,169	1,317	1,303	1,301	0	1,301					
Departure	814	917	907	906	0	906					
Total	1,983	2,233	2,211	2,206	0	2,206					
East Leg											
Approach	793	893	884	882	0	882					
Departure	1,041	1,172	1,160	1,158	0	1,158					
Total	1,834	2,066	2,045	2,041	0	2,041					
West Leg											
Approach	861	970	960	958	0	958					
Departure	557	627	621	620	0	620					
Total	1,418	1,597	1,581	1,578	0	1,578					
Total Approaches											
Approach	3,573	4,024	3,983	3,975	0	3,975					
Departure	3,573	4,024	3,983	3,975	0	3,975					
Total	7,146	8,048	7,966	7,951	0	7,951					

Peak Hour Volume Summary

AM Peak Hour

		Existing	No Build	TSM	Segment 1,2,3		Segment 1a				
		(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign	Diverted Traffic	Total
15	20th St and Olympic Blvd										
		(Growth Rate)	12.62%	11.48%	11.26%						
NBL	103	116	115	115	0	115					
NBT	884	996	985	984	0	984					
NBR	280	315	312	312	0	312					
SBL	275	310	307	306	0	306					
SBT	495	557	552	551	0	551					
SBR	61	69	68	68	0	68					
EBL	40	45	45	45	0	45					
EBT	680	766	758	757	0	757					
EBR	36	41	40	40	0	40					
WBL	140	158	156	156	0	156					
WBT	752	847	838	837	0	837					
WBR	189	213	211	210	0	210					
North Leg											
Approach	831	936	926	925	0	925					
Departure	1,113	1,253	1,241	1,238	0	1,238					
Total	1,944	2,189	2,167	2,163	0	2,163					
South Leg											
Approach	1,267	1,427	1,412	1,410	0	1,410					
Departure	671	756	748	747	0	747					
Total	1,938	2,183	2,160	2,156	0	2,156					
East Leg											
Approach	1,081	1,217	1,205	1,203	0	1,203					
Departure	1,235	1,391	1,377	1,374	0	1,374					
Total	2,316	2,608	2,582	2,577	0	2,577					
West Leg											
Approach	756	851	843	841	0	841					
Departure	916	1,032	1,021	1,019	0	1,019					
Total	1,672	1,883	1,864	1,860	0	1,860					
Total Approaches											
Approach	3,935	4,432	4,387	4,378	0	4,378					
Departure	3,935	4,432	4,387	4,378	0	4,378					
Total	7,870	8,863	8,773	8,756	0	8,756					

Peak Hour Volume Summary

AM Peak Hour										
Existing		No Build	TSM	Segment 1,2,3		Segment 1a				
(2007)		Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign	Diverted Traffic	Total
16 Cloverfield Blvd and Colorado Ave										
	(Growth Rate)	12.62%	11.48%	11.26%						
NBL	222	250	247	247	0	247				
NBT	760	856	847	846	0	846				
NBR	221	249	246	246	0	246				
SBL	44	50	49	49	0	49				
SBT	583	657	650	649	0	649				
SBR	40	45	45	45	0	45				
EBL	116	131	129	129	0	129				
EBT	487	548	543	542	0	542				
EBR	395	445	440	439	0	439				
WBL	125	141	139	139	0	139				
WBT	512	577	571	570	0	570				
WBR	43	48	48	48	0	48				
North Leg										
Approach	667	751	744	742	0	742				
Departure	919	1,035	1,024	1,022	0	1,022				
Total	1,586	1,786	1,768	1,765	0	1,765				
South Leg										
Approach	1,203	1,355	1,341	1,338	0	1,338				
Departure	1,103	1,242	1,230	1,227	0	1,227				
Total	2,306	2,597	2,571	2,566	0	2,566				
East Leg										
Approach	680	766	758	757	0	757				
Departure	752	847	838	837	0	837				
Total	1,432	1,613	1,596	1,593	0	1,593				
West Leg										
Approach	998	1,124	1,113	1,110	0	1,110				
Departure	774	872	863	861	0	861				
Total	1,772	1,996	1,975	1,972	0	1,972				
Total Approaches										
Approach	3,548	3,996	3,955	3,948	0	3,948				
Departure	3,548	3,996	3,955	3,948	0	3,948				
Total	7,096	7,992	7,910	7,895	0	7,895				

Peak Hour Volume Summary

AM Peak Hour

		Existing	No Build	TSM	Segment 1,2,3		Segment 1a				
		(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign	Diverted Traffic	Total
17	Cloverfield Blvd and Olympic Blvd										
	(Growth Rate)		12.62%	11.48%	11.26%						
NBL		289	325	322	322	0	322				
NBT		1,422	1,602	1,585	1,582	0	1,582				
NBR		44	50	49	49	0	49				
SBL		84	95	94	93	0	93				
SBT		678	764	756	754	0	754				
SBR		25	28	28	28	0	28				
EBL		147	166	164	164	0	164				
EBT		566	637	631	630	0	630				
EBR		322	363	359	358	0	358				
WBL		273	307	304	304	0	304				
WBT		588	662	655	654	0	654				
WBR		181	204	202	201	0	201				
North Leg											
Approach		787	886	877	876	0	876				
Departure		1,750	1,971	1,951	1,947	0	1,947				
Total		2,537	2,857	2,828	2,823	0	2,823				
South Leg											
Approach		1,755	1,977	1,956	1,953	0	1,953				
Departure		1,273	1,434	1,419	1,416	0	1,416				
Total		3,028	3,410	3,376	3,369	0	3,369				
East Leg											
Approach		1,042	1,174	1,162	1,159	0	1,159				
Departure		694	782	774	772	0	772				
Total		1,736	1,955	1,935	1,931	0	1,931				
West Leg											
Approach		1,035	1,166	1,154	1,152	0	1,152				
Departure		902	1,016	1,006	1,004	0	1,004				
Total		1,937	2,182	2,159	2,155	0	2,155				
Total Approaches											
Approach		4,619	5,202	5,149	5,139	0	5,139				
Departure		4,619	5,202	5,149	5,139	0	5,139				
Total		9,238	10,404	10,298	10,278	0	10,278				

Peak Hour Volume Summary

AM Peak Hour

		Existing	No Build	TSM	Segment 1,2,3		Segment 1a			
		(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign	Diverted Traffic
										Total
18	26th St and Colorado Ave									
	(Growth Rate)		12.62%	11.48%	11.26%					
NBL	54	61	60	60	0	60				
NBT	444	500	495	494	0	494				
NBR	73	82	81	81	0	81				
SBL	87	98	97	97	0	97				
SBT	567	639	632	631	0	631				
SBR	131	148	146	146	0	146				
EBL	110	124	123	122	0	122				
EBT	406	457	453	452	0	452				
EBR	249	280	278	277	0	277				
WBL	89	100	99	99	0	99				
WBT	529	596	590	589	0	589				
WBR	182	205	203	202	0	202				
North Leg										
Approach	785	884	875	873	0	873				
Departure	736	829	820	819	0	819				
Total	1,521	1,713	1,696	1,692	0	1,692				
South Leg										
Approach	571	643	637	635	0	635				
Departure	905	1,019	1,009	1,007	0	1,007				
Total	1,476	1,662	1,645	1,642	0	1,642				
East Leg										
Approach	800	901	892	890	0	890				
Departure	566	637	631	630	0	630				
Total	1,366	1,538	1,523	1,520	0	1,520				
West Leg										
Approach	765	862	853	851	0	851				
Departure	714	804	796	794	0	794				
Total	1,479	1,666	1,649	1,646	0	1,646				
Total Approaches										
Approach	2,921	3,290	3,256	3,250	0	3,250				
Departure	2,921	3,290	3,256	3,250	0	3,250				
Total	5,842	6,579	6,513	6,500	0	6,500				

Peak Hour Volume Summary

AM Peak Hour									
	Existing	No Build	TSM	Segment 1,2,3		Segment 1a			
	(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign	Diverted Traffic
19	26th St and Olympic Blvd								
	<i>(Growth Rate)</i>	12.62%	11.48%	11.26%					
NBL	10	11	11	11	0	11			
NBT	268	302	299	298	0	298			
NBR	53	60	59	59	0	59			
SBL	202	227	225	225	0	225			
SBT	0	0	0	0	0	0			
SBR	308	347	343	343	0	343			
EBL	90	101	100	100	0	100			
EBT	682	768	760	759	0	759			
EBR	0	0	0	0	0	0			
WBL	0	0	0	0	0	0			
WBT	815	918	909	907	0	907			
WBR	410	462	457	456	0	456			
North Leg									
Approach	510	574	569	567	0	567			
Departure	768	865	856	854	0	854			
Total	1,278	1,439	1,425	1,422	0	1,422			
South Leg									
Approach	331	373	369	368	0	368			
Departure	0	0	0	0	0	0			
Total	331	373	369	368	0	368			
East Leg									
Approach	1,225	1,380	1,366	1,363	0	1,363			
Departure	937	1,055	1,045	1,043	0	1,043			
Total	2,162	2,435	2,410	2,405	0	2,405			
West Leg									
Approach	772	869	861	859	0	859			
Departure	1,133	1,276	1,263	1,261	0	1,261			
Total	1,905	2,145	2,124	2,120	0	2,120			
Total Approaches									
Approach	2,838	3,196	3,164	3,158	0	3,158			
Departure	2,838	3,196	3,164	3,158	0	3,158			
Total	5,676	6,392	6,328	6,315	0	6,315			

Peak Hour Volume Summary

AM Peak Hour

		Existing	No Build	TSM	Segment 1,2,3		Segment 1a				
		(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign	Diverted Traffic	Total
20	Stewart St and Colorado Ave										
	(Growth Rate)		12.62%	11.48%	11.26%						
NBL		365	411	407	406	0	406				
NBT		0	0	0	0	0	0				
NBR		108	122	120	120	0	120				
SBL		0	0	0	0	0	0				
SBT		0	0	0	0	0	0				
SBR		0	0	0	0	0	0				
EBL		0	0	0	0	0	0				
EBT		389	438	434	433	0	433				
EBR		156	176	174	174	0	174				
WBL		129	145	144	144	0	144				
WBT		521	587	581	580	0	580				
WBR		0	0	0	0	0	0				
North Leg											
Approach		0	0	0	0	0	0				
Departure		0	0	0	0	0	0				
Total		0	0	0	0	0	0				
South Leg											
Approach		473	533	527	526	0	526				
Departure		285	321	318	317	0	317				
Total		758	854	845	843	0	843				
East Leg											
Approach		650	732	725	723	0	723				
Departure		497	560	554	553	0	553				
Total		1,147	1,292	1,279	1,276	0	1,276				
West Leg											
Approach		545	614	608	606	0	606				
Departure		886	998	988	986	0	986				
Total		1,431	1,612	1,595	1,592	0	1,592				
Total Approaches											
Approach		1,668	1,879	1,859	1,856	0	1,856				
Departure		1,668	1,879	1,859	1,856	0	1,856				
Total		3,336	3,757	3,719	3,712	0	3,712				

Peak Hour Volume Summary

AM Peak Hour

		Existing	No Build	TSM	Segment 1,2,3		Segment 1a				
		(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign	Diverted Traffic	Total
21	Stewart St and Olympic Blvd										
	(Growth Rate)		12.62%	11.48%	11.26%						
NBL	90	101	100	100	0	100					
NBT	292	329	326	325	1	326					
NBR	88	99	98	98	0	98					
SBL	79	89	88	88	0	88					
SBT	136	153	152	151	3	154					
SBR	57	64	64	63	0	63					
EBL	56	63	62	62	0	62					
EBT	843	949	940	938	0	938					
EBR	54	61	60	60	0	60					
WBL	70	79	78	78	0	78					
WBT	1,118	1,259	1,246	1,244	0	1,244					
WBR	187	211	208	208	0	208					
North Leg											
Approach	272	306	303	303	3	306					
Departure	535	603	596	595	1	596					
Total	807	909	900	898	4	902					
South Leg											
Approach	470	529	524	523	1	524					
Departure	260	293	290	289	3	292					
Total	730	822	814	812	4	816					
East Leg											
Approach	1,375	1,549	1,533	1,530	0	1,530					
Departure	1,010	1,137	1,126	1,124	0	1,124					
Total	2,385	2,686	2,659	2,654	0	2,654					
West Leg											
Approach	953	1,073	1,062	1,060	0	1,060					
Departure	1,265	1,425	1,410	1,407	0	1,407					
Total	2,218	2,498	2,473	2,468	0	2,468					
Total Approaches											
Approach	3,070	3,458	3,422	3,416	4	3,420					
Departure	3,070	3,458	3,422	3,416	4	3,420					
Total	6,140	6,915	6,845	6,831	8	6,839					

Peak Hour Volume Summary

AM Peak Hour									
Existing		No Build		TSM		Segment 1,2,3		Segment 1a	
(2007)		Year 2030		Year 2030		Year 2030	Station Assign.	Year 2030	Station Assign
								Diverted Traffic	Total
22 Centinela Ave (W) and Olympic Blvd									
	(Growth Rate)	19.38%		18.96%		19.08%			
NBL	0	0		0		0	0		0
NBT	0	0		0		0	0		0
NBR	0	0		0		0	0		0
SBL	616	735		733		734	5		739
SBT	0	0		0		0	0		0
SBR	38	45		45		45	0		45
EBL	21	25		25		25	0		25
EBT	618	738		735		736	5		741
EBR	0	0		0		0	0		0
WBL	0	0		0		0	0		0
WBT	1,606	1,917		1,910		1,912	1		1,913
WBR	792	946		942		943	1		944
North Leg									
Approach	654	781		778		779	5		784
Departure	813	971		967		968	1		969
Total	1,467	1,751		1,745		1,747	6		1,753
South Leg									
Approach	0	0		0		0	0		0
Departure	0	0		0		0	0		0
Total	0	0		0		0	0		0
East Leg									
Approach	2,398	2,863		2,853		2,856	2		2,857
Departure	1,234	1,473		1,468		1,469	10		1,479
Total	3,632	4,336		4,321		4,325	12		4,337
West Leg									
Approach	639	763		760		761	5		766
Departure	1,644	1,963		1,956		1,958	1		1,959
Total	2,283	2,726		2,716		2,719	6		2,724
Total Approaches									
Approach	3,691	4,406		4,391		4,395	12		4,407
Departure	3,691	4,406		4,391		4,395	12		4,407
Total	7,382	8,813		8,782		8,790	23		8,814

Peak Hour Volume Summary

AM Peak Hour									
Existing		No Build		TSM		Segment 1,2,3		Segment 1a	
(2007)		Year 2030		Year 2030		Year 2030	Station Assign.	Year 2030	Station Assign
								Diverted Traffic	Total
23 Centinela Ave (E) and Olympic Blvd									
	(Growth Rate)	19.38%		18.96%		19.08%			
NBL	811	968		965		966	2		967
NBT	0	0		0		0	0		0
NBR	130	155		155		155	3		158
SBL	0	0		0		0	0		0
SBT	0	0		0		0	0		0
SBR	0	0		0		0	0		0
EBL	0	0		0		0	0		0
EBT	685	818		815		816	10		826
EBR	533	636		634		635	0		635
WBL	156	186		186		186	9		195
WBT	1,551	1,852		1,845		1,847	0		1,847
WBR	0	0		0		0	0		0
North Leg									
Approach	0	0		0		0	0		0
Departure	0	0		0		0	0		0
Total	0	0		0		0	0		0
South Leg									
Approach	941	1,123		1,119		1,121	5		1,125
Departure	689	823		820		820	9		829
Total	1,630	1,946		1,939		1,941	14		1,955
East Leg									
Approach	1,707	2,038		2,031		2,033	9		2,042
Departure	815	973		970		971	13		984
Total	2,522	3,011		3,000		3,003	22		3,025
West Leg									
Approach	1,218	1,454		1,449		1,450	10		1,460
Departure	2,362	2,820		2,810		2,813	2		2,814
Total	3,580	4,274		4,259		4,263	12		4,275
Total Approaches									
Approach	3,866	4,615		4,599		4,604	24		4,627
Departure	3,866	4,615		4,599		4,604	24		4,627
Total	7,732	9,231		9,198		9,207	47		9,255

Peak Hour Volume Summary

AM Peak Hour

		Existing	No Build	TSM	Segment 1,2,3		Segment 1a			
		(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign	Diverted Traffic
										Total
24	Centinela Ave and Exposition Blvd									
	(Growth Rate)		19.38%	18.96%	19.08%					
NBL		0	0	0	0	0	0			
NBT		1,062	1,268	1,263	1,265	3	1,268			
NBR		20	24	24	24	0	24			
SBL		15	18	18	18	0	0			
SBT		544	649	647	648	9	657			
SBR		0	0	0	0	0	0			
EBL		0	0	0	0	0	0			
EBT		0	0	0	0	0	0			
EBR		0	0	0	0	0	0			
WBL		9	11	11	11	4	15			
WBT		0	0	0	0	0	0			
WBR		70	84	83	83	2	85			
North Leg										
Approach		559	667	665	666	9	657			
Departure		1,132	1,351	1,347	1,348	5	1,353			
Total		1,691	2,019	2,012	2,014	14	2,009			
South Leg										
Approach		1,082	1,292	1,287	1,288	3	1,291			
Departure		553	660	658	659	13	672			
Total		1,635	1,952	1,945	1,947	16	1,963			
East Leg										
Approach		79	94	94	94	6	100			
Departure		35	42	42	42	0	24			
Total		114	136	136	136	6	124			
West Leg										
Approach		0	0	0	0	0	0			
Departure		0	0	0	0	0	0			
Total		0	0	0	0	0	0			
Total Approaches										
Approach		1,720	2,053	2,046	2,048	18	2,048			
Departure		1,720	2,053	2,046	2,048	18	2,048			
Total		3,440	4,107	4,092	4,096	36	4,096			

Peak Hour Volume Summary

AM Peak Hour

		Existing	No Build	TSM	Segment 1,2,3		Segment 1a				
		(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign	Diverted Traffic	Total
25	Centinela Ave and Pico Blvd										
	(Growth Rate)		19.38%	18.96%	19.08%						
NBL	69	82	82	82	0	82					
NBT	488	583	581	581	0	581					
NBR	55	66	65	65	10	76					
SBL	49	58	58	58	3	61					
SBT	532	635	633	634	14	647					
SBR	232	277	276	276	3	279					
EBL	103	123	123	123	0	123					
EBT	638	762	759	760	15	775					
EBR	321	383	382	382	0	382					
WBL	62	74	74	74	0	74					
WBT	622	743	740	741	0	741					
WBR	404	482	481	481	9	490					
North Leg											
Approach	813	971	967	968	19	987					
Departure	995	1,188	1,184	1,185	9	1,194					
Total	1,808	2,158	2,151	2,153	28	2,181					
South Leg											
Approach	612	731	728	729	10	739					
Departure	915	1,092	1,088	1,090	14	1,103					
Total	1,527	1,823	1,817	1,818	24	1,842					
East Leg											
Approach	1,088	1,299	1,294	1,296	9	1,305					
Departure	742	886	883	884	28	912					
Total	1,830	2,185	2,177	2,179	37	2,216					
West Leg											
Approach	1,062	1,268	1,263	1,265	15	1,280					
Departure	923	1,102	1,098	1,099	3	1,102					
Total	1,985	2,370	2,361	2,364	18	2,381					
Total Approaches											
Approach	3,575	4,268	4,253	4,257	53	4,310					
Departure	3,575	4,268	4,253	4,257	53	4,310					
Total	7,150	8,536	8,506	8,514	107	8,621					

Peak Hour Volume Summary

AM Peak Hour

		Existing	No Build	TSM	Segment 1,2,3		Segment 1a				
		(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign	Diverted Traffic	Total
26	Bundy Dr and Olympic Blvd										
	(Growth Rate)		19.38%	18.96%	19.08%						
NBL	262	313	312	312	0	312					
NBT	1,070	1,277	1,273	1,274	3	1,277					
NBR	252	301	300	300	3	303					
SBL	330	394	393	393	0	393					
SBT	1,024	1,222	1,218	1,219	15	1,234					
SBR	123	147	146	146	0	146					
EBL	153	183	182	182	0	182					
EBT	504	602	600	600	3	603					
EBR	180	215	214	214	10	224					
WBL	205	245	244	244	0	244					
WBT	1,337	1,596	1,590	1,592	9	1,601					
WBR	386	461	459	460	0	460					
North Leg											
Approach	1,477	1,763	1,757	1,759	15	1,774					
Departure	1,609	1,921	1,914	1,916	3	1,919					
Total	3,086	3,684	3,671	3,675	18	3,692					
South Leg											
Approach	1,584	1,891	1,884	1,886	6	1,892					
Departure	1,409	1,682	1,676	1,678	25	1,703					
Total	2,993	3,573	3,560	3,564	31	3,595					
East Leg											
Approach	1,928	2,302	2,294	2,296	9	2,305					
Departure	1,086	1,297	1,292	1,293	6	1,300					
Total	3,014	3,598	3,585	3,589	15	3,604					
West Leg											
Approach	837	999	996	997	13	1,010					
Departure	1,722	2,056	2,048	2,051	9	2,060					
Total	2,559	3,055	3,044	3,047	22	3,069					
Total Approaches											
Approach	5,826	6,955	6,931	6,938	43	6,981					
Departure	5,826	6,955	6,931	6,938	43	6,981					
Total	11,652	13,911	13,861	13,875	86	13,961					

Peak Hour Volume Summary

AM Peak Hour									
	Existing	No Build	TSM	Segment 1,2,3		Segment 1a			
	(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign	Diverted Traffic
27 Bundy Dr and Exposition Blvd									
(Growth Rate)		19.38%	18.96%	19.08%					
NBL	24	29	29	29	10	39			
NBT	1,573	1,878	1,871	1,873	0	1,873			
NBR	4	5	5	5	0	5			
SBL	12	14	14	14	0	14			
SBT	1,002	1,196	1,192	1,193	0	1,193			
SBR	43	51	51	51	25	76			
EBL	7	8	8	8	0	8			
EBT	0	0	0	0	0	0			
EBR	20	24	24	24	0	24			
WBL	0	0	0	0	0	0			
WBT	1	1	1	1	0	1			
WBR	38	45	45	45	6	51			
North Leg									
Approach	1,057	1,262	1,257	1,259	25	1,284			
Departure	1,618	1,932	1,925	1,927	6	1,933			
Total	2,675	3,194	3,182	3,185	31	3,216			
South Leg									
Approach	1,601	1,911	1,905	1,906	10	1,917			
Departure	1,022	1,220	1,216	1,217	0	1,217			
Total	2,623	3,131	3,120	3,123	10	3,134			
East Leg									
Approach	39	47	46	46	6	52			
Departure	16	19	19	19	0	19			
Total	55	66	65	65	6	71			
West Leg									
Approach	27	32	32	32	0	32			
Departure	68	81	81	81	35	116			
Total	95	113	113	113	35	148			
Total Approaches									
Approach	2,724	3,252	3,240	3,244	41	3,285			
Departure	2,724	3,252	3,240	3,244	41	3,285			
Total	5,448	6,504	6,481	6,487	82	6,569			

Peak Hour Volume Summary

AM Peak Hour

		Existing	No Build	TSM	Segment 1,2,3		Segment 1a				
		(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign	Diverted Traffic	Total
28	Bundy Dr and Pico Blvd										
	(Growth Rate)		19.38%	18.96%	19.08%						
NBL	172	205	205	205	0	205					
NBT	1,402	1,674	1,668	1,670	0	1,670					
NBR	204	244	243	243	15	258					
SBL	81	97	96	96	3	99					
SBT	975	1,164	1,160	1,161	3	1,164					
SBR	13	16	15	15	0	15					
EBL	85	101	101	101	10	111					
EBT	628	750	747	748	18	766					
EBR	52	62	62	62	0	62					
WBL	113	135	134	135	0	135					
WBT	782	934	930	931	9	940					
WBR	70	84	83	83	0	83					
North Leg											
Approach	1,069	1,276	1,272	1,273	5	1,278					
Departure	1,557	1,859	1,852	1,854	10	1,864					
Total	2,626	3,135	3,124	3,127	15	3,142					
South Leg											
Approach	1,778	2,123	2,115	2,117	15	2,132					
Departure	1,140	1,361	1,356	1,358	3	1,360					
Total	2,918	3,484	3,471	3,475	18	3,492					
East Leg											
Approach	965	1,152	1,148	1,149	9	1,158					
Departure	913	1,090	1,086	1,087	36	1,123					
Total	1,878	2,242	2,234	2,236	45	2,281					
West Leg											
Approach	765	913	910	911	28	939					
Departure	967	1,154	1,150	1,152	9	1,161					
Total	1,732	2,068	2,060	2,062	37	2,100					
Total Approaches											
Approach	4,577	5,464	5,445	5,450	57	5,507					
Departure	4,577	5,464	5,445	5,450	57	5,507					
Total	9,154	10,928	10,890	10,901	114	11,015					

Peak Hour Volume Summary

		AM Peak Hour								
		Existing	No Build	TSM	Segment 1,2,3		Segment 1a			
		(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign	Diverted Traffic
29	Barrington Ave and Olympic Blvd									
	(Growth Rate)	18.54%	18.14%	18.25%						
NBL	399	473	471	472	0	472				
NBT	798	946	943	944	0	944				
NBR	212	251	250	251	0	251				
SBL	306	363	361	362	0	362				
SBT	484	574	572	572	20	592				
SBR	65	77	77	77	0	77				
EBL	27	32	32	32	3	35				
EBT	1,096	1,299	1,295	1,296	3	1,299				
EBR	68	81	80	80	0	80				
WBL	68	81	80	80	0	80				
WBT	1,600	1,897	1,890	1,892	9	1,901				
WBR	153	181	181	181	0	181				
North Leg										
Approach	855	1,014	1,010	1,011	20	1,031				
Departure	978	1,159	1,155	1,156	3	1,160				
Total	1,833	2,173	2,165	2,168	23	2,191				
South Leg										
Approach	1,409	1,670	1,665	1,666	0	1,666				
Departure	620	735	732	733	20	753				
Total	2,029	2,405	2,397	2,399	20	2,419				
East Leg										
Approach	1,821	2,159	2,151	2,153	9	2,162				
Departure	1,614	1,913	1,907	1,909	3	1,912				
Total	3,435	4,072	4,058	4,062	12	4,074				
West Leg										
Approach	1,191	1,412	1,407	1,408	6	1,415				
Departure	2,064	2,447	2,438	2,441	9	2,450				
Total	3,255	3,859	3,845	3,849	15	3,864				
Total Approaches										
Approach	5,276	6,254	6,233	6,239	35	6,274				
Departure	5,276	6,254	6,233	6,239	35	6,274				
Total	10,552	12,509	12,466	12,478	71	12,549				

Peak Hour Volume Summary

AM Peak Hour									
Existing		No Build		TSM		Segment 1,2,3		Segment 1a	
(2007)		Year 2030		Year 2030		Station Assign.	Total	Year 2030	Station Assign
								Diverted Traffic	Total
30 Barrington Ave and Exposition Blvd (N)									
	(Growth Rate)	19.38%		18.96%		19.08%			
NBL	34	41		40		40	0		0
NBT	1,852	2,211		2,203		2,205	0		2,205
NBR	7	8		8		8	0		8
SBL	16	19		19		19	0		0
SBT	776	926		923		924	20		944
SBR	14	17		17		17	0		17
EBL	2	2		2		2	0		0
EBT	2	2		2		2	0		0
EBR	122	146		145		145	0		145
WBL	9	11		11		11	0		0
WBT	0	0		0		0	0		0
WBR	10	12		12		12	0		12
North Leg									
Approach	806	962		959		960	20		961
Departure	1,864	2,225		2,217		2,220	0		2,217
Total	2,670	3,188		3,176		3,179	20		3,178
South Leg									
Approach	1,893	2,260		2,252		2,254	0		2,214
Departure	907	1,083		1,079		1,080	20		1,089
Total	2,800	3,343		3,331		3,334	20		3,303
East Leg									
Approach	19	23		23		23	0		12
Departure	25	30		30		30	0		8
Total	44	53		52		52	0		20
West Leg									
Approach	126	150		150		150	0		145
Departure	48	57		57		57	0		17
Total	174	208		207		207	0		162
Total Approaches									
Approach	2,844	3,395		3,383		3,387	20		3,332
Departure	2,844	3,395		3,383		3,387	20		3,332
Total	5,688	6,791		6,766		6,773	40		6,663

Peak Hour Volume Summary

AM Peak Hour

		Existing	No Build	TSM	Segment 1,2,3		Segment 1a				
		(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign	Diverted Traffic	Total
31	Barrington Ave and Exposition Blvd (S)										
	(Growth Rate)		19.38%		18.96%		19.08%				
NBL	5	6	6	6	15	21					
NBT	1,349	1,610	1,605	1,606	0	1,748					
NBR	7	8	8	8	0	0					
SBL	21	25	25	25	0	0					
SBT	621	741	739	739	0	739					
SBR	4	5	5	5	20	25					
EBL	13	16	15	15	0	0					
EBT	0	0	0	0	0	0					
EBR	12	14	14	14	0	30					
WBL	6	7	7	7	0	0					
WBT	2	2	2	2	0	0					
WBR	119	142	142	142	0	0					
North Leg											
Approach	646	771	768	769	20	764					
Departure	1,481	1,768	1,762	1,764	0	1,748					
Total	2,127	2,539	2,530	2,533	20	2,512					
South Leg											
Approach	1,361	1,625	1,619	1,621	15	1,769					
Departure	639	763	760	761	0	769					
Total	2,000	2,388	2,379	2,382	15	2,538					
East Leg											
Approach	127	152	151	151	0	0					
Departure	28	33	33	33	0	0					
Total	155	185	184	185	0	0					
West Leg											
Approach	25	30	30	30	0	30					
Departure	11	13	13	13	35	46					
Total	36	43	43	43	35	76					
Total Approaches											
Approach	2,159	2,578	2,568	2,571	35	2,563					
Departure	2,159	2,578	2,568	2,571	35	2,563					
Total	4,318	5,155	5,137	5,142	70	5,126					

Peak Hour Volume Summary

		AM Peak Hour								
		Existing	No Build	TSM	Segment 1,2,3		Segment 1a			
		(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign	Diverted Traffic
32	Barrington Ave and Pico Blvd									
	(Growth Rate)	19.38%	18.96%	19.08%						
NBL	129	154	153	154	9	163				
NBT	1,200	1,433	1,428	1,429	15	1,444				
NBR	64	76	76	76	0	76				
SBL	74	88	88	88	0	88				
SBT	455	543	541	542	0	542				
SBR	50	60	59	60	0	60				
EBL	126	150	150	150	0	150				
EBT	605	722	720	720	0	720				
EBR	67	80	80	80	6	85				
WBL	41	49	49	49	0	49				
WBT	628	750	747	748	0	748				
WBR	64	76	76	76	0	76				
North Leg										
Approach	579	691	689	689	0	689				
Departure	1,390	1,659	1,654	1,655	15	1,670				
Total	1,969	2,351	2,342	2,345	15	2,360				
South Leg										
Approach	1,393	1,663	1,657	1,659	24	1,683				
Departure	563	672	670	670	6	676				
Total	1,956	2,335	2,327	2,329	30	2,359				
East Leg										
Approach	733	875	872	873	0	873				
Departure	743	887	884	885	0	885				
Total	1,476	1,762	1,756	1,758	0	1,758				
West Leg										
Approach	798	953	949	950	6	956				
Departure	807	963	960	961	9	970				
Total	1,605	1,916	1,909	1,911	15	1,926				
Total Approaches										
Approach	3,503	4,182	4,167	4,171	30	4,201				
Departure	3,503	4,182	4,167	4,171	30	4,201				
Total	7,006	8,364	8,334	8,343	59	8,402				

Peak Hour Volume Summary

AM Peak Hour									
	Existing	No Build	TSM	Segment 1,2,3		Segment 1a			
	(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign	Diverted Traffic
33 Gateway Blvd/Pico Blvd and Exposition Blvd									
(Growth Rate)		19.38%	18.96%	19.08%					
NBL	0	0	0	0	0	0			
NBT	0	0	0	0	0	0			
NBR	1,277	1,525	1,519	1,521	0	1,521			
SBL	0	0	0	0	0	0			
SBT	0	0	0	0	0	0			
SBR	0	0	0	0	0	0			
EBL	0	0	0	0	0	0			
EBT	1,017	1,214	1,210	1,211	0	1,211			
EBR	37	44	44	44	0	44			
WBL	727	868	865	866	0	866			
WBT	979	1,169	1,165	1,166	0	1,166			
WBR	0	0	0	0	0	0			
North Leg									
Approach	0	0	0	0	0	0			
Departure	0	0	0	0	0	0			
Total	0	0	0	0	0	0			
South Leg									
Approach	1,277	1,525	1,519	1,521	0	1,521			
Departure	764	912	909	910	0	910			
Total	2,041	2,437	2,428	2,430	0	2,430			
East Leg									
Approach	1,706	2,037	2,029	2,032	0	2,032			
Departure	2,294	2,739	2,729	2,732	0	2,732			
Total	4,000	4,775	4,758	4,763	0	4,763			
West Leg									
Approach	1,054	1,258	1,254	1,255	0	1,255			
Departure	979	1,169	1,165	1,166	0	1,166			
Total	2,033	2,427	2,418	2,421	0	2,421			
Total Approaches									
Approach	4,037	4,820	4,802	4,807	0	4,807			
Departure	4,037	4,820	4,802	4,807	0	4,807			
Total	8,074	9,639	9,605	9,615	0	9,615			

Peak Hour Volume Summary

AM Peak Hour									
	Existing	No Build	TSM	Segment 1,2,3		Segment 1a			
	(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign	Diverted Traffic
34 Sawtelle Blvd and Pico Blvd									
	(Growth Rate)	19.38%	18.96%	19.08%					
NBL	164	196	195	195	0	195			
NBT	454	542	540	541	8	549			
NBR	91	109	108	108	0	108			
SBL	146	174	174	174	3	177			
SBT	521	622	620	620	47	668			
SBR	329	393	391	392	0	392			
EBL	104	124	124	124	0	124			
EBT	1,458	1,741	1,734	1,736	0	1,736			
EBR	82	98	98	98	0	98			
WBL	84	100	100	100	0	100			
WBT	1,245	1,486	1,481	1,483	0	1,483			
WBR	107	128	127	127	0	127			
North Leg									
Approach	996	1,189	1,185	1,186	50	1,236			
Departure	665	794	791	792	8	800			
Total	1,661	1,983	1,976	1,978	58	2,036			
South Leg									
Approach	709	846	843	844	8	852			
Departure	687	820	817	818	47	866			
Total	1,396	1,667	1,661	1,662	55	1,718			
East Leg									
Approach	1,436	1,714	1,708	1,710	0	1,710			
Departure	1,695	2,024	2,016	2,018	3	2,021			
Total	3,131	3,738	3,725	3,728	3	3,731			
West Leg									
Approach	1,644	1,963	1,956	1,958	0	1,958			
Departure	1,738	2,075	2,068	2,070	0	2,070			
Total	3,382	4,038	4,023	4,027	0	4,027			
Total Approaches									
Approach	4,785	5,713	5,692	5,698	58	5,756			
Departure	4,785	5,713	5,692	5,698	58	5,756			
Total	9,570	11,425	11,384	11,396	117	11,513			

Peak Hour Volume Summary

AM Peak Hour

		Existing	No Build	TSM	Segment 1,2,3		Segment 1a				
		(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign	Diverted Traffic	Total
35	Sawtelle Blvd and Exposition Blvd										
	(Growth Rate)		19.38%	18.96%	19.08%						
NBL	18	21	21	21	0	21					
NBT	851	1,016	1,012	1,013	0	1,013					
NBR	61	73	73	73	18	90					
SBL	119	142	142	142	47	189					
SBT	488	583	581	581	0	581					
SBR	9	11	11	11	0	11					
EBL	9	11	11	11	0	11					
EBT	8	10	10	10	6	15					
EBR	81	97	96	96	0	96					
WBL	12	14	14	14	3	17					
WBT	9	11	11	11	1	12					
WBR	233	278	277	277	8	285					
North Leg											
Approach	616	735	733	734	47	781					
Departure	1,093	1,305	1,300	1,302	8	1,309					
Total	1,709	2,040	2,033	2,035	55	2,090					
South Leg											
Approach	930	1,110	1,106	1,107	18	1,125					
Departure	581	694	691	692	3	695					
Total	1,511	1,804	1,797	1,799	21	1,820					
East Leg											
Approach	254	303	302	302	12	314					
Departure	188	224	224	224	71	295					
Total	442	528	526	526	83	609					
West Leg											
Approach	98	117	117	117	6	123					
Departure	36	43	43	43	1	44					
Total	134	160	159	160	7	166					
Total Approaches											
Approach	1,898	2,266	2,258	2,260	83	2,343					
Departure	1,898	2,266	2,258	2,260	83	2,343					
Total	3,796	4,532	4,516	4,520	166	4,686					

Peak Hour Volume Summary

AM Peak Hour

		Existing	No Build	TSM	Segment 1,2,3		Segment 1a				
		(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign	Diverted Traffic	Total
36	Sawtelle Blvd and National Blvd										
	(Growth Rate)		32.35%	30.42%			30.50%				
NBL	45	60	59	59	0	59	59	0	59		
NBT	711	941	927	928	0	928	928	0	928		
NBR	52	69	68	68	4	68	68	4	72		
SBL	280	371	365	365	0	365	365	0	365		
SBT	442	585	576	577	0	577	577	0	577		
SBR	52	69	68	68	0	68	68	0	68		
EBL	102	135	133	133	0	133	133	0	133		
EBT	599	793	781	782	13	782	782	13	795		
EBR	77	102	100	100	0	100	100	0	100		
WBL	44	58	57	57	0	57	57	0	58		
WBT	511	676	666	667	1	667	667	1	668		
WBR	307	406	400	401	0	401	401	0	401		
North Leg											
Approach	774	1,024	1,009	1,010	0	1,010	1,010	0	1,010		
Departure	1,120	1,482	1,461	1,462	0	1,462	1,462	0	1,462		
Total	1,894	2,507	2,470	2,472	0	2,472	2,472	0	2,472		
South Leg											
Approach	808	1,069	1,054	1,054	4	1,054	1,054	4	1,059		
Departure	563	745	734	735	0	735	735	0	735		
Total	1,371	1,815	1,788	1,789	5	1,789	1,789	5	1,794		
East Leg											
Approach	862	1,141	1,124	1,125	2	1,125	1,125	2	1,127		
Departure	931	1,232	1,214	1,215	17	1,215	1,215	17	1,232		
Total	1,793	2,373	2,338	2,340	19	2,340	2,340	19	2,359		
West Leg											
Approach	778	1,030	1,015	1,015	13	1,015	1,015	13	1,028		
Departure	608	805	793	793	1	793	793	1	795		
Total	1,386	1,834	1,808	1,809	14	1,809	1,809	14	1,823		
Total Approaches											
Approach	3,222	4,264	4,202	4,205	19	4,205	4,205	19	4,224		
Departure	3,222	4,264	4,202	4,205	19	4,205	4,205	19	4,224		
Total	6,444	8,529	8,404	8,410	38	8,410	8,410	38	8,448		

Peak Hour Volume Summary

AM Peak Hour

		Existing	No Build	TSM	Segment 1,2,3		Segment 1a				
		(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign	Diverted Traffic	Total
37	Sawtelle Blvd and Palms Blvd										
	(Growth Rate)		32.35%	30.42%				30.50%			
NBL	113	150	147				147	0			147
NBT	609	806	794				795	0			795
NBR	193	255	252				252	0			252
SBL	106	140	138				138	0			138
SBT	386	511	503				504	0			504
SBR	49	65	64				64	0			64
EBL	124	164	162				162	0			162
EBT	513	679	669				669	13			682
EBR	148	196	193				193	0			193
WBL	160	212	209				209	0			209
WBT	711	941	927				928	1			929
WBR	199	263	260				260	0			260
North Leg											
Approach	541	716	706				706	0			706
Departure	932	1,234	1,215				1,216	0			1,216
Total	1,473	1,950	1,921				1,922	0			1,922
South Leg											
Approach	915	1,211	1,193				1,194	0			1,194
Departure	694	919	905				906	0			906
Total	1,609	2,130	2,098				2,100	0			2,100
East Leg											
Approach	1,070	1,416	1,395				1,396	1			1,398
Departure	812	1,075	1,059				1,060	13			1,073
Total	1,882	2,491	2,454				2,456	14			2,470
West Leg											
Approach	785	1,039	1,024				1,024	13			1,037
Departure	873	1,155	1,139				1,139	1			1,141
Total	1,658	2,194	2,162				2,164	14			2,178
Total Approaches											
Approach	3,311	4,382	4,318				4,321	14			4,335
Departure	3,311	4,382	4,318				4,321	14			4,335
Total	6,622	8,764	8,636				8,642	29			8,670

Peak Hour Volume Summary

AM Peak Hour

		Existing	No Build	TSM	Segment 1,2,3		Segment 1a				
		(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign	Diverted Traffic	Total
38	Sawtelle Blvd and Venice Blvd										
	(Growth Rate)		18.80%	17.76%			17.87%				
NBL	108	128	127	127			127	0			127
NBT	615	731	724	724			725	0			725
NBR	149	177	175	175			176	0			176
SBL	133	158	157	157			157	0			157
SBT	530	630	624	624			625	0			625
SBR	47	56	55	55			55	0			55
EBL	194	230	228	228			229	0			229
EBT	1,475	1,752	1,737	1,737			1,739	0			1,739
EBR	68	81	80	80			80	0			80
WBL	286	340	337	337			337	0			337
WBT	1,426	1,694	1,679	1,679			1,681	0			1,681
WBR	179	213	211	211			211	0			211
North Leg											
Approach	710	843	836	836			837	0			837
Departure	988	1,174	1,163	1,163			1,165	0			1,165
Total	1,698	2,017	2,000	2,000			2,002	0			2,002
South Leg											
Approach	872	1,036	1,027	1,027			1,028	0			1,028
Departure	884	1,050	1,041	1,041			1,042	0			1,042
Total	1,756	2,086	2,068	2,068			2,070	0			2,070
East Leg											
Approach	1,891	2,246	2,227	2,227			2,229	0			2,229
Departure	1,757	2,087	2,069	2,069			2,071	0			2,071
Total	3,648	4,334	4,296	4,296			4,300	0			4,300
West Leg											
Approach	1,737	2,063	2,045	2,045			2,047	0			2,047
Departure	1,581	1,878	1,862	1,862			1,864	0			1,864
Total	3,318	3,942	3,907	3,907			3,911	0			3,911
Total Approaches											
Approach	5,210	6,189	6,135	6,135			6,141	0			6,141
Departure	5,210	6,189	6,135	6,135			6,141	0			6,141
Total	10,420	12,378	12,271	12,271			12,283	0			12,283

Peak Hour Volume Summary

AM Peak Hour

		Existing	No Build	TSM	Segment 1,2,3		Segment 1a				
		(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign	Diverted Traffic	Total
39	Sawtelle Blvd and I-405 SB Ramps										
	(Growth Rate)		18.80%					17.87%			
NBL	10	12		12				12	0		12
NBT	473	562		557				558	0		558
NBR	173	206		204				204	0		204
SBL	547	650		644				645	0		645
SBT	185	220		218				218	0		218
SBR	13	15		15				15	0		15
EBL	13	15		15				15	0		15
EBT	64	76		75				75	0		75
EBR	20	24		24				24	0		24
WBL	173	206		204				204	0		204
WBT	12	14		14				14	0		14
WBR	239	284		281				282	0		282
North Leg											
Approach	745	885		877				878	0		878
Departure	725	861		854				855	0		855
Total	1,470	1,746		1,731				1,733	0		1,733
South Leg											
Approach	656	779		773				773	0		773
Departure	378	449		445				446	0		446
Total	1,034	1,228		1,218				1,219	0		1,219
East Leg											
Approach	424	504		499				500	0		500
Departure	784	931		923				924	0		924
Total	1,208	1,435		1,423				1,424	0		1,424
West Leg											
Approach	97	115		114				114	0		114
Departure	35	42		41				41	0		41
Total	132	157		155				156	0		156
Total Approaches											
Approach	1,922	2,283		2,263				2,266	0		2,266
Departure	1,922	2,283		2,263				2,266	0		2,266
Total	3,844	4,566		4,527				4,531	0		4,531

Peak Hour Volume Summary

AM Peak Hour

		Existing	No Build	TSM	Segment 1,2,3			Segment 1a			
		(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign	Diverted Traffic	Total
40	Sepulveda Blvd and Pico Blvd										
	(Growth Rate)		13.08%	12.60%	12.15%			12.71%			
NBL	282	319	318	316	0	316	318	0			318
NBT	1,082	1,224	1,218	1,213	5	1,218	1,220	5			1,224
NBR	161	182	181	181	0	181	181	0			181
SBL	77	87	87	86	0	86	87	0			87
SBT	381	431	429	427	30	457	429	30			459
SBR	84	95	95	94	0	94	95	0			95
EBL	74	84	83	83	0	83	83	0			83
EBT	772	873	869	866	0	866	870	0			870
EBR	70	79	79	79	0	79	79	0			79
WBL	95	107	107	107	0	107	107	0			107
WBT	904	1,022	1,018	1,014	0	1,014	1,019	0			1,019
WBR	95	107	107	107	0	107	107	0			107
North Leg											
Approach	542	613	610	608	30	637	611	30			641
Departure	1,251	1,415	1,409	1,403	5	1,408	1,410	5			1,415
Total	1,793	2,028	2,019	2,011	35	2,045	2,021	35			2,056
South Leg											
Approach	1,525	1,725	1,717	1,710	5	1,715	1,719	5			1,724
Departure	546	617	615	612	30	642	615	30			645
Total	2,071	2,342	2,332	2,323	35	2,357	2,334	35			2,369
East Leg											
Approach	1,094	1,237	1,232	1,227	0	1,227	1,233	0			1,233
Departure	1,010	1,142	1,137	1,133	0	1,133	1,138	0			1,138
Total	2,104	2,379	2,369	2,360	0	2,360	2,371	0			2,371
West Leg											
Approach	916	1,036	1,031	1,027	0	1,027	1,032	0			1,032
Departure	1,270	1,436	1,430	1,424	0	1,424	1,431	0			1,431
Total	2,186	2,472	2,461	2,452	0	2,452	2,464	0			2,464
Total Approaches											
Approach	4,077	4,610	4,591	4,572	35	4,607	4,595	35			4,630
Departure	4,077	4,610	4,591	4,572	35	4,607	4,595	35			4,630
Total	8,154	9,221	9,181	9,144	69	9,214	9,191	69			9,260

Peak Hour Volume Summary

AM Peak Hour

		Existing	No Build	TSM	Segment 1,2,3		Segment 1a				
		(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign	Diverted Traffic	Total
41	Sepulveda Blvd and Exposition Blvd										
	(Growth Rate)	13.08%	12.60%	12.15%				12.71%			
NBL	97	110	109	109	6	115	109	6			115
NBT	1,601	1,810	1,803	1,795	0	1,795	1,805	0			1,805
NBR	24	27	27	27	0	27	27	0			27
SBL	33	37	37	37	0	37	37	0			37
SBT	519	587	584	582	0	582	585	0			585
SBR	28	32	32	31	30	61	32	30			61
EBL	54	61	61	61	5	65	61	5			66
EBT	100	113	113	112	2	114	113	2			115
EBR	60	68	68	67	1	68	68	1			69
WBL	14	16	16	16	0	16	16	0			16
WBT	108	122	122	121	12	133	122	12			134
WBR	96	109	108	108	0	108	108	0			108
North Leg											
Approach	580	656	653	650	30	680	654	30			683
Departure	1,751	1,980	1,972	1,964	5	1,969	1,974	5			1,979
Total	2,331	2,636	2,625	2,614	35	2,649	2,627	35			2,662
South Leg											
Approach	1,722	1,947	1,939	1,931	6	1,937	1,941	6			1,947
Departure	593	671	668	665	1	666	668	1			669
Total	2,315	2,618	2,607	2,596	7	2,603	2,609	7			2,616
East Leg											
Approach	218	247	245	244	12	256	246	12			258
Departure	157	178	177	176	2	178	177	2			179
Total	375	424	422	421	14	434	423	14			437
West Leg											
Approach	214	242	241	240	8	248	241	8			249
Departure	233	263	262	261	47	309	263	47			310
Total	447	505	503	501	55	557	504	55			559
Total Approaches											
Approach	2,734	3,092	3,078	3,066	55	3,121	3,082	55			3,137
Departure	2,734	3,092	3,078	3,066	55	3,121	3,082	55			3,137
Total	5,468	6,183	6,157	6,132	111	6,243	6,163	111			6,274

Peak Hour Volume Summary

AM Peak Hour										
	Existing	No Build	TSM	Segment 1,2,3		Segment 1a				Total
	(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign	Diverted Traffic	
42 Sepulveda Blvd and National Blvd										
	(Growth Rate)	32.35%	30.42%			30.50%				
NBL	180	238	235			235	30		0	265
NBT	1,345	1,780	1,754			1,755	0			1,755
NBR	169	224	220			221	0			221
SBL	64	85	83			84	0		0	84
SBT	606	802	790			791	0			791
SBR	89	118	116			116	4			120
EBL	143	189	186			187	0			187
EBT	659	872	859			860	0			860
EBR	13	17	17			17	8			25
WBL	58	77	76			76	4		0	80
WBT	608	805	793			793	4			798
WBR	67	89	87			87	0			87
North Leg										
Approach	759	1,005	990			991	4			995
Departure	1,555	2,058	2,028			2,029	0			2,030
Total	2,314	3,063	3,018			3,020	5			3,025
South Leg										
Approach	1,694	2,242	2,209			2,211	30			2,241
Departure	677	896	883			884	12			895
Total	2,371	3,138	3,092			3,094	42			3,136
East Leg										
Approach	733	970	956			957	9			965
Departure	892	1,181	1,163			1,164	0			1,165
Total	1,625	2,151	2,119			2,121	9			2,130
West Leg										
Approach	815	1,079	1,063			1,064	9			1,072
Departure	877	1,161	1,144			1,145	38			1,183
Total	1,692	2,239	2,207			2,208	47			2,255
Total Approaches										
Approach	4,001	5,295	5,218			5,221	51			5,273
Departure	4,001	5,295	5,218			5,221	51			5,273
Total	8,002	10,591	10,436			10,443	103			10,545

Peak Hour Volume Summary

AM Peak Hour

		Existing	No Build	TSM	Segment 1,2,3		Segment 1a				
		(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign	Diverted Traffic	Total
43	Sepulveda Blvd and Palms Blvd										
	(Growth Rate)		32.35%	30.42%			30.50%				
NBL	173	229	226				226	0		5	231
NBT	1,242	1,644	1,620				1,621	21			1,642
NBR	130	172	170				170	0			170
SBL	52	69	68				68	1		60	129
SBT	553	732	721				722	2			724
SBR	116	154	151				151	1			153
EBL	94	124	123				123	13			135
EBT	621	822	810				810	0			810
EBR	38	50	50				50	0			50
WBL	113	150	147				147	0		124	271
WBT	703	930	917				917	0			917
WBR	238	315	310				311	13		0	323
North Leg											
Approach	721	954	940				941	5			1,006
Departure	1,574	2,083	2,053				2,054	47			2,101
Total	2,295	3,038	2,993				2,995	52			3,107
South Leg											
Approach	1,545	2,045	2,015				2,016	21			2,043
Departure	704	932	918				919	2			1,045
Total	2,249	2,977	2,933				2,935	24			3,088
East Leg											
Approach	1,054	1,395	1,375				1,375	13			1,512
Departure	803	1,063	1,047				1,048	1			1,109
Total	1,857	2,458	2,422				2,423	14			2,622
West Leg											
Approach	753	997	982				983	13			996
Departure	992	1,313	1,294				1,295	1			1,301
Total	1,745	2,310	2,276				2,277	14			2,297
Total Approaches											
Approach	4,073	5,391	5,312				5,315	52			5,557
Departure	4,073	5,391	5,312				5,315	52			5,557
Total	8,146	10,781	10,624				10,631	105			11,114

Peak Hour Volume Summary

AM Peak Hour

		Existing (2007)	No Build Year 2030	TSM Year 2030	Segment 1,2,3		Segment 1a			
					Station Assign.	Total	Year 2030	Station Assign	Diverted Traffic	Total
44	Sepulveda Blvd and Charnock Rd (Growth Rate)		32.35%	30.42%			30.50%			
NBL		1	1	1		1		0		1
NBT		1,320	1,747	1,722		1,723		17		1,740
NBR		66	87	86		86		0		86
SBL		46	61	60		60		0		61
SBT		584	773	762		762		2		764
SBR		1	1	1		1		0		1
EBL		5	7	7		7		0		7
EBT		0	0	0		0		0		0
EBR		1	1	1		1		0		1
WBL		111	147	145		145		0		145
WBT		0	0	0		0		0		0
WBR		212	281	276		277		4		281
North Leg										
Approach		631	835	823		823		2		826
Departure		1,537	2,034	2,005		2,006		21		2,027
Total		2,168	2,869	2,827		2,829		24		2,853
South Leg										
Approach		1,387	1,836	1,809		1,810		17		1,827
Departure		696	921	908		908		2		910
Total		2,083	2,757	2,717		2,718		19		2,737
East Leg										
Approach		323	428	421		422		4		426
Departure		112	148	146		146		0		147
Total		435	576	567		568		5		572
West Leg										
Approach		6	8	8		8		0		8
Departure		2	3	3		3		0		3
Total		8	11	10		10		0		10
Total Approaches										
Approach		2,347	3,106	3,061		3,063		24		3,087
Departure		2,347	3,106	3,061		3,063		24		3,087
Total		4,694	6,213	6,122		6,126		48		6,173

Peak Hour Volume Summary

AM Peak Hour

		Existing	No Build	TSM	Segment 1,2,3		Segment 1a				
		(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign	Diverted Traffic	Total
45	Sepulveda Blvd and Venice Blvd										
	(Growth Rate)		18.80%	17.76%			17.87%				
NBL		84	100	99			99	0			99
NBT		1,033	1,227	1,216			1,218	7			1,224
NBR		153	182	180			180	0			180
SBL		86	102	101			101	1			102
SBT		415	493	489			489	1			490
SBR		167	198	197			197	1			197
EBL		228	271	268			269	5			274
EBT		1,722	2,046	2,028			2,030	0			2,030
EBR		346	411	407			408	0			408
WBL		231	274	272			272	0			272
WBT		1,546	1,837	1,821			1,822	0	18		1,841
WBR		129	153	152			152	5			157
North Leg											
Approach		668	794	787			787	2			789
Departure		1,390	1,651	1,637			1,638	17			1,656
Total		2,058	2,445	2,423			2,426	19			2,445
South Leg											
Approach		1,270	1,509	1,496			1,497	7			1,504
Departure		992	1,178	1,168			1,169	1			1,170
Total		2,262	2,687	2,664			2,666	8			2,674
East Leg											
Approach		1,906	2,264	2,244			2,247	5			2,270
Departure		1,961	2,330	2,309			2,312	1			2,312
Total		3,867	4,594	4,554			4,558	6			4,582
West Leg											
Approach		2,296	2,728	2,704			2,706	5			2,712
Departure		1,797	2,135	2,116			2,118	1			2,137
Total		4,093	4,862	4,820			4,825	6			4,849
Total Approaches											
Approach		6,140	7,294	7,230			7,237	19			7,275
Departure		6,140	7,294	7,230			7,237	19			7,275
Total		12,280	14,588	14,461			14,475	38			14,550

Peak Hour Volume Summary

AM Peak Hour										
Existing		No Build	TSM	Segment 1,2,3		Segment 1a				
(2007)		Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign	Diverted Traffic	Total
46 Sepulveda Blvd and I-405 NB Ramps										
	(Growth Rate)	18.80%					17.87%			
NBL	588	699	692			693	0			693
NBT	937	1,113	1,103			1,104	0			1,104
NBR	0	0	0			0	0			0
SBL	0	0	0			0	0			0
SBT	510	606	601			601	0			601
SBR	493	586	581			581	0			581
EBL	316	375	372			372	0			372
EBT	0	0	0			0	0			0
EBR	49	58	58			58	0			58
WBL	1	1	1			1	0			1
WBT	2	2	2			2	0			2
WBR	2	2	2			2	0			2
North Leg										
Approach	1,003	1,192	1,181			1,182	0			1,182
Departure	1,255	1,491	1,478			1,479	0			1,479
Total	2,258	2,682	2,659			2,662	0			2,662
South Leg										
Approach	1,525	1,812	1,796			1,798	0			1,798
Departure	560	665	659			660	0			660
Total	2,085	2,477	2,455			2,458	0			2,458
East Leg										
Approach	5	6	6			6	0			6
Departure	0	0	0			0	0			0
Total	5	6	6			6	0			6
West Leg										
Approach	365	434	430			430	0			430
Departure	1,083	1,287	1,275			1,277	0			1,277
Total	1,448	1,720	1,705			1,707	0			1,707
Total Approaches										
Approach	2,898	3,443	3,413			3,416	0			3,416
Departure	2,898	3,443	3,413			3,416	0			3,416
Total	5,796	6,885	6,825			6,832	0			6,832

Peak Hour Volume Summary

AM Peak Hour

		Existing	No Build	TSM	Segment 1,2,3		Segment 1a				
		(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign	Diverted Traffic	Total
47	Sepulveda Blvd and Washington Pl										
	(Growth Rate)		18.80%					17.87%			
NBL		67	80					79	0		79
NBT		1,055	1,253					1,244	0		1,244
NBR		16	19					19	0		19
SBL		58	69					68	0		68
SBT		381	453					449	0		449
SBR		141	168					166	0		166
EBL		214	254					252	0		252
EBT		678	805					799	0		799
EBR		55	65					65	0		65
WBL		16	19					19	0		19
WBT		541	643					638	0		638
WBR		223	265					263	0		263
North Leg											
Approach		580	689					684	0		684
Departure		1,492	1,772					1,759	0		1,759
Total		2,072	2,461					2,442	0		2,442
South Leg											
Approach		1,138	1,352					1,341	0		1,341
Departure		452	537					533	0		533
Total		1,590	1,889					1,874	0		1,874
East Leg											
Approach		780	927					919	0		919
Departure		752	893					886	0		886
Total		1,532	1,820					1,806	0		1,806
West Leg											
Approach		947	1,125					1,116	0		1,116
Departure		749	890					883	0		883
Total		1,696	2,015					1,999	0		1,999
Total Approaches											
Approach		3,445	4,092					4,061	0		4,061
Departure		3,445	4,092					4,061	0		4,061
Total		6,890	8,185					8,122	0		8,122

Peak Hour Volume Summary

AM Peak Hour

		Existing	No Build	TSM	Segment 1,2,3		Segment 1a				
		(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign	Diverted Traffic	Total
48	Washington Pl and Washington Blvd (Growth Rate)										
		18.80%	17.76%	18.31%			17.87%				
NBL	0	0	0	0	0	0	0	0		0	
NBT	27	32	32	32	32	32	32	32	0	32	
NBR	698	829	822	826	0	826	823	0		823	
SBL	4	5	5	5	0	5	5	0		5	
SBT	3	4	4	4	0	4	4	0		4	
SBR	86	102	101	102	0	102	101	0		101	
EBL	326	387	384	386	0	386	384	0		384	
EBT	489	581	576	579	0	579	576	0		576	
EBR	15	18	18	18	0	18	18	0		18	
WBL	577	685	679	683	0	683	680	0		680	
WBT	619	735	729	732	0	732	730	0		730	
WBR	0	0	0	0	0	0	0	0		0	
North Leg											
Approach	93	110	110	110	0	110	110	0		110	
Departure	353	419	416	418	0	418	416	0		416	
Total	446	530	525	528	0	528	526	0		526	
South Leg											
Approach	725	861	854	858	0	858	855	0		855	
Departure	595	707	701	704	0	704	701	0		701	
Total	1,320	1,568	1,554	1,562	0	1,562	1,556	0		1,556	
East Leg											
Approach	1,196	1,421	1,408	1,415	0	1,415	1,410	0		1,410	
Departure	1,191	1,415	1,403	1,409	0	1,409	1,404	0		1,404	
Total	2,387	2,836	2,811	2,824	0	2,824	2,814	0		2,814	
West Leg											
Approach	830	986	977	982	0	982	978	0		978	
Departure	705	838	830	834	0	834	831	0		831	
Total	1,535	1,824	1,808	1,816	0	1,816	1,809	0		1,809	
Total Approaches											
Approach	2,844	3,379	3,349	3,365	0	3,365	3,352	0		3,352	
Departure	2,844	3,379	3,349	3,365	0	3,365	3,352	0		3,352	
Total	5,688	6,757	6,698	6,729	0	6,729	6,705	0		6,705	

Peak Hour Volume Summary

AM Peak Hour

		Existing	No Build	TSM	Segment 1,2,3		Segment 1a			
		(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign	Diverted Traffic
										Total
49	Military Ave and Exposition Blvd									
	<i>(Growth Rate)</i>		13.08%	12.60%	12.15%					
NBL		82	93	92	92	0	92			
NBT		220	249	248	247	0	247			
NBR		7	8	8	8	0	8			
SBL		12	14	14	13	0	13			
SBT		43	49	48	48	0	48			
SBR		37	42	42	41	6	47			
EBL		79	89	89	89	1	90			
EBT		87	98	98	98	1	99			
EBR		16	18	18	18	0	18			
WBL		6	7	7	7	0	7			
WBT		84	95	95	94	6	100			
WBR		23	26	26	26	0	26			
North Leg										
Approach		92	104	104	103	6	109			
Departure		322	364	363	361	1	362			
Total		414	468	466	464	7	471			
South Leg										
Approach		309	349	348	347	0	347			
Departure		65	74	73	73	0	73			
Total		374	423	421	419	0	419			
East Leg										
Approach		113	128	127	127	6	133			
Departure		106	120	119	119	1	120			
Total		219	248	247	246	7	253			
West Leg										
Approach		182	206	205	204	2	206			
Departure		203	230	229	228	12	240			
Total		385	435	434	432	14	446			
Total Approaches										
Approach		696	787	784	781	14	794			
Departure		696	787	784	781	14	794			
Total		1,392	1,574	1,567	1,561	28	1,589			

Peak Hour Volume Summary

AM Peak Hour

		Existing	No Build	TSM	Segment 1,2,3		Segment 1a				
		(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign	Diverted Traffic	Total
50	Girard Ave and Venice Blvd										
	(Growth Rate)		18.45%	18.33%			17.74%				
NBL	73	86	86	86	86	0					86
NBT	80	95	95	95	94	0					94
NBR	48	57	57	57	57	0					57
SBL	58	69	69	69	68	0					68
SBT	44	52	52	52	52	0					52
SBR	46	54	54	54	54	0					54
EBL	31	37	37	37	37	0			121		158
EBT	1,976	2,340	2,338	2,338	2,327	0					2,327
EBR	27	32	32	32	32	0					32
WBL	46	54	54	54	54	0			188		243
WBT	1,864	2,208	2,206	2,206	2,195	0					2,195
WBR	18	21	21	21	21	0					21
North Leg											
Approach	148	175	175	175	174	0					174
Departure	129	153	153	153	152	0					273
Total	277	328	328	328	326	0					447
South Leg											
Approach	201	238	238	238	237	0					237
Departure	117	139	138	138	138	0					326
Total	318	377	376	376	374	0					563
East Leg											
Approach	1,928	2,284	2,281	2,281	2,270	0					2,458
Departure	2,082	2,466	2,464	2,464	2,451	0					2,451
Total	4,010	4,750	4,745	4,745	4,721	0					4,910
West Leg											
Approach	2,034	2,409	2,407	2,407	2,395	0					2,516
Departure	1,983	2,349	2,347	2,347	2,335	0					2,335
Total	4,017	4,758	4,753	4,753	4,730	0					4,851
Total Approaches											
Approach	4,311	5,106	5,101	5,101	5,076	0					5,386
Departure	4,311	5,106	5,101	5,101	5,076	0					5,386
Total	8,622	10,212	10,203	10,203	10,152	0					10,771

Peak Hour Volume Summary

AM Peak Hour

		Existing	No Build	TSM	Segment 1,2,3		Segment 1a			
		(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign	Diverted Traffic
										Total
51	Westwood Blvd and Exposition Blvd (N)									
	(Growth Rate)		13.08%	12.60%	12.15%					
NBL	69	78	78	77	1	78				
NBT	1,062	1,201	1,196	1,191	1	1,192				
NBR	0	0	0	0	0	0				
SBL	0	0	0	0	0	0				
SBT	544	615	613	610	8	618				
SBR	23	26	26	26	0	26				
EBL	68	77	77	76	0	76				
EBT	0	0	0	0	0	0				
EBR	53	60	60	59	2	61				
WBL	0	0	0	0	0	0				
WBT	0	0	0	0	0	0				
WBR	0	0	0	0	6	6				
North Leg										
Approach	567	641	638	636	8	644				
Departure	1,130	1,278	1,272	1,267	8	1,275				
Total	1,697	1,919	1,911	1,903	16	1,919				
South Leg										
Approach	1,131	1,279	1,273	1,268	2	1,270				
Departure	597	675	672	670	10	679				
Total	1,728	1,954	1,946	1,938	12	1,950				
East Leg										
Approach	0	0	0	0	6	6				
Departure	0	0	0	0	0	0				
Total	0	0	0	0	6	6				
West Leg										
Approach	121	137	136	136	2	138				
Departure	92	104	104	103	1	104				
Total	213	241	240	239	3	241				
Total Approaches										
Approach	1,819	2,057	2,048	2,040	18	2,058				
Departure	1,819	2,057	2,048	2,040	18	2,058				
Total	3,638	4,114	4,096	4,080	36	4,116				

Peak Hour Volume Summary

AM Peak Hour									
	Existing	No Build	TSM	Segment 1,2,3		Segment 1a			
	(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign	Diverted Traffic Total
52 Westwood Blvd and Exposition Blvd (S)									
(Growth Rate)		13.08%	12.60%	12.15%					
NBL	81	92	91	91	0	0			
NBT	1,045	1,182	1,177	1,172	0	1,172			
NBR	1	1	1	1	12	13			
SBL	0	0	0	0	0	0			
SBT	529	598	596	593	10	603			
SBR	26	29	29	29	0	0			
EBL	58	66	65	65	0	0			
EBT	0	0	0	0	0	0			
EBR	62	70	70	70	2	137			
WBL	0	0	0	0	0	0			
WBT	0	0	0	0	0	0			
WBR	1	1	1	1	2	3			
North Leg									
Approach	555	628	625	622	10	603			
Departure	1,104	1,248	1,243	1,238	2	1,175			
Total	1,659	1,876	1,868	1,861	12	1,778			
South Leg									
Approach	1,127	1,274	1,269	1,264	12	1,185			
Departure	591	668	665	663	12	739			
Total	1,718	1,943	1,934	1,927	23	1,924			
East Leg									
Approach	1	1	1	1	2	3			
Departure	1	1	1	1	12	13			
Total	2	2	2	2	14	16			
West Leg									
Approach	120	136	135	135	2	137			
Departure	107	121	120	120	0	0			
Total	227	257	256	255	2	137			
Total Approaches									
Approach	1,803	2,039	2,030	2,022	25	1,927			
Departure	1,803	2,039	2,030	2,022	25	1,927			
Total	3,606	4,078	4,060	4,044	50	3,854			

Peak Hour Volume Summary

		AM Peak Hour								
		Existing	No Build	TSM	Segment 1,2,3		Segment 1a			
		(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign	Diverted Traffic
53	Overland Ave and Ashby Ave									
	(Growth Rate)	13.08%	12.60%	12.15%						
NBL	23	26	26	26	4	30				
NBT	1,595	1,804	1,796	1,789	0	1,789				
NBR	81	92	91	91	0	91				
SBL	25	28	28	28	0	28				
SBT	1,023	1,157	1,152	1,147	19	1,167				
SBR	9	10	10	10	0	10				
EBL	15	17	17	17	3	20				
EBT	47	53	53	53	1	53				
EBR	17	19	19	19	12	31				
WBL	168	190	189	188	4	192				
WBT	38	43	43	43	0	43				
WBR	50	57	56	56	0	56				
North Leg										
Approach	1,057	1,195	1,190	1,185	19	1,205				
Departure	1,660	1,877	1,869	1,862	3	1,865				
Total	2,717	3,072	3,059	3,047	23	3,070				
South Leg										
Approach	1,699	1,921	1,913	1,905	4	1,909				
Departure	1,208	1,366	1,360	1,355	36	1,390				
Total	2,907	3,287	3,273	3,260	39	3,300				
East Leg										
Approach	256	289	288	287	4	291				
Departure	153	173	172	172	1	172				
Total	409	463	461	459	5	463				
West Leg										
Approach	79	89	89	89	16	105				
Departure	70	79	79	79	4	82				
Total	149	168	168	167	20	187				
Total Approaches										
Approach	3,091	3,495	3,480	3,466	43	3,510				
Departure	3,091	3,495	3,480	3,466	43	3,510				
Total	6,182	6,991	6,961	6,933	87	7,019				

Peak Hour Volume Summary

AM Peak Hour

		Existing	No Build	TSM	Segment 1,2,3		Segment 1a				
		(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign	Diverted Traffic	Total
54	Overland Ave and Northvale Rd (Growth Rate)			13.08%	12.60%	12.15%					
NBL	0	0	0	0	0	0					
NBT	1,801	2,037	2,028	2,020	0	2,020					
NBR	73	83	82	82	0	82					
SBL	20	23	23	22	0	22					
SBT	1,306	1,477	1,471	1,465	1	1,465					
SBR	0	0	0	0	39	39					
EBL	0	0	0	0	0	0					
EBT	0	0	0	0	0	0					
EBR	0	0	0	0	0	0					
WBL	47	53	53	53	0	0					
WBT	0	0	0	0	0	0					
WBR	46	52	52	52	0	104					
North Leg											
Approach	1,326	1,499	1,493	1,487	39	1,526					
Departure	1,847	2,089	2,080	2,071	0	2,124					
Total	3,173	3,588	3,573	3,558	39	3,651					
South Leg											
Approach	1,874	2,119	2,110	2,102	0	2,102					
Departure	1,353	1,530	1,523	1,517	1	1,465					
Total	3,227	3,649	3,634	3,619	1	3,567					
East Leg											
Approach	93	105	105	104	0	104					
Departure	93	105	105	104	0	104					
Total	186	210	209	209	0	209					
West Leg											
Approach	0	0	0	0	0	0					
Departure	0	0	0	0	39	39					
Total	0	0	0	0	39	39					
Total Approaches											
Approach	3,293	3,724	3,708	3,693	39	3,732					
Departure	3,293	3,724	3,708	3,693	39	3,732					
Total	6,586	7,448	7,416	7,386	79	7,465					

Peak Hour Volume Summary

AM Peak Hour									
	Existing	No Build	TSM	Segment 1,2,3		Segment 1a			
	(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign	Diverted Traffic Total
55 Overland Ave and National Blvd/I-10 WB Ramps									
(Growth Rate)		13.08%	12.60%	12.15%					
NBL	26	29	29	29	0	29			
NBT	1,004	1,135	1,130	1,126	8	1,134			
NBR	803	908	904	901	0	901			
SBL	695	786	783	779	0	779			
SBT	1,047	1,184	1,179	1,174	1	1,175			
SBR	84	95	95	94	1	95			
EBL	317	358	357	356	4	359			
EBT	295	334	332	331	0	331			
EBR	392	443	441	440	0	440			
WBL	115	130	129	129	0	129			
WBT	285	322	321	320	0	320			
WBR	398	450	448	446	0	446			
North Leg									
Approach	1,826	2,065	2,056	2,048	2	2,050			
Departure	1,719	1,944	1,936	1,928	12	1,939			
Total	3,545	4,009	3,992	3,976	14	3,989			
South Leg									
Approach	1,833	2,073	2,064	2,056	8	2,063			
Departure	1,554	1,757	1,750	1,743	1	1,744			
Total	3,387	3,830	3,814	3,798	9	3,807			
East Leg									
Approach	798	902	899	895	0	895			
Departure	1,793	2,028	2,019	2,011	0	2,011			
Total	2,591	2,930	2,917	2,906	0	2,906			
West Leg									
Approach	1,004	1,135	1,130	1,126	4	1,130			
Departure	395	447	445	443	1	444			
Total	1,399	1,582	1,575	1,569	5	1,573			
Total Approaches									
Approach	5,461	6,175	6,149	6,124	14	6,138			
Departure	5,461	6,175	6,149	6,124	14	6,138			
Total	10,922	12,351	12,298	12,249	27	12,276			

Peak Hour Volume Summary

AM Peak Hour

		Existing	No Build	TSM	Segment 1,2,3		Segment 1a				
		(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign	Diverted Traffic	Total
56	Overland Ave and I-10 EB On-Ramp										
	(Growth Rate)		13.08%	12.60%	12.15%						
NBL	0	0	0	0	0	0					
NBT	2,029	2,294	2,285	2,275	8	2,283					
NBR	411	465	463	461	0	461					
SBL	890	1,006	1,002	998	0	998					
SBT	552	624	622	619	1	620					
SBR	0	0	0	0	0	0					
EBL	0	0	0	0	0	0					
EBT	0	0	0	0	0	0					
EBR	0	0	0	0	0	0					
WBL	0	0	0	0	0	0					
WBT	0	0	0	0	0	0					
WBR	0	0	0	0	0	0					
North Leg											
Approach	1,442	1,631	1,624	1,617	1	1,618					
Departure	2,029	2,294	2,285	2,275	8	2,283					
Total	3,471	3,925	3,908	3,893	9	3,902					
South Leg											
Approach	2,440	2,759	2,747	2,736	8	2,744					
Departure	552	624	622	619	1	620					
Total	2,992	3,383	3,369	3,355	9	3,364					
East Leg											
Approach	0	0	0	0	0	0					
Departure	1,301	1,471	1,465	1,459	0	1,459					
Total	1,301	1,471	1,465	1,459	0	1,459					
West Leg											
Approach	0	0	0	0	0	0					
Departure	0	0	0	0	0	0					
Total	0	0	0	0	0	0					
Total Approaches											
Approach	3,882	4,390	4,371	4,354	9	4,363					
Departure	3,882	4,390	4,371	4,354	9	4,363					
Total	7,764	8,780	8,742	8,707	18	8,725					

Peak Hour Volume Summary

AM Peak Hour

		Existing	No Build	TSM	Segment 1,2,3		Segment 1a			
		(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign	Diverted Traffic
										Total
57	Overland Ave and National Blvd/National Pl									
	(Growth Rate)		13.08%	12.60%	12.15%					
NBL	201	201	227	226	225	0	225			
NBT	1,283	1,283	1,451	1,445	1,439	8	1,447			
NBR	8	8	9	9	9	0	9			
SBL	56	56	63	63	63	0	63			
SBT	466	466	527	525	523	1	524			
SBR	41	41	46	46	46	0	46			
EBL	63	63	71	71	71	0	71			
EBT	120	120	136	135	135	0	135			
EBR	240	240	271	270	269	0	269			
WBL	184	184	208	207	206	0	206			
WBT	518	518	586	583	581	0	581			
WBR	867	867	980	976	972	0	972			
North Leg										
Approach	563	563	637	634	631	1	633			
Departure	2,213	2,213	2,503	2,492	2,482	8	2,490			
Total	2,776	2,776	3,139	3,126	3,113	9	3,122			
South Leg										
Approach	1,492	1,492	1,687	1,680	1,673	8	1,681			
Departure	890	890	1,006	1,002	998	1	999			
Total	2,382	2,382	2,694	2,682	2,671	9	2,680			
East Leg										
Approach	1,569	1,569	1,774	1,767	1,760	0	1,760			
Departure	184	184	208	207	206	0	206			
Total	1,753	1,753	1,982	1,974	1,966	0	1,966			
West Leg										
Approach	423	423	478	476	474	0	474			
Departure	760	760	859	856	852	0	852			
Total	1,183	1,183	1,338	1,332	1,327	0	1,327			
Total Approaches										
Approach	4,047	4,047	4,576	4,557	4,539	9	4,548			
Departure	4,047	4,047	4,576	4,557	4,539	9	4,548			
Total	8,094	8,094	9,153	9,114	9,077	18	9,095			

Peak Hour Volume Summary

AM Peak Hour									
Existing		No Build		TSM		Segment 1,2,3		Segment 1a	
(2007)		Year 2030		Year 2030		Station Assign.	Total	Year 2030	Station Assign
								Diverted Traffic	Total
58 1-10 EB Off Ramp and National Blvd									
	(Growth Rate)	13.08%		12.60%		12.15%			
NBL	0	0		0		0	0		
NBT	0	0		0		0	0		
NBR	0	0		0		0	0		
SBL	375	424		422		421	0	421	
SBT	0	0		0		0	0		
SBR	542	613		610		608	0	608	
EBL	0	0		0		0	0		
EBT	180	204		203		202	0	202	
EBR	0	0		0		0	0		
WBL	0	0		0		0	0		
WBT	1,084	1,226		1,221		1,216	0	1,216	
WBR	0	0		0		0	0		
North Leg									
Approach	917	1,037		1,033		1,028	0	1,028	
Departure	0	0		0		0	0		
Total	917	1,037		1,033		1,028	0	1,028	
South Leg									
Approach	0	0		0		0	0		
Departure	0	0		0		0	0		
Total	0	0		0		0	0		
East Leg									
Approach	1,084	1,226		1,221		1,216	0	1,216	
Departure	555	628		625		622	0	622	
Total	1,639	1,853		1,845		1,838	0	1,838	
West Leg									
Approach	180	204		203		202	0	202	
Departure	1,626	1,839		1,831		1,823	0	1,823	
Total	1,806	2,042		2,034		2,025	0	2,025	
Total Approaches									
Approach	2,181	2,466		2,456		2,446	0	2,446	
Departure	2,181	2,466		2,456		2,446	0	2,446	
Total	4,362	4,933		4,912		4,892	0	4,892	

Peak Hour Volume Summary

AM Peak Hour										
	Existing	No Build	TSM	Segment 1,2,3		Segment 1a				Total
	(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign	Diverted Traffic	
59 Overland Ave and Venice Blvd										
	<i>(Growth Rate)</i>	18.45%	18.33%			17.74%				
NBL	103	122	122			121	0			121
NBT	1,044	1,237	1,235			1,229	0			1,229
NBR	187	221	221			220	0			220
SBL	94	111	111			111	0			111
SBT	660	782	781			777	0			777
SBR	128	152	151			151	0			151
EBL	253	300	299			298	0	33		331
EBT	1,711	2,027	2,025			2,015	0			2,015
EBR	132	156	156			155	0			155
WBL	420	497	497			495	0	33		527
WBT	1,618	1,916	1,915			1,905	0			1,905
WBR	185	219	219			218	0			218
North Leg										
Approach	882	1,045	1,044			1,038	0			1,038
Departure	1,482	1,755	1,754			1,745	0			1,778
Total	2,364	2,800	2,797			2,783	0			2,816
South Leg										
Approach	1,334	1,580	1,579			1,571	0			1,571
Departure	1,212	1,436	1,434			1,427	0			1,460
Total	2,546	3,016	3,013			2,998	0			3,031
East Leg										
Approach	2,223	2,633	2,631			2,617	0			2,650
Departure	1,992	2,359	2,357			2,345	0			2,345
Total	4,215	4,992	4,988			4,963	0			4,996
West Leg										
Approach	2,096	2,483	2,480			2,468	0			2,501
Departure	1,849	2,190	2,188			2,177	0			2,177
Total	3,945	4,673	4,668			4,645	0			4,678
Total Approaches										
Approach	6,535	7,740	7,733			7,694	0			7,760
Departure	6,535	7,740	7,733			7,694	0			7,760
Total	13,070	15,481	15,466			15,389	0			15,521

Peak Hour Volume Summary

AM Peak Hour

		Existing	No Build	TSM	Segment 1,2,3		Segment 1a				
		(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign	Diverted Traffic	Total
60	Overland Ave and Washington Blvd										
	(Growth Rate)		18.45%	18.33%			17.74%				
NBL		182	216	215			214	0			214
NBT		762	903	902			897	0			897
NBR		103	122	122			121	0			121
SBL		175	207	207			206	0			206
SBT		756	895	895			890	0			890
SBR		164	194	194			193	0			193
EBL		186	220	220			219	0			219
EBT		794	940	940			935	0			935
EBR		272	322	322			320	0			320
WBL		193	229	228			227	0			227
WBT		1,033	1,224	1,222			1,216	0			1,216
WBR		215	255	254			253	0			253
North Leg											
Approach		1,095	1,297	1,296			1,289	0			1,289
Departure		1,163	1,378	1,376			1,369	0			1,369
Total		2,258	2,675	2,672			2,659	0			2,659
South Leg											
Approach		1,047	1,240	1,239			1,233	0			1,233
Departure		1,221	1,446	1,445			1,438	0			1,438
Total		2,268	2,686	2,684			2,670	0			2,670
East Leg											
Approach		1,441	1,707	1,705			1,697	0			1,697
Departure		1,072	1,270	1,269			1,262	0			1,262
Total		2,513	2,977	2,974			2,959	0			2,959
West Leg											
Approach		1,252	1,483	1,482			1,474	0			1,474
Departure		1,379	1,633	1,632			1,624	0			1,624
Total		2,631	3,116	3,113			3,098	0			3,098
Total Approaches											
Approach		4,835	5,727	5,721			5,693	0			5,693
Departure		4,835	5,727	5,721			5,693	0			5,693
Total		9,670	11,454	11,443			11,386	0			11,386

Peak Hour Volume Summary

AM Peak Hour									
	Existing	No Build	TSM	Segment 1,2,3		Segment 1a			
	(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign	Diverted Traffic
61 Motor Ave and National Blvd									
(Growth Rate)		13.08%	12.60%	12.15%					
NBL	43	49	48	48	0	48			
NBT	563	637	634	631	0	631			
NBR	11	12	12	12	0	12			
SBL	23	26	26	26	2	27			
SBT	224	253	252	251	0	251			
SBR	95	107	107	107	0	107			
EBL	8	9	9	9	0	9			
EBT	380	430	428	426	2	428			
EBR	193	218	217	216	0	216			
WBL	8	9	9	9	0	9			
WBT	586	663	660	657	0	657			
WBR	47	53	53	53	0	53			
North Leg									
Approach	342	387	385	384	2	385			
Departure	618	699	696	693	0	693			
Total	960	1,086	1,081	1,077	2	1,078			
South Leg									
Approach	617	698	695	692	0	692			
Departure	425	481	479	477	0	477			
Total	1,042	1,178	1,173	1,169	0	1,169			
East Leg									
Approach	641	725	722	719	1	719			
Departure	414	468	466	464	3	467			
Total	1,055	1,193	1,188	1,183	4	1,187			
West Leg									
Approach	581	657	654	652	2	653			
Departure	724	819	815	812	0	812			
Total	1,305	1,476	1,469	1,464	2	1,465			
Total Approaches									
Approach	2,181	2,466	2,456	2,446	4	2,450			
Departure	2,181	2,466	2,456	2,446	4	2,450			
Total	4,362	4,933	4,912	4,892	7	4,899			

Peak Hour Volume Summary

AM Peak Hour										
	Existing	No Build	TSM	Segment 1,2,3		Segment 1a				Total
	(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign	Diverted Traffic	
62 Motor Ave and Venice Blvd										
	<i>(Growth Rate)</i>	18.45%	18.33%			17.74%				
NBL	39	46	46			46	0			46
NBT	395	468	467			465	0			465
NBR	33	39	39			39	0			39
SBL	200	237	237			235	0			235
SBT	347	411	411			409	0			409
SBR	246	291	291			290	0			290
EBL	85	101	101			100	0			100
EBT	1,847	2,188	2,186			2,175	0			2,175
EBR	19	23	22			22	0			22
WBL	63	75	75			74	0			74
WBT	1,909	2,261	2,259			2,248	0			2,248
WBR	112	133	133			132	0			132
North Leg										
Approach	793	939	938			934	0			934
Departure	592	701	701			697	0			697
Total	1,385	1,640	1,639			1,631	0			1,631
South Leg										
Approach	467	553	553			550	0			550
Departure	429	508	508			505	0			505
Total	896	1,061	1,060			1,055	0			1,055
East Leg										
Approach	2,084	2,468	2,466			2,454	0			2,454
Departure	2,080	2,464	2,461			2,449	0			2,449
Total	4,164	4,932	4,927			4,903	0			4,903
West Leg										
Approach	1,951	2,311	2,309			2,297	0			2,297
Departure	2,194	2,599	2,596			2,583	0			2,583
Total	4,145	4,910	4,905			4,880	0			4,880
Total Approaches										
Approach	5,295	6,272	6,266			6,234	0			6,234
Departure	5,295	6,272	6,266			6,234	0			6,234
Total	10,590	12,543	12,531			12,469	0			12,469

Peak Hour Volume Summary

AM Peak Hour

		Existing	No Build	TSM	Segment 1,2,3		Segment 1a				
		(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign	Diverted Traffic	Total
63	Motor Ave and Washington Blvd										
	(Growth Rate)		18.45%	18.33%				17.74%			
NBL		0	0	0			0	0			0
NBT		0	0	0			0	0			0
NBR		0	0	0			0	0			0
SBL		257	304	304			303	0			303
SBT		0	0	0			0	0			0
SBR		204	242	241			240	0			240
EBL		314	372	372			370	0			370
EBT		992	1,175	1,174			1,168	0			1,168
EBR		0	0	0			0	0			0
WBL		0	0	0			0	0			0
WBT		839	994	993			988	0			988
WBR		106	126	125			125	0			125
North Leg											
Approach		461	546	546			543	0			543
Departure		420	497	497			495	0			495
Total		881	1,044	1,042			1,037	0			1,037
South Leg											
Approach		0	0	0			0	0			0
Departure		0	0	0			0	0			0
Total		0	0	0			0	0			0
East Leg											
Approach		945	1,119	1,118			1,113	0			1,113
Departure		1,249	1,479	1,478			1,471	0			1,471
Total		2,194	2,599	2,596			2,583	0			2,583
West Leg											
Approach		1,306	1,547	1,545			1,538	0			1,538
Departure		1,043	1,235	1,234			1,228	0			1,228
Total		2,349	2,782	2,780			2,766	0			2,766
Total Approaches											
Approach		2,712	3,212	3,209			3,193	0			3,193
Departure		2,712	3,212	3,209			3,193	0			3,193
Total		5,424	6,425	6,418			6,386	0			6,386

Peak Hour Volume Summary

AM Peak Hour

		Existing	No Build	TSM	Segment 1,2,3		Segment 1a				
		(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign	Diverted Traffic	Total
64	Clarington Ave and Venice Blvd										
	(Growth Rate)		18.45%	18.33%			17.74%				
NBL	63	75	75	75			74	0			74
NBT	170	201	201	201			200	0			200
NBR	114	135	135	135			134	0			134
SBL	99	117	117	117			117	0			117
SBT	148	175	175	175			174	0			174
SBR	54	64	64	64			64	0			64
EBL	101	120	120	120			119	0			119
EBT	1,939	2,297	2,294	2,294			2,283	0			2,283
EBR	77	91	91	91			91	0			91
WBL	116	137	137	137			137	0	31		167
WBT	1,913	2,266	2,264	2,264			2,252	0			2,252
WBR	16	19	19	19			19	0			19
North Leg											
Approach	301	357	356	356			354	0			354
Departure	287	340	340	340			338	0			338
Total	588	696	696	696			692	0			692
South Leg											
Approach	347	411	411	411			409	0			409
Departure	341	404	404	404			402	0			432
Total	688	815	814	814			810	0			841
East Leg											
Approach	2,045	2,422	2,420	2,420			2,408	0			2,438
Departure	2,152	2,549	2,546	2,546			2,534	0			2,534
Total	4,197	4,971	4,966	4,966			4,942	0			4,972
West Leg											
Approach	2,117	2,507	2,505	2,505			2,493	0			2,493
Departure	2,030	2,404	2,402	2,402			2,390	0			2,390
Total	4,147	4,912	4,907	4,907			4,883	0			4,883
Total Approaches											
Approach	4,810	5,697	5,692	5,692			5,663	0			5,694
Departure	4,810	5,697	5,692	5,692			5,663	0			5,694
Total	9,620	11,394	11,383	11,383			11,327	0			11,388

Peak Hour Volume Summary

AM Peak Hour

		Existing	No Build	TSM	Segment 1,2,3		Segment 1a				
		(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign	Diverted Traffic	Total
65	Clarington Ave/Madison Ave and Washington Blvd										
	(Growth Rate)		18.45%		18.33%			17.74%			
NBL		25	30		30			29	0		29
NBT		115	136		136			135	0		135
NBR		64	76		76			75	0		75
SBL		52	62		62			61	0		61
SBT		34	40		40			40	0		40
SBR		160	190		189			188	0		188
EBL		212	251		251			250	0		250
EBT		834	988		987			982	0		982
EBR		30	36		35			35	0		35
WBL		7	8		8			8	0		8
WBT		849	1,006		1,005			1,000	0		1,000
WBR		105	124		124			124	0		124
North Leg											
Approach		246	291		291			290	0		290
Departure		432	512		511			509	0		509
Total		678	803		802			798	0		798
South Leg											
Approach		204	242		241			240	0		240
Departure		71	84		84			84	0		84
Total		275	326		325			324	0		324
East Leg											
Approach		961	1,138		1,137			1,132	0		1,132
Departure		950	1,125		1,124			1,119	0		1,119
Total		1,911	2,264		2,261			2,250	0		2,250
West Leg											
Approach		1,076	1,274		1,273			1,267	0		1,267
Departure		1,034	1,225		1,224			1,217	0		1,217
Total		2,110	2,499		2,497			2,484	0		2,484
Total Approaches											
Approach		2,487	2,946		2,943			2,928	0		2,928
Departure		2,487	2,946		2,943			2,928	0		2,928
Total		4,974	5,891		5,886			5,857	0		5,857

Peak Hour Volume Summary

AM Peak Hour

		Existing	No Build	TSM	Segment 1,2,3		Segment 1a		
		(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign
								Diverted Traffic	Total
66	Palms Blvd/National Blvd and Exposition Blvd/National Blvd								
	(Growth Rate)		13.08%	12.60%	12.15%				
NBL	26	29	29	29	0	29			
NBT	1,128	1,276	1,270	1,265	0	1,265			
NBR	118	133	133	132	2	134			
SBL	65	74	73	73	3	76			
SBT	866	979	975	971	0	971			
SBR	249	282	280	279	0	279			
EBL	157	178	177	176	0	176			
EBT	143	162	161	160	3	164			
EBR	8	9	9	9	0	9			
WBL	153	173	172	172	0	172			
WBT	250	283	281	280	1	281			
WBR	198	224	223	222	1	223			
North Leg									
Approach	1,180	1,334	1,329	1,323	3	1,327			
Departure	1,483	1,677	1,670	1,663	1	1,664			
Total	2,663	3,011	2,998	2,986	4	2,990			
South Leg									
Approach	1,272	1,438	1,432	1,427	2	1,428			
Departure	1,027	1,161	1,156	1,152	0	1,152			
Total	2,299	2,600	2,589	2,578	2	2,580			
East Leg									
Approach	601	680	677	674	1	675			
Departure	326	369	367	366	8	374			
Total	927	1,048	1,044	1,040	9	1,049			
West Leg									
Approach	308	348	347	345	3	349			
Departure	525	594	591	589	1	589			
Total	833	942	938	934	4	938			
Total Approaches									
Approach	3,361	3,801	3,784	3,769	9	3,779			
Departure	3,361	3,801	3,784	3,769	9	3,779			
Total	6,722	7,601	7,569	7,538	19	7,557			

Peak Hour Volume Summary

AM Peak Hour

		Existing	No Build	TSM	Segment 1,2,3		Segment 1a				
		(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign	Diverted Traffic	Total
67	Hughes Ave and Venice Blvd										
	(Growth Rate)		18.45%	18.33%			17.74%				
NBL	83	98		98			98	0			98
NBT	203	240		240			239	0			239
NBR	97	115		115			114	0			114
SBL	60	71		71			71	0			71
SBT	182	216		215			214	0			214
SBR	41	49		49			48	0			48
EBL	38	45		45			45	0			45
EBT	1,973	2,337		2,335			2,323	0			2,323
EBR	99	117		117			117	0			117
WBL	177	210		209			208	0		64	272
WBT	1,944	2,303		2,300			2,289	0			2,289
WBR	19	23		22			22	0			22
North Leg											
Approach	283	335		335			333	0			333
Departure	260	308		308			306	0			306
Total	543	643		643			639	0			639
South Leg											
Approach	383	454		453			451	0			451
Departure	458	542		542			539	0			603
Total	841	996		995			990	0			1,054
East Leg											
Approach	2,140	2,535		2,532			2,520	0			2,583
Departure	2,130	2,523		2,520			2,508	0			2,508
Total	4,270	5,058		5,053			5,028	0			5,091
West Leg											
Approach	2,110	2,499		2,497			2,484	0			2,484
Departure	2,068	2,449		2,447			2,435	0			2,435
Total	4,178	4,949		4,944			4,919	0			4,919
Total Approaches											
Approach	4,916	5,823		5,817			5,788	0			5,852
Departure	4,916	5,823		5,817			5,788	0			5,852
Total	9,832	11,646		11,634			11,576	0			11,704

Peak Hour Volume Summary

AM Peak Hour

		Existing	No Build	TSM	Segment 1,2,3		Segment 1a				
		(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign	Diverted Traffic	Total
68	Hughes Ave/Duquesne Ave and Washington Blvc										
	(Growth Rate)		18.45%		18.33%			17.74%			
NBL	96	114		114				113	0		113
NBT	227	269		269				267	0		267
NBR	74	88		88				87	0		87
SBL	23	27		27				27	0		27
SBT	241	285		285				284	0		284
SBR	83	98		98				98	0		98
EBL	69	82		82				81	0		81
EBT	884	1,047		1,046				1,041	0		1,041
EBR	170	201		201				200	0		200
WBL	103	122		122				121	0		121
WBT	803	951		950				945	0		945
WBR	36	43		43				42	0		42
North Leg											
Approach	347	411		411				409	0		409
Departure	332	393		393				391	0		391
Total	679	804		803				799	0		799
South Leg											
Approach	397	470		470				467	0		467
Departure	514	609		608				605	0		605
Total	911	1,079		1,078				1,073	0		1,073
East Leg											
Approach	942	1,116		1,115				1,109	0		1,109
Departure	981	1,162		1,161				1,155	0		1,155
Total	1,923	2,278		2,276				2,264	0		2,264
West Leg											
Approach	1,123	1,330		1,329				1,322	0		1,322
Departure	982	1,163		1,162				1,156	0		1,156
Total	2,105	2,493		2,491				2,478	0		2,478
Total Approaches											
Approach	2,809	3,327		3,324				3,307	0		3,307
Departure	2,809	3,327		3,324				3,307	0		3,307
Total	5,618	6,654		6,648				6,615	0		6,615

Peak Hour Volume Summary

AM Peak Hour									
	Existing	No Build	TSM	Segment 1,2,3		Segment 1a			
	(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign	Diverted Traffic Total
69 Manning Ave/1-10 WB and National Blvd									
	(Growth Rate)	13.08%	12.60%	12.15%					
NBL	231	261	260	259	0	259			
NBT	1,116	1,262	1,257	1,252	0	1,252			
NBR	0	0	0	0	0	0			
SBL	0	0	0	0	0	0			
SBT	986	1,115	1,110	1,106	2	1,107			
SBR	334	378	376	375	0	375			
EBL	94	106	106	105	0	105			
EBT	0	0	0	0	0	0			
EBR	39	44	44	44	2	45			
WBL	117	132	132	131	0	131			
WBT	143	162	161	160	0	160			
WBR	32	36	36	36	0	36			
North Leg									
Approach	1,320	1,493	1,486	1,480	2	1,482			
Departure	1,242	1,404	1,398	1,393	0	1,393			
Total	2,562	2,897	2,885	2,873	2	2,875			
South Leg									
Approach	1,347	1,523	1,517	1,511	1	1,511			
Departure	1,142	1,291	1,286	1,281	3	1,284			
Total	2,489	2,815	2,803	2,791	4	2,795			
East Leg									
Approach	292	330	329	327	0	327			
Departure	0	0	0	0	0	0			
Total	292	330	329	327	0	327			
West Leg									
Approach	133	150	150	149	2	151			
Departure	708	801	797	794	0	794			
Total	841	951	947	943	2	945			
Total Approaches									
Approach	3,092	3,497	3,482	3,468	4	3,471			
Departure	3,092	3,497	3,482	3,468	4	3,471			
Total	6,184	6,993	6,963	6,935	7	6,943			

Peak Hour Volume Summary

AM Peak Hour										
Existing		No Build	TSM	Segment 1,2,3		Segment 1a				
(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign	Diverted Traffic	Total	
70 Culver Blvd and Washington Blvd										
	<i>(Growth Rate)</i>	18.45%	18.33%			17.74%				
NBL	0	0	0		0	0			0	
NBT	918	1,087	1,086		1,081	0			1,081	
NBR	39	46	46		46	0			46	
SBL	92	109	109		108	0			108	
SBT	713	845	844		840	0			840	
SBR	582	689	689		685	0			685	
EBL	21	25	25		25	0			25	
EBT	569	674	673		670	0			670	
EBR	26	31	31		31	0			31	
WBL	86	102	102		101	0			101	
WBT	0	0	0		0	0			0	
WBR	138	163	163		162	0			162	
North Leg										
Approach	1,387	1,643	1,641		1,633	0			1,633	
Departure	1,077	1,276	1,274		1,268	0			1,268	
Total	2,464	2,919	2,916		2,901	0			2,901	
South Leg										
Approach	957	1,134	1,132		1,127	0			1,127	
Departure	825	977	976		971	0			971	
Total	1,782	2,111	2,109		2,098	0			2,098	
East Leg										
Approach	224	265	265		264	0			264	
Departure	700	829	828		824	0			824	
Total	924	1,094	1,093		1,088	0			1,088	
West Leg										
Approach	616	730	729		725	0			725	
Departure	582	689	689		685	0			685	
Total	1,198	1,419	1,418		1,411	0			1,411	
Total Approaches										
Approach	3,184	3,771	3,768		3,749	0			3,749	
Departure	3,184	3,771	3,768		3,749	0			3,749	
Total	6,368	7,543	7,535		7,498	0			7,498	

Peak Hour Volume Summary

AM Peak Hour									
Existing		No Build	TSM	Segment 1,2,3		Segment 1a			
(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign	Diverted Traffic	Total
71 Bagley Ave and Exposition Blvd									
	(Growth Rate)	13.08%	12.60%	12.15%					
NBL	46	52	52	52	0	52			
NBT	216	244	243	242	0	242			
NBR	12	14	14	13	14	28			
SBL	20	23	23	22	5	27			
SBT	158	179	178	177	0	177			
SBR	70	79	79	79	0	79			
EBL	143	162	161	160	0	160			
EBT	60	68	68	67	8	75			
EBR	18	20	20	20	0	20			
WBL	11	12	12	12	2	15			
WBT	90	102	101	101	1	102			
WBR	59	67	66	66	1	67			
North Leg									
Approach	248	280	279	278	5	283			
Departure	418	473	471	469	1	470			
Total	666	753	750	747	6	752			
South Leg									
Approach	274	310	309	307	14	322			
Departure	187	211	211	210	2	212			
Total	461	521	519	517	17	534			
East Leg									
Approach	160	181	180	179	5	184			
Departure	92	104	104	103	27	130			
Total	252	285	284	283	32	314			
West Leg									
Approach	221	250	249	248	8	256			
Departure	206	233	232	231	1	232			
Total	427	483	481	479	9	488			
Total Approaches									
Approach	903	1,021	1,017	1,013	32	1,044			
Departure	903	1,021	1,017	1,013	32	1,044			
Total	1,806	2,042	2,034	2,025	63	2,089			

Peak Hour Volume Summary

AM Peak Hour

		Existing	No Build	TSM	Segment 1,2,3		Segment 1a				
		(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign	Diverted Traffic	Total
72	Bagley Ave/Main St and Venice Blvd										
	(Growth Rate)		18.45%	18.33%			17.74%				
NBL	21	25	25	25			25	0			25
NBT	42	50	50	50			49	6			56
NBR	64	76	76	76			75	0			75
SBL	99	117	117	117			117	0			117
SBT	144	171	170	170			170	1			171
SBR	118	140	140	140			139	1			140
EBL	99	117	117	117			117	5			121
EBT	1,984	2,350	2,348	2,348			2,336	0			2,336
EBR	47	56	56	56			55	0			55
WBL	68	81	80	80			80	0			80
WBT	2,042	2,419	2,416	2,416			2,404	0			2,404
WBR	49	58	58	58			58	0			58
North Leg											
Approach	361	428	427	427			425	2			427
Departure	190	225	225	225			224	11			235
Total	551	653	652	652			649	13			662
South Leg											
Approach	127	150	150	150			150	6			156
Departure	259	307	306	306			305	1			306
Total	386	457	457	457			454	7			462
East Leg											
Approach	2,159	2,557	2,555	2,555			2,542	0			2,542
Departure	2,147	2,543	2,541	2,541			2,528	0			2,528
Total	4,306	5,100	5,095	5,095			5,070	0			5,070
West Leg											
Approach	2,130	2,523	2,520	2,520			2,508	5			2,513
Departure	2,181	2,583	2,581	2,581			2,568	1			2,569
Total	4,311	5,106	5,101	5,101			5,076	6			5,081
Total Approaches											
Approach	4,777	5,658	5,653	5,653			5,625	13			5,638
Departure	4,777	5,658	5,653	5,653			5,625	13			5,638
Total	9,554	11,316	11,305	11,305			11,249	26			11,275

Peak Hour Volume Summary

AM Peak Hour										
Existing		No Build		TSM		Segment 1,2,3		Segment 1a		
(2007)		Year 2030		Year 2030		Station Assign.	Total	Year 2030	Station Assign	Diverted Traffic
										Total
73	Culver Blvd and Washington Blvd/Main St									
	(Growth Rate)	18.45%		18.33%			17.74%			
NBL	1,085	1,285		1,284			1,278	0		1,278
NBT	34	40		40			40	2		42
NBR	0	0		0			0	0		0
SBL	0	0		0			0	0		0
SBT	120	142		142			141	0		142
SBR	133	158		157			157	1		157
EBL	484	573		573			570	5		575
EBT	0	0		0			0	0		0
EBR	1,124	1,331		1,330			1,323	0		1,323
WBL	2	2		2			2	0		2
WBT	356	422		421			419	0		419
WBR	64	76		76			75	0		75
North Leg										
Approach	253	300		299			298	1		299
Departure	582	689		689			685	6		692
Total	835	989		988			983	7		991
South Leg										
Approach	1,119	1,325		1,324			1,318	2		1,319
Departure	1,246	1,476		1,474			1,467	0		1,467
Total	2,365	2,801		2,799			2,785	2		2,786
East Leg										
Approach	422	500		499			497	0		497
Departure	0	0		0			0	0		0
Total	422	500		499			497	0		497
West Leg										
Approach	1,608	1,905		1,903			1,893	5		1,898
Departure	1,574	1,864		1,863			1,853	1		1,854
Total	3,182	3,769		3,765			3,747	6		3,752
Total Approaches										
Approach	3,402	4,030		4,026			4,006	7		4,013
Departure	3,402	4,030		4,026			4,006	7		4,013
Total	6,804	8,059		8,051			8,011	15		8,026

Peak Hour Volume Summary

AM Peak Hour										
	Existing	No Build	TSM	Segment 1,2,3		Segment 1a				Total
	(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign	Diverted Traffic	
74 Culver Blvd and Venice Blvd										
(Growth Rate)		18.45%	18.33%			17.74%				
NBL	44	52	52			52	0			52
NBT	4	5	5			5	0			5
NBR	234	277	277			276	0			276
SBL	35	41	41			41	0			41
SBT	5	6	6			6	0			6
SBR	18	21	21			21	0			21
EBL	13	15	15			15	0		0	15
EBT	2,188	2,592	2,589			2,576	1			2,577
EBR	9	11	11			11	0			11
WBL	345	409	408			406	0			406
WBT	2,255	2,671	2,668			2,655	5			2,660
WBR	26	31	31			31	0			31
North Leg										
Approach	58	69	69			68	0			68
Departure	43	51	51			51	0			51
Total	101	120	120			119	0			119
South Leg										
Approach	282	334	334			332	0			332
Departure	359	425	425			423	0			423
Total	641	759	759			755	0			755
East Leg										
Approach	2,626	3,110	3,107			3,092	5			3,097
Departure	2,457	2,910	2,907			2,893	1			2,894
Total	5,083	6,021	6,015			5,985	6			5,990
West Leg										
Approach	2,210	2,618	2,615			2,602	1			2,603
Departure	2,317	2,744	2,742			2,728	5			2,733
Total	4,527	5,362	5,357			5,330	6			5,336
Total Approaches										
Approach	5,176	6,131	6,125			6,094	6			6,100
Departure	5,176	6,131	6,125			6,094	6			6,100
Total	10,352	12,262	12,250			12,189	11			12,200

Peak Hour Volume Summary

AM Peak Hour

		Existing	No Build	TSM	Segment 1,2,3		Segment 1a				
		(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign	Diverted Traffic	Total
75	Sawtelle Blvd and Washington Pl										
	(Growth Rate)		18.80%	17.76%				17.87%			
NBL	103	122	121					121	0		121
NBT	314	373	370					370	0		370
NBR	52	62	61					61	0		61
SBL	41	49	48					48	0		48
SBT	215	255	253					253	0		253
SBR	52	62	61					61	0		61
EBL	132	157	155					156	0		156
EBT	900	1,069	1,060					1,061	0		1,061
EBR	85	101	100					100	0		100
WBL	62	74	73					73	0		73
WBT	628	746	740					740	0		740
WBR	32	38	38					38	0		38
North Leg											
Approach	308	366	363					363	0		363
Departure	478	568	563					563	0		563
Total	786	934	926					926	0		926
South Leg											
Approach	469	557	552					553	0		553
Departure	362	430	426					427	0		427
Total	831	987	979					980	0		980
East Leg											
Approach	722	858	850					851	0		851
Departure	993	1,180	1,169					1,170	0		1,170
Total	1,715	2,037	2,020					2,022	0		2,022
West Leg											
Approach	1,117	1,327	1,315					1,317	0		1,317
Departure	783	930	922					923	0		923
Total	1,900	2,257	2,237					2,240	0		2,240
Total Approaches											
Approach	2,616	3,108	3,081					3,084	0		3,084
Departure	2,616	3,108	3,081					3,084	0		3,084
Total	5,232	6,215	6,161					6,167	0		6,167

Peak Hour Volume Summary

AM Peak Hour										
Existing		No Build		TSM		Segment 1,2,3		Segment 1a		
(2007)		Year 2030		Year 2030		Year 2030	Station Assign.	Year 2030	Station Assign	Diverted Traffic
							Total			Total
76	Sepulveda Blvd and Queensland St									
	(Growth Rate)	32.35%		30.42%				30.50%		
NBL	9	12		12			12	0		12
NBT	1,675	2,217		2,184			2,186	51		2,237
NBR	18	24		23			23	0		23
SBL	7	9		9			9	0		10
SBT	398	527		519			519	6		525
SBR	2	3		3			3	0		3
EBL	37	49		48			48	0		48
EBT	2	3		3			3	0		3
EBR	6	8		8			8	0		8
WBL	26	34		34			34	0		34
WBT	16	21		21			21	0		21
WBR	44	58		57			57	4		62
North Leg										
Approach	407	539		531			531	6		537
Departure	1,756	2,324		2,290			2,292	56		2,347
Total	2,163	2,863		2,821			2,823	62		2,885
South Leg										
Approach	1,702	2,253		2,220			2,221	51		2,272
Departure	430	569		561			561	6		567
Total	2,132	2,822		2,781			2,782	57		2,839
East Leg										
Approach	86	114		112			112	4		117
Departure	27	36		35			35	0		36
Total	113	150		147			147	5		152
West Leg										
Approach	45	60		59			59	0		59
Departure	27	36		35			35	0		35
Total	72	95		94			94	0		94
Total Approaches										
Approach	2,240	2,965		2,921			2,923	62		2,985
Departure	2,240	2,965		2,921			2,923	62		2,985
Total	4,480	5,929		5,843			5,847	124		5,970

Peak Hour Volume Summary

AM Peak Hour

		Existing	No Build	TSM	Segment 1,2,3		Segment 1a				
		(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign	Diverted Traffic	Total
77	Sepulveda Blvd and Rose Ave										
	(Growth Rate)		32.35%	30.42%			30.50%				
NBL	74	98	97	97			97	0			97
NBT	1,476	1,954	1,925	1,925			1,926	47			1,973
NBR	62	82	81	81			81	0			81
SBL	31	41	40	40			40	0			41
SBT	622	823	811	811			812	5			817
SBR	29	38	38	38			38	0			38
EBL	0	0	0	0			0	0			0
EBT	0	0	0	0			0	0			0
EBR	0	0	0	0			0	0			0
WBL	26	34	34	34			34	0			34
WBT	0	0	0	0			0	0			0
WBR	174	230	227	227			227	4			231
North Leg											
Approach	682	903	889	889			890	6			896
Departure	1,650	2,184	2,152	2,152			2,153	51			2,205
Total	2,332	3,086	3,041	3,041			3,043	57			3,100
South Leg											
Approach	1,612	2,134	2,102	2,102			2,104	47			2,151
Departure	648	858	845	845			846	5			851
Total	2,260	2,991	2,947	2,947			2,949	52			3,002
East Leg											
Approach	200	265	261	261			261	4			265
Departure	93	123	121	121			121	0			122
Total	293	388	382	382			382	5			387
West Leg											
Approach	0	0	0	0			0	0			0
Departure	103	136	134	134			134	0			134
Total	103	136	134	134			134	0			134
Total Approaches											
Approach	2,494	3,301	3,253	3,253			3,255	57			3,312
Departure	2,494	3,301	3,253	3,253			3,255	57			3,312
Total	4,988	6,602	6,505	6,505			6,509	114			6,623

Peak Hour Volume Summary

AM Peak Hour

		Existing	No Build	TSM	Segment 1,2,3		Segment 1a				
		(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign	Diverted Traffic	Total
78	Sepulveda Blvd and Washington Blvd										
	(Growth Rate)		18.80%					17.87%			
NBL		74	88	87			87	0			87
NBT		920	1,093	1,083			1,084	0			1,084
NBR		32	38	38			38	0			38
SBL		22	26	26			26	0			26
SBT		441	524	519			520	0			520
SBR		95	113	112			112	0			112
EBL		209	248	246			246	0			246
EBT		793	942	934			935	0			935
EBR		66	78	78			78	0			78
WBL		71	84	84			84	0			84
WBT		659	783	776			777	0			777
WBR		62	74	73			73	0			73
North Leg											
Approach		558	663	657			658	0			658
Departure		1,191	1,415	1,403			1,404	0			1,404
Total		1,749	2,078	2,060			2,062	0			2,062
South Leg											
Approach		1,026	1,219	1,208			1,209	0			1,209
Departure		578	687	681			681	0			681
Total		1,604	1,905	1,889			1,891	0			1,891
East Leg											
Approach		792	941	933			934	0			934
Departure		847	1,006	997			998	0			998
Total		1,639	1,947	1,930			1,932	0			1,932
West Leg											
Approach		1,068	1,269	1,258			1,259	0			1,259
Departure		828	984	975			976	0			976
Total		1,896	2,252	2,233			2,235	0			2,235
Total Approaches											
Approach		3,444	4,091	4,056			4,060	0			4,060
Departure		3,444	4,091	4,056			4,060	0			4,060
Total		6,888	8,183	8,111			8,119	0			8,119

Peak Hour Volume Summary

AM Peak Hour

		Existing	No Build	TSM	Segment 1,2,3		Segment 1a				
		(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign	Diverted Traffic	Total
79	Military Ave and Venice Blvd										
	(Growth Rate)		18.45%	18.33%			17.74%				
NBL	5	6	6	6			6	0			6
NBT	1	1	1	1			1	0			1
NBR	59	70	70	70			69	0			69
SBL	3	4	4	4			4	0			4
SBT	2	2	2	2			2	0			2
SBR	21	25	25	25			25	0			25
EBL	103	122	122	122			121	0			121
EBT	1,640	1,943	1,941	1,941			1,931	0			1,931
EBR	13	15	15	15			15	0			15
WBL	160	190	189	189			188	0			188
WBT	1,606	1,902	1,900	1,900			1,891	0			1,891
WBR	9	11	11	11			11	0			11
North Leg											
Approach	26	31	31	31			31	0			31
Departure	113	134	134	134			133	0			133
Total	139	165	164	164			164	0			164
South Leg											
Approach	65	77	77	77			77	0			77
Departure	175	207	207	207			206	0			206
Total	240	284	284	284			283	0			283
East Leg											
Approach	1,775	2,102	2,100	2,100			2,090	0			2,090
Departure	1,702	2,016	2,014	2,014			2,004	0			2,004
Total	3,477	4,118	4,114	4,114			4,094	0			4,094
West Leg											
Approach	1,756	2,080	2,078	2,078			2,068	0			2,068
Departure	1,632	1,933	1,931	1,931			1,922	0			1,922
Total	3,388	4,013	4,009	4,009			3,989	0			3,989
Total Approaches											
Approach	3,622	4,290	4,286	4,286			4,265	0			4,265
Departure	3,622	4,290	4,286	4,286			4,265	0			4,265
Total	7,244	8,580	8,572	8,572			8,529	0			8,529

Peak Hour Volume Summary

AM Peak Hour

		Existing	No Build	TSM	Segment 1,2,3		Segment 1a				
		(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign	Diverted Traffic	Total
80	Girard Ave and Washington Blvd										
	(Growth Rate)		18.45%	18.33%				17.74%			
NBL	0	0	0				0	0		0	
NBT	0	0	0				0	0		0	
NBR	0	0	0				0	0		0	
SBL	50	59	59				59	0		59	
SBT	0	0	0				0	0		0	
SBR	192	227	227				226	0		226	
EBL	177	210	209				208	0		208	
EBT	1,074	1,272	1,271				1,265	0		1,265	
EBR	0	0	0				0	0		0	
WBL	0	0	0				0	0		0	
WBT	955	1,131	1,130				1,124	0		1,124	
WBR	38	45	45				45	0		45	
North Leg											
Approach	242	287	286				285	0		285	
Departure	215	255	254				253	0		253	
Total	457	541	541				538	0		538	
South Leg											
Approach	0	0	0				0	0		0	
Departure	0	0	0				0	0		0	
Total	0	0	0				0	0		0	
East Leg											
Approach	993	1,176	1,175				1,169	0		1,169	
Departure	1,124	1,331	1,330				1,323	0		1,323	
Total	2,117	2,507	2,505				2,493	0		2,493	
West Leg											
Approach	1,251	1,482	1,480				1,473	0		1,473	
Departure	1,147	1,359	1,357				1,351	0		1,351	
Total	2,398	2,840	2,838				2,823	0		2,823	
Total Approaches											
Approach	2,486	2,945	2,942				2,927	0		2,927	
Departure	2,486	2,945	2,942				2,927	0		2,927	
Total	4,972	5,889	5,883				5,854	0		5,854	

Peak Hour Volume Summary

AM Peak Hour

		Existing	No Build	TSM	Segment 1,2,3		Segment 1a				
		(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign	Diverted Traffic	Total
81	Robertsons Blvd/Higuera St and Washington Blvd										
	(Growth Rate)		18.45%		18.33%			17.74%			
NBL		99	117		117			117	0		117
NBT		294	348		348			346	0		346
NBR		64	76		76			75	0		75
SBL		18	21		21			21	0		21
SBT		219	259		259			258	0		258
SBR		5	6		6			6	0		6
EBL		57	68		67			67	0		67
EBT		653	773		773			769	0		769
EBR		232	275		275			273	0		273
WBL		86	102		102			101	0		101
WBT		878	1,040		1,039			1,034	0		1,034
WBR		32	38		38			38	0		38
North Leg											
Approach		242	287		286			285	0		285
Departure		383	454		453			451	0		451
Total		625	740		740			736	0		736
South Leg											
Approach		457	541		541			538	0		538
Departure		537	636		635			632	0		632
Total		994	1,177		1,176			1,170	0		1,170
East Leg											
Approach		996	1,180		1,179			1,173	0		1,173
Departure		735	871		870			865	0		865
Total		1,731	2,050		2,048			2,038	0		2,038
West Leg											
Approach		942	1,116		1,115			1,109	0		1,109
Departure		982	1,163		1,162			1,156	0		1,156
Total		1,924	2,279		2,277			2,265	0		2,265
Total Approaches											
Approach		2,637	3,123		3,120			3,105	0		3,105
Departure		2,637	3,123		3,120			3,105	0		3,105
Total		5,274	6,247		6,241			6,210	0		6,210

Peak Hour Volume Summary

AM Peak Hour							
	Existing	No Build	TSM	Segment 1,2,3		Segment 1a	
	(2007)	Year 2030	Year 2030	Year 2030	Station Assign	Year 2030	Station Assign
						Diverted Traffic	Total
87 Sepulveda Blvd and Olympic Blvd							
	(Growth Rate)	13.08%	12.60%	12.15%			
NBL	156	176	176	175	0	175	
NBT	919	1,039	1,035	1,031	4	1,035	
NBR	163	184	184	183	1	184	
SBL	73	83	82	82	0	82	
SBT	417	472	470	468	24	491	
SBR	101	114	114	113	0	113	
EBL	65	74	73	73	0	73	
EBT	1,797	2,032	2,023	2,015	0	2,015	
EBR	57	64	64	64	0	64	
WBL	108	122	122	121	6	127	
WBT	1,898	2,146	2,137	2,129	0	2,129	
WBR	99	112	111	111	0	111	
North Leg							
Approach	591	668	665	663	24	686	
Departure	1,083	1,225	1,219	1,215	4	1,218	
Total	1,674	1,893	1,885	1,877	28	1,905	
South Leg							
Approach	1,238	1,400	1,394	1,388	5	1,393	
Departure	582	658	655	653	30	682	
Total	1,820	2,058	2,049	2,041	35	2,076	
East Leg							
Approach	2,105	2,380	2,370	2,361	6	2,367	
Departure	2,033	2,299	2,289	2,280	1	2,281	
Total	4,138	4,679	4,659	4,641	7	4,648	
West Leg							
Approach	1,919	2,170	2,161	2,152	0	2,152	
Departure	2,155	2,437	2,426	2,417	0	2,417	
Total	4,074	4,607	4,587	4,569	0	4,569	
Total Approaches							
Approach	5,853	6,619	6,590	6,564	35	6,599	
Departure	5,853	6,619	6,590	6,564	35	6,599	
Total	11,706	13,238	13,181	13,128	69	13,197	

Peak Hour Volume Summary

AM Peak Hour

		Existing	No Build	TSM	Segment 1,2,3		Segment 1a		
		(2007)	Year 2030	Year 2030	Year 2030	Station Assign	Total	Year 2030	Station Assign
								Diverted Traffic	Total
88	Westwood Blvd and Pico Blvd								
	(Growth Rate)		13.08%	12.60%	12.15%				
NBL	125	141	141	140	1	141			
NBT	699	790	787	784	1	785			
NBR	107	121	120	120	0	120			
SBL	132	149	149	148	0	148			
SBT	357	404	402	400	4	404			
SBR	82	93	92	92	0	92			
EBL	126	142	142	141	0	141			
EBT	1,369	1,548	1,541	1,535	0	1,535			
EBR	57	64	64	64	4	68			
WBL	72	81	81	81	0	81			
WBT	1,075	1,216	1,210	1,206	0	1,206			
WBR	199	225	224	223	0	223			
North Leg									
Approach	571	646	643	640	4	644			
Departure	1,024	1,158	1,153	1,148	1	1,149			
Total	1,595	1,804	1,796	1,789	5	1,793			
South Leg									
Approach	931	1,053	1,048	1,044	1	1,045			
Departure	486	550	547	545	8	553			
Total	1,417	1,602	1,596	1,589	9	1,598			
East Leg									
Approach	1,346	1,522	1,516	1,509	0	1,509			
Departure	1,608	1,818	1,811	1,803	0	1,803			
Total	2,954	3,340	3,326	3,313	0	3,313			
West Leg									
Approach	1,552	1,755	1,748	1,741	4	1,744			
Departure	1,282	1,450	1,444	1,438	1	1,438			
Total	2,834	3,205	3,191	3,178	5	3,183			
Total Approaches									
Approach	4,400	4,976	4,954	4,934	9	4,943			
Departure	4,400	4,976	4,954	4,934	9	4,943			
Total	8,800	9,951	9,909	9,869	18	9,887			

Peak Hour Volume Summary

AM Peak Hour							
	Existing	No Build	TSM	Segment 1,2,3		Segment 1a	
	(2007)	Year 2030	Year 2030	Year 2030	Station Assign	Year 2030	Station Assign
						Diverted Traffic	Total
89 Overland Ave and Pico Blvd							
	(Growth Rate)	13.08%	12.60%	12.15%			
NBL	257	291	289	288	0	288	
NBT	515	582	580	578	1	578	
NBR	997	1,127	1,123	1,118	3	1,121	
SBL	8	9	9	9	0	9	
SBT	405	458	456	454	4	458	
SBR	6	7	7	7	0	7	
EBL	70	79	79	79	0	79	
EBT	1,335	1,510	1,503	1,497	0	1,497	
EBR	160	181	180	179	0	179	
WBL	531	600	598	595	16	611	
WBT	1,115	1,261	1,255	1,250	0	1,250	
WBR	21	24	24	24	0	24	
North Leg							
Approach	419	474	472	470	4	474	
Departure	606	685	682	680	1	680	
Total	1,025	1,159	1,154	1,150	5	1,154	
South Leg							
Approach	1,769	2,000	1,992	1,984	3	1,987	
Departure	1,096	1,239	1,234	1,229	19	1,249	
Total	2,865	3,240	3,226	3,213	23	3,236	
East Leg							
Approach	1,667	1,885	1,877	1,869	16	1,885	
Departure	2,340	2,646	2,635	2,624	3	2,627	
Total	4,007	4,531	4,512	4,494	18	4,512	
West Leg							
Approach	1,565	1,770	1,762	1,755	0	1,755	
Departure	1,378	1,558	1,552	1,545	0	1,545	
Total	2,943	3,328	3,314	3,300	0	3,300	
Total Approaches							
Approach	5,420	6,129	6,103	6,078	23	6,101	
Departure	5,420	6,129	6,103	6,078	23	6,101	
Total	10,840	12,258	12,206	12,157	45	12,202	

Peak Hour Volume Summary

AM Peak Hour

Existing (2007)	No Build Year 2030	TSM Year 2030	Segment 1,2,3 Year 2030	Segment 1a Station Assign	Diverted Traffic	Total

90 Bagley Ave and National Blvd

(Growth Rate)	13.08%	12.60%	12.15%

NBL	48	54	54	54	0	54
NBT	215	243	242	241	1	242
NBR	128	145	144	144	0	144
SBL	99	112	111	111	0	111
SBT	118	133	133	132	5	137
SBR	89	101	100	100	0	100
EBL	53	60	60	59	0	59
EBT	734	830	826	823	0	823
EBR	10	11	11	11	0	11
WBL	70	79	79	79	0	79
WBT	774	875	872	868	0	868
WBR	27	31	30	30	0	30

North Leg

Approach	306	346	345	343	5	348
Departure	295	334	332	331	1	332
Total	601	680	677	674	6	680

South Leg

Approach	391	442	440	438	1	439
Departure	198	224	223	222	5	227
Total	589	666	663	661	6	666

East Leg

Approach	871	985	981	977	0	977
Departure	961	1,087	1,082	1,078	0	1,078
Total	1,832	2,072	2,063	2,055	0	2,055

West Leg

Approach	797	901	897	894	0	894
Departure	911	1,030	1,026	1,022	0	1,022
Total	1,708	1,931	1,923	1,915	0	1,915

Total Approaches

Approach	2,365	2,674	2,663	2,652	6	2,658
Departure	2,365	2,674	2,663	2,652	6	2,658
Total	4,730	5,349	5,326	5,305	11	5,316

Peak Hour Volume Summary

		PM Peak Hour					
		Existing	No Build	TSM	LRT 1	LRT 2	
		(2007)	Year 2030	Year 2030	Year 2030 Station Assign.	Total	Year 2030 Station Assign Diverted Traffic Total
1	4th St and Colorado Ave						
	<i>(Growth Rate)</i>		11.48%	11.49%	10.80%		
NBL		176	196	196	140	0	140
NBT		610	680	680	676	0	676
NBR		123	137	137	136	4	140
SBL		112	125	125	124	4	128
SBT		734	818	818	841	0	841
SBR		106	118	118	90	0	90
EBL		145	162	162	161	0	161
EBT		420	468	468	465	2	467
EBR		126	140	140	140	0	140
WBL		183	204	204	203	33	235
WBT		385	429	429	427	16	443
WBR		65	72	72	72	22	94
North Leg							
Approach		952	1,061	1,061	1,055	4	1,059
Departure		820	914	914	909	22	930
Total		1,772	1,975	1,976	1,963	26	1,989
South Leg							
Approach		909	1,013	1,013	952	4	956
Departure		1,043	1,163	1,163	1,183	33	1,216
Total		1,952	2,176	2,176	2,135	37	2,172
East Leg							
Approach		633	706	706	701	71	772
Departure		655	730	730	726	11	736
Total		1,288	1,436	1,436	1,427	81	1,508
West Leg							
Approach		691	770	770	766	2	768
Departure		667	744	744	656	16	672
Total		1,358	1,514	1,514	1,422	18	1,440
Total Approaches							
Approach		3,185	3,551	3,551	3,474	81	3,555
Departure		3,185	3,551	3,551	3,474	81	3,555
Total		6,370	7,101	7,102	6,947	163	7,110

Peak Hour Volume Summary

		PM Peak Hour					
		Existing	No Build	TSM	LRT 1	LRT 2	
		(2007)	Year 2030	Year 2030	Year 2030 Station Assign.	Total	Year 2030 Station Assign Diverted Traffic Total
2	4th St/I-10 WB and Olympic Blvd (Growth Rate)		11.48%	11.49%	10.80%		
	NBL	0	0	0	0	0	
	NBT	566	631	631	627	4	631
	NBR	0	0	0	0	0	0
	SBL	0	0	0	0	0	0
	SBT	1,447	1,613	1,613	1,631	33	1,664
	SBR	0	0	0	0	0	0
	EBL	0	0	0	0	0	0
	EBT	0	0	0	0	0	0
	EBR	0	0	0	0	0	0
	WBL	916	1,021	1,021	960	0	960
	WBT	0	0	0	0	0	0
	WBR	403	449	449	502	0	502
North Leg							
	Approach	1,447	1,613	1,613	1,631	33	1,664
	Departure	969	1,080	1,080	1,129	4	1,133
	Total	2,416	2,693	2,694	2,760	37	2,797
South Leg							
	Approach	566	631	631	627	4	631
	Departure	2,363	2,634	2,635	2,590	33	2,623
	Total	2,929	3,265	3,266	3,218	37	3,255
East Leg							
	Approach	1,319	1,470	1,471	1,461	0	1,461
	Departure	0	0	0	0	0	0
	Total	1,319	1,470	1,471	1,461	0	1,461
West Leg							
	Approach	0	0	0	0	0	0
	Departure	0	0	0	0	0	0
	Total	0	0	0	0	0	0
Total Approaches							
	Approach	3,332	3,715	3,715	3,720	37	3,756
	Departure	3,332	3,715	3,715	3,720	37	3,756
	Total	6,664	7,429	7,430	7,439	74	7,513

Peak Hour Volume Summary

PM Peak Hour									
	Existing	No Build	TSM	LRT 1		LRT 2			
	(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign	Diverted Traffic
3	4th St/I-10 EB and Olympic Blvd								
	(Growth Rate)	11.48%	11.49%	10.80%					
NBL	10	11	11	61	0	61			
NBT	388	433	433	430	4	434			
NBR	426	475	475	472	0	472			
SBL	702	783	783	778	0	778			
SBT	1,343	1,497	1,497	1,488	33	1,521			
SBR	159	177	177	259	0	259			
EBL	17	19	19	19	0	19			
EBT	225	251	251	249	0	249			
EBR	31	35	35	34	0	34			
WBL	0	0	0	0	0	0			
WBT	0	0	0	0	0	0			
WBR	0	0	0	0	0	0			
North Leg									
Approach	2,204	2,457	2,457	2,525	33	2,558			
Departure	405	451	452	449	4	453			
Total	2,609	2,909	2,909	2,974	37	3,011			
South Leg									
Approach	824	919	919	963	4	967			
Departure	1,374	1,532	1,532	1,522	33	1,555			
Total	2,198	2,450	2,451	2,485	37	2,522			
East Leg									
Approach	0	0	0	0	0	0			
Departure	1,353	1,508	1,508	1,499	0	1,499			
Total	1,353	1,508	1,508	1,499	0	1,499			
West Leg									
Approach	273	304	304	302	0	302			
Departure	169	188	188	320	0	320			
Total	442	493	493	623	0	623			
Total Approaches									
Approach	3,301	3,680	3,680	3,790	37	3,827			
Departure	3,301	3,680	3,680	3,790	37	3,827			
Total	6,602	7,360	7,361	7,581	74	7,655			

Peak Hour Volume Summary

		PM Peak Hour					
		Existing	No Build	TSM	LRT 1	LRT 2	
		(2007)	Year 2030	Year 2030	Year 2030 Station Assign.	Total	Year 2030 Station Assign Diverted Traffic Total
4	Lincoln Blvd and Colorado Ave						
	(Growth Rate)		11.48%	11.49%	10.80%		
NBL	172	192	192	191	0	191	
NBT	1,180	1,315	1,316	1,307	0	1,307	
NBR	284	317	317	315	0	315	
SBL	48	54	54	53	0	53	
SBT	1,369	1,526	1,526	1,517	0	1,517	
SBR	54	60	60	60	1	61	
EBL	46	51	51	51	5	56	
EBT	476	531	531	527	5	533	
EBR	264	294	294	293	16	309	
WBL	178	198	198	197	0	197	
WBT	428	477	477	474	1	475	
WBR	53	59	59	59	0	59	
North Leg							
Approach	1,471	1,640	1,640	1,630	1	1,631	
Departure	1,279	1,426	1,426	1,417	5	1,423	
Total	2,750	3,066	3,066	3,047	6	3,053	
South Leg							
Approach	1,636	1,824	1,824	1,813	0	1,813	
Departure	1,811	2,019	2,019	2,007	16	2,023	
Total	3,447	3,843	3,843	3,819	16	3,836	
East Leg							
Approach	659	735	735	730	1	731	
Departure	808	901	901	895	5	901	
Total	1,467	1,635	1,636	1,625	6	1,632	
West Leg							
Approach	786	876	876	871	27	898	
Departure	654	729	729	725	1	726	
Total	1,440	1,605	1,605	1,596	29	1,624	
Total Approaches							
Approach	4,552	5,075	5,075	5,044	29	5,072	
Departure	4,552	5,075	5,075	5,044	29	5,072	
Total	9,104	10,149	10,150	10,087	57	10,144	

Peak Hour Volume Summary

PM Peak Hour							
	Existing	No Build	TSM	LRT 1		LRT 2	
	(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030 Station Assign Diverted Traffic Total
5 Lincoln Blvd/I-10 WB and Olympic Blvd							
(Growth Rate)		11.48%	11.49%	10.80%			
NBL	266	297	297	295	0	295	
NBT	832	928	928	922	0	922	
NBR	0	0	0	0	0	0	
SBL	0	0	0	0	16	16	
SBT	1,528	1,703	1,704	1,693	0	1,693	
SBR	24	27	27	27	0	27	
EBL	0	0	0	0	0	0	
EBT	0	0	0	0	0	0	
EBR	0	0	0	0	0	0	
WBL	595	663	663	659	0	659	
WBT	264	294	294	293	2	295	
WBR	578	644	644	640	0	640	
North Leg							
Approach	1,552	1,730	1,730	1,720	16	1,736	
Departure	1,410	1,572	1,572	1,562	0	1,562	
Total	2,962	3,302	3,302	3,282	16	3,298	
South Leg							
Approach	1,098	1,224	1,224	1,217	0	1,217	
Departure	2,123	2,367	2,367	2,352	0	2,352	
Total	3,221	3,591	3,591	3,569	0	3,569	
East Leg							
Approach	1,437	1,602	1,602	1,592	2	1,594	
Departure	0	0	0	0	16	16	
Total	1,437	1,602	1,602	1,592	18	1,611	
West Leg							
Approach	0	0	0	0	0	0	
Departure	554	618	618	614	2	616	
Total	554	618	618	614	2	616	
Total Approaches							
Approach	4,087	4,556	4,557	4,528	18	4,547	
Departure	4,087	4,556	4,557	4,528	18	4,547	
Total	8,174	9,112	9,113	9,057	37	9,094	

Peak Hour Volume Summary

PM Peak Hour

	Existing	No Build	TSM	LRT 1		LRT 2	
	(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030 Station Assign
							Diverted Traffic
							Total
6 Lincoln Blvd/I-10 EB and Olympic Blvd							
(Growth Rate)	11.48%		11.49%	10.80%			
NBL	0	0	0	0	0	0	
NBT	928	1,035	1,035	1,028	0	1,028	
NBR	415	463	463	460	0	460	
SBL	803	895	895	890	0	890	
SBT	1,235	1,377	1,377	1,368	0	1,368	
SBR	0	0	0	0	0	0	
EBL	86	96	96	95	0	95	
EBT	170	190	190	188	0	188	
EBR	209	233	233	232	0	232	
WBL	0	0	0	0	0	0	
WBT	0	0	0	0	0	0	
WBR	0	0	0	0	0	0	
North Leg							
Approach	2,038	2,272	2,272	2,258	0	2,258	
Departure	1,014	1,130	1,131	1,124	0	1,124	
Total	3,052	3,402	3,403	3,382	0	3,382	
South Leg							
Approach	1,343	1,497	1,497	1,488	0	1,488	
Departure	1,444	1,610	1,610	1,600	0	1,600	
Total	2,787	3,107	3,107	3,088	0	3,088	
East Leg							
Approach	0	0	0	0	0	0	
Departure	1,388	1,547	1,547	1,538	0	1,538	
Total	1,388	1,547	1,547	1,538	0	1,538	
West Leg							
Approach	465	518	518	515	0	515	
Departure	0	0	0	0	0	0	
Total	465	518	518	515	0	515	
Total Approaches							
Approach	3,846	4,288	4,288	4,261	0	4,261	
Departure	3,846	4,288	4,288	4,261	0	4,261	
Total	7,692	8,575	8,576	8,523	0	8,523	

Peak Hour Volume Summary

PM Peak Hour

		Existing	No Build	TSM	LRT 1		LRT 2			
		(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign	Diverted Traffic
										Total
7	11th St and Colorado Ave									
	(Growth Rate)		11.48%	11.49%	10.80%					
NBL	61	68	68	68	68	0	68			
NBT	483	538	538	535	535	0	535			
NBR	80	89	89	89	89	0	89			
SBL	59	66	66	65	65	0	65			
SBT	776	865	865	860	860	0	860			
SBR	35	39	39	39	39	0	39			
EBL	45	50	50	50	50	0	50			
EBT	568	633	633	629	629	0	629			
EBR	145	162	162	161	161	0	161			
WBL	111	124	124	123	123	0	123			
WBT	575	641	641	637	637	0	637			
WBR	64	71	71	71	71	0	71			
North Leg										
Approach	870	970	970	964	964	0	964			
Departure	592	660	660	656	656	0	656			
Total	1,462	1,630	1,630	1,620	1,620	0	1,620			
South Leg										
Approach	624	696	696	691	691	0	691			
Departure	1,032	1,150	1,151	1,143	1,143	0	1,143			
Total	1,656	1,846	1,846	1,835	1,835	0	1,835			
East Leg										
Approach	750	836	836	831	831	0	831			
Departure	707	788	788	783	783	0	783			
Total	1,457	1,624	1,624	1,614	1,614	0	1,614			
West Leg										
Approach	758	845	845	840	840	0	840			
Departure	671	748	748	743	743	0	743			
Total	1,429	1,593	1,593	1,583	1,583	0	1,583			
Total Approaches										
Approach	3,002	3,347	3,347	3,326	3,326	0	3,326			
Departure	3,002	3,347	3,347	3,326	3,326	0	3,326			
Total	6,004	6,693	6,694	6,652	6,652	0	6,652			

Peak Hour Volume Summary

		PM Peak Hour									
		Existing	No Build	TSM	LRT 1		LRT 2				
		(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign	Diverted Traffic	Total
8	11th St (N) and Olympic Blvd (Growth Rate)		11.48%	11.49%	10.80%						
	NBL	44	49	49	49	0	49				
	NBT	545	608	608	604	0	604				
	NBR	131	146	146	145	0	145				
	SBL	131	146	146	145	0	145				
	SBT	559	623	623	619	0	619				
	SBR	81	90	90	90	0	90				
	EBL	13	14	14	14	0	14				
	EBT	34	38	38	38	0	38				
	EBR	10	11	11	11	0	11				
	WBL	153	171	171	170	0	170				
	WBT	341	380	380	378	0	378				
	WBR	134	149	149	148	0	148				
North Leg											
	Approach	771	860	860	854	0	854				
	Departure	692	771	772	767	0	767				
	Total	1,463	1,631	1,631	1,621	0	1,621				
South Leg											
	Approach	720	803	803	798	0	798				
	Departure	722	805	805	800	0	800				
	Total	1,442	1,608	1,608	1,598	0	1,598				
East Leg											
	Approach	628	700	700	696	0	696				
	Departure	296	330	330	328	0	328				
	Total	924	1,030	1,030	1,024	0	1,024				
West Leg											
	Approach	57	64	64	63	0	63				
	Departure	466	519	520	516	0	516				
	Total	523	583	583	579	0	579				
Total Approaches											
	Approach	2,176	2,426	2,426	2,411	0	2,411				
	Departure	2,176	2,426	2,426	2,411	0	2,411				
	Total	4,352	4,852	4,852	4,822	0	4,822				

Peak Hour Volume Summary

		PM Peak Hour					
		Existing	No Build	TSM	LRT 1	LRT 2	
		(2007)	Year 2030	Year 2030	Year 2030 Station Assign.	Total	Year 2030 Station Assign Diverted Traffic Total
9	11th St (S) and Olympic Blvd						
	<i>(Growth Rate)</i>		11.48%	11.49%	10.80%		
NBL		0	0	0	0	0	
NBT		476	531	531	527	0	527
NBR		0	0	0	0	0	0
SBL		0	0	0	0	0	0
SBT		741	826	826	821	0	821
SBR		0	0	0	0	0	0
EBL		250	279	279	277	0	277
EBT		0	0	0	0	0	0
EBR		104	116	116	115	0	115
WBL		0	0	0	0	0	0
WBT		0	0	0	0	0	0
WBR		0	0	0	0	0	0
North Leg							
Approach		741	826	826	821	0	821
Departure		726	809	809	804	0	804
Total		1,467	1,635	1,636	1,625	0	1,625
South Leg							
Approach		476	531	531	527	0	527
Departure		845	942	942	936	0	936
Total		1,321	1,473	1,473	1,464	0	1,464
East Leg							
Approach		0	0	0	0	0	0
Departure		0	0	0	0	0	0
Total		0	0	0	0	0	0
West Leg							
Approach		354	395	395	392	0	392
Departure		0	0	0	0	0	0
Total		354	395	395	392	0	392
Total Approaches							
Approach		1,571	1,751	1,752	1,741	0	1,741
Departure		1,571	1,751	1,752	1,741	0	1,741
Total		3,142	3,503	3,503	3,481	0	3,481

Peak Hour Volume Summary

		PM Peak Hour					
		Existing	No Build	TSM	LRT 1	LRT 2	
		(2007)	Year 2030	Year 2030	Year 2030 Station Assign.	Total	Year 2030 Station Assign Diverted Traffic Total
10	14th St and Colorado Ave						
	(Growth Rate)		11.48%	11.49%	10.80%		
NBL	62	69	69	69	0	69	
NBT	289	322	322	320	0	320	
NBR	86	96	96	95	0	95	
SBL	46	51	51	51	0	51	
SBT	556	620	620	616	0	616	
SBR	53	59	59	59	0	59	
EBL	47	52	52	52	0	52	
EBT	513	572	572	568	0	568	
EBR	107	119	119	119	0	119	
WBL	102	114	114	113	0	113	
WBT	598	667	667	663	0	663	
WBR	99	110	110	110	0	110	
North Leg							
Approach	655	730	730	726	0	726	
Departure	435	485	485	482	0	482	
Total	1,090	1,215	1,215	1,208	0	1,208	
South Leg							
Approach	437	487	487	484	0	484	
Departure	765	853	853	848	0	848	
Total	1,202	1,340	1,340	1,332	0	1,332	
East Leg							
Approach	799	891	891	885	0	885	
Departure	645	719	719	715	0	715	
Total	1,444	1,610	1,610	1,600	0	1,600	
West Leg							
Approach	667	744	744	739	0	739	
Departure	713	795	795	790	0	790	
Total	1,380	1,538	1,539	1,529	0	1,529	
Total Approaches							
Approach	2,558	2,852	2,852	2,834	0	2,834	
Departure	2,558	2,852	2,852	2,834	0	2,834	
Total	5,116	5,703	5,704	5,668	0	5,668	

Peak Hour Volume Summary

PM Peak Hour									
	Existing	No Build	TSM	LRT 1		LRT 2			
	(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign	Diverted Traffic
11 14th St and Olympic Blvd									
(Growth Rate)		11.48%	11.49%	10.80%					
NBL	21	23	23	23	0	23			
NBT	256	285	285	284	0	284			
NBR	38	42	42	42	0	42			
SBL	99	110	110	110	0	110			
SBT	448	499	499	496	0	496			
SBR	59	66	66	65	0	65			
EBL	50	56	56	55	0	55			
EBT	219	244	244	243	0	243			
EBR	13	14	14	14	0	14			
WBL	92	103	103	102	0	102			
WBT	516	575	575	572	0	572			
WBR	73	81	81	81	0	81			
North Leg									
Approach	606	676	676	671	0	671			
Departure	379	423	423	420	0	420			
Total	985	1,098	1,098	1,091	0	1,091			
South Leg									
Approach	315	351	351	349	0	349			
Departure	553	616	617	613	0	613			
Total	868	968	968	962	0	962			
East Leg									
Approach	681	759	759	755	0	755			
Departure	356	397	397	394	0	394			
Total	1,037	1,156	1,156	1,149	0	1,149			
West Leg									
Approach	282	314	314	312	0	312			
Departure	596	664	664	660	0	660			
Total	878	979	979	973	0	973			
Total Approaches									
Approach	1,884	2,100	2,100	2,087	0	2,087			
Departure	1,884	2,100	2,100	2,087	0	2,087			
Total	3,768	4,201	4,201	4,175	0	4,175			

Peak Hour Volume Summary

		PM Peak Hour									
		Existing	No Build	TSM	LRT 1		LRT 2				
		(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign	Diverted Traffic	Total
12	17th St and Colorado Ave (Growth Rate)		11.48%	11.49%	10.80%						
NBL	39	43	43	43	0	43					
NBT	282	314	314	312	0	312					
NBR	64	71	71	71	0	71					
SBL	59	66	66	65	0	65					
SBT	391	436	436	433	0	433					
SBR	53	59	59	59	0	59					
EBL	63	70	70	70	0	70					
EBT	554	618	618	614	0	614					
EBR	83	93	93	92	0	92					
WBL	40	45	45	44	0	44					
WBT	695	775	775	770	0	770					
WBR	74	82	83	82	0	82					
North Leg											
Approach	503	561	561	557	0	557					
Departure	419	467	467	464	0	464					
Total	922	1,028	1,028	1,022	0	1,022					
South Leg											
Approach	385	429	429	427	0	427					
Departure	514	573	573	570	0	570					
Total	899	1,002	1,002	996	0	996					
East Leg											
Approach	809	902	902	896	0	896					
Departure	677	755	755	750	0	750					
Total	1,486	1,657	1,657	1,646	0	1,646					
West Leg											
Approach	700	780	780	776	0	776					
Departure	787	877	877	872	0	872					
Total	1,487	1,658	1,658	1,648	0	1,648					
Total Approaches											
Approach	2,397	2,672	2,672	2,656	0	2,656					
Departure	2,397	2,672	2,672	2,656	0	2,656					
Total	4,794	5,344	5,345	5,312	0	5,312					

Peak Hour Volume Summary

PM Peak Hour

	Existing	No Build	TSM	LRT 1		LRT 2	
	(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030 Station Assign
							Diverted Traffic
							Total
13 17th St and Olympic Blvd							
(Growth Rate)	11.48%	11.49%	10.80%				
NBL	7	8	8	8	0	8	
NBT	184	205	205	204	0	204	
NBR	97	108	108	107	0	107	
SBL	192	214	214	213	0	213	
SBT	324	361	361	359	0	359	
SBR	71	79	79	79	0	79	
EBL	42	47	47	47	0	47	
EBT	375	418	418	415	0	415	
EBR	19	21	21	21	0	21	
WBL	157	175	175	174	0	174	
WBT	599	668	668	664	0	664	
WBR	116	129	129	129	0	129	
North Leg							
Approach	587	654	654	650	0	650	
Departure	342	381	381	379	0	379	
Total	929	1,036	1,036	1,029	0	1,029	
South Leg							
Approach	288	321	321	319	0	319	
Departure	500	557	557	554	0	554	
Total	788	878	879	873	0	873	
East Leg							
Approach	872	972	972	966	0	966	
Departure	664	740	740	736	0	736	
Total	1,536	1,712	1,712	1,702	0	1,702	
West Leg							
Approach	436	486	486	483	0	483	
Departure	677	755	755	750	0	750	
Total	1,113	1,241	1,241	1,233	0	1,233	
Total Approaches							
Approach	2,183	2,434	2,434	2,419	0	2,419	
Departure	2,183	2,434	2,434	2,419	0	2,419	
Total	4,366	4,867	4,868	4,837	0	4,837	

Peak Hour Volume Summary

PM Peak Hour

	Existing	No Build	TSM	LRT 1		LRT 2	
	(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030 Station Assign
							Diverted Traffic
							Total
14 20th St and Colorado Ave							
(Growth Rate)		11.48%	11.49%	10.80%			
NBL	44	49	49	49	0	49	
NBT	476	531	531	527	0	527	
NBR	74	82	83	82	0	82	
SBL	111	124	124	123	0	123	
SBT	896	999	999	993	0	993	
SBR	56	62	62	62	0	62	
EBL	27	30	30	30	0	30	
EBT	538	600	600	596	0	596	
EBR	107	119	119	119	0	119	
WBL	129	144	144	143	0	143	
WBT	700	780	780	776	0	776	
WBR	84	94	94	93	0	93	
North Leg							
Approach	1,063	1,185	1,185	1,178	0	1,178	
Departure	587	654	654	650	0	650	
Total	1,650	1,839	1,840	1,828	0	1,828	
South Leg							
Approach	594	662	662	658	0	658	
Departure	1,132	1,262	1,262	1,254	0	1,254	
Total	1,726	1,924	1,924	1,912	0	1,912	
East Leg							
Approach	913	1,018	1,018	1,012	0	1,012	
Departure	723	806	806	801	0	801	
Total	1,636	1,824	1,824	1,813	0	1,813	
West Leg							
Approach	672	749	749	745	0	745	
Departure	800	892	892	886	0	886	
Total	1,472	1,641	1,641	1,631	0	1,631	
Total Approaches							
Approach	3,242	3,614	3,615	3,592	0	3,592	
Departure	3,242	3,614	3,615	3,592	0	3,592	
Total	6,484	7,228	7,229	7,184	0	7,184	

Peak Hour Volume Summary

PM Peak Hour

	Existing	No Build	TSM	LRT 1		LRT 2	
	(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030 Station Assign
							Diverted Traffic
							Total
15 20th St and Olympic Blvd							
(Growth Rate)	11.48%	11.49%	10.80%				
NBL	30	33	33	33	0	33	
NBT	450	502	502	499	0	499	
NBR	235	262	262	260	0	260	
SBL	230	256	256	255	0	255	
SBT	834	930	930	924	0	924	
SBR	44	49	49	49	0	49	
EBL	37	41	41	41	0	41	
EBT	538	600	600	596	0	596	
EBR	54	60	60	60	0	60	
WBL	218	243	243	242	0	242	
WBT	793	884	884	879	0	879	
WBR	134	149	149	148	0	148	
North Leg							
Approach	1,108	1,235	1,235	1,228	0	1,228	
Departure	621	692	692	688	0	688	
Total	1,729	1,927	1,928	1,916	0	1,916	
South Leg							
Approach	715	797	797	792	0	792	
Departure	1,106	1,233	1,233	1,225	0	1,225	
Total	1,821	2,030	2,030	2,018	0	2,018	
East Leg							
Approach	1,145	1,276	1,277	1,269	0	1,269	
Departure	1,003	1,118	1,118	1,111	0	1,111	
Total	2,148	2,395	2,395	2,380	0	2,380	
West Leg							
Approach	629	701	701	697	0	697	
Departure	867	967	967	961	0	961	
Total	1,496	1,668	1,668	1,658	0	1,658	
Total Approaches							
Approach	3,597	4,010	4,010	3,985	0	3,985	
Departure	3,597	4,010	4,010	3,985	0	3,985	
Total	7,194	8,020	8,021	7,971	0	7,971	

Peak Hour Volume Summary

PM Peak Hour									
	Existing	No Build	TSM	LRT 1		LRT 2			
	(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign	Diverted Traffic
16 Cloverfield Blvd and Colorado Ave									
(Growth Rate)		11.48%	11.49%	10.80%					
NBL	162	181	181	179	0	179			
NBT	692	771	772	767	0	767			
NBR	203	226	226	225	0	225			
SBL	79	88	88	88	0	88			
SBT	552	615	615	612	0	612			
SBR	28	31	31	31	0	31			
EBL	55	61	61	61	0	61			
EBT	469	523	523	520	0	520			
EBR	247	275	275	274	0	274			
WBL	244	272	272	270	0	270			
WBT	617	688	688	684	0	684			
WBR	49	55	55	54	0	54			
North Leg									
Approach	659	735	735	730	0	730			
Departure	796	887	887	882	0	882			
Total	1,455	1,622	1,622	1,612	0	1,612			
South Leg									
Approach	1,057	1,178	1,178	1,171	0	1,171			
Departure	1,043	1,163	1,163	1,156	0	1,156			
Total	2,100	2,341	2,341	2,327	0	2,327			
East Leg									
Approach	910	1,014	1,015	1,008	0	1,008			
Departure	751	837	837	832	0	832			
Total	1,661	1,852	1,852	1,840	0	1,840			
West Leg									
Approach	771	860	860	854	0	854			
Departure	807	900	900	894	0	894			
Total	1,578	1,759	1,759	1,748	0	1,748			
Total Approaches									
Approach	3,397	3,787	3,787	3,764	0	3,764			
Departure	3,397	3,787	3,787	3,764	0	3,764			
Total	6,794	7,574	7,575	7,528	0	7,528			

Peak Hour Volume Summary

PM Peak Hour

		Existing	No Build	TSM	LRT 1		LRT 2			
		(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign	Diverted Traffic
										Total
17	Cloverfield Blvd and Olympic Blvd									
	(Growth Rate)		11.48%	11.49%	10.80%					
NBL		183	204	204	203	0	203			
NBT		721	804	804	799	0	799			
NBR		40	45	45	44	0	44			
SBL		88	98	98	98	0	98			
SBT		999	1,114	1,114	1,107	0	1,107			
SBR		39	43	43	43	0	43			
EBL		68	76	76	75	0	75			
EBT		406	453	453	450	0	450			
EBR		310	346	346	343	0	343			
WBL		320	357	357	355	0	355			
WBT		760	847	847	842	0	842			
WBR		99	110	110	110	0	110			
North Leg										
Approach		1,126	1,255	1,255	1,248	0	1,248			
Departure		888	990	990	984	0	984			
Total		2,014	2,245	2,245	2,231	0	2,231			
South Leg										
Approach		944	1,052	1,052	1,046	0	1,046			
Departure		1,629	1,816	1,816	1,805	0	1,805			
Total		2,573	2,868	2,869	2,851	0	2,851			
East Leg										
Approach		1,179	1,314	1,314	1,306	0	1,306			
Departure		534	595	595	592	0	592			
Total		1,713	1,910	1,910	1,898	0	1,898			
West Leg										
Approach		784	874	874	869	0	869			
Departure		982	1,095	1,095	1,088	0	1,088			
Total		1,766	1,969	1,969	1,957	0	1,957			
Total Approaches										
Approach		4,033	4,496	4,496	4,469	0	4,469			
Departure		4,033	4,496	4,496	4,469	0	4,469			
Total		8,066	8,992	8,993	8,937	0	8,937			

Peak Hour Volume Summary

PM Peak Hour									
	Existing	No Build	TSM	LRT 1		LRT 2			
	(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign	Diverted Traffic
18 26th St and Colorado Ave									
(Growth Rate)		11.48%	11.49%	10.80%					
NBL	44	49	49	49	0	49			
NBT	487	543	543	540	0	540			
NBR	106	118	118	117	0	117			
SBL	164	183	183	182	0	182			
SBT	520	580	580	576	0	576			
SBR	138	154	154	153	0	153			
EBL	93	104	104	103	0	103			
EBT	587	654	654	650	0	650			
EBR	129	144	144	143	0	143			
WBL	48	54	54	53	0	53			
WBT	689	768	768	763	0	763			
WBR	139	155	155	154	0	154			
North Leg									
Approach	822	916	916	911	0	911			
Departure	719	802	802	797	0	797			
Total	1,541	1,718	1,718	1,707	0	1,707			
South Leg									
Approach	637	710	710	706	0	706			
Departure	697	777	777	772	0	772			
Total	1,334	1,487	1,487	1,478	0	1,478			
East Leg									
Approach	876	977	977	971	0	971			
Departure	857	955	955	950	0	950			
Total	1,733	1,932	1,932	1,920	0	1,920			
West Leg									
Approach	809	902	902	896	0	896			
Departure	871	971	971	965	0	965			
Total	1,680	1,873	1,873	1,861	0	1,861			
Total Approaches									
Approach	3,144	3,505	3,505	3,484	0	3,484			
Departure	3,144	3,505	3,505	3,484	0	3,484			
Total	6,288	7,010	7,011	6,967	0	6,967			

Peak Hour Volume Summary

PM Peak Hour

		Existing	No Build	TSM	LRT 1	LRT 2		
		(2007)	Year 2030	Year 2030	Year 2030 Station Assign.	Total	Year 2030 Station Assign	Diverted Traffic
						Total		
19	26th St and Olympic Blvd							
	(Growth Rate)		11.48%	11.49%	10.80%			
NBL	16	18	18	18	0	18		
NBT	282	314	314	312	0	312		
NBR	54	60	60	60	0	60		
SBL	397	443	443	440	0	440		
SBT	0	0	0	0	0	0		
SBR	286	319	319	317	0	317		
EBL	53	59	59	59	0	59		
EBT	786	876	876	871	0	871		
EBR	0	0	0	0	0	0		
WBL	0	0	0	0	0	0		
WBT	1,175	1,310	1,310	1,302	0	1,302		
WBR	190	212	212	211	0	211		
North Leg								
Approach	683	761	761	757	0	757		
Departure	525	585	585	582	0	582		
Total	1,208	1,347	1,347	1,338	0	1,338		
South Leg								
Approach	352	392	392	390	0	390		
Departure	0	0	0	0	0	0		
Total	352	392	392	390	0	390		
East Leg								
Approach	1,365	1,522	1,522	1,512	0	1,512		
Departure	1,237	1,379	1,379	1,371	0	1,371		
Total	2,602	2,901	2,901	2,883	0	2,883		
West Leg								
Approach	839	935	935	930	0	930		
Departure	1,477	1,647	1,647	1,637	0	1,637		
Total	2,316	2,582	2,582	2,566	0	2,566		
Total Approaches								
Approach	3,239	3,611	3,611	3,589	0	3,589		
Departure	3,239	3,611	3,611	3,589	0	3,589		
Total	6,478	7,222	7,222	7,178	0	7,178		

Peak Hour Volume Summary

PM Peak Hour

	Existing	No Build	TSM	LRT 1		LRT 2	
	(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030 Station Assign
							Diverted Traffic
							Total
20 Stewart St and Colorado Ave							
(Growth Rate)	11.48%	11.49%	10.80%				
NBL	322	359	359	357	0	357	
NBT	0	0	0	0	0	0	
NBR	171	191	191	189	0	189	
SBL	0	0	0	0	0	0	
SBT	0	0	0	0	0	0	
SBR	0	0	0	0	0	0	
EBL	0	0	0	0	0	0	
EBT	593	661	661	657	0	657	
EBR	234	261	261	259	0	259	
WBL	153	171	171	170	0	170	
WBT	419	467	467	464	0	464	
WBR	0	0	0	0	0	0	
North Leg							
Approach	0	0	0	0	0	0	
Departure	0	0	0	0	0	0	
Total	0	0	0	0	0	0	
South Leg							
Approach	493	550	550	546	0	546	
Departure	387	431	431	429	0	429	
Total	880	981	981	975	0	975	
East Leg							
Approach	572	638	638	634	0	634	
Departure	764	852	852	847	0	847	
Total	1,336	1,489	1,490	1,480	0	1,480	
West Leg							
Approach	827	922	922	916	0	916	
Departure	741	826	826	821	0	821	
Total	1,568	1,748	1,748	1,737	0	1,737	
Total Approaches							
Approach	1,892	2,109	2,109	2,096	0	2,096	
Departure	1,892	2,109	2,109	2,096	0	2,096	
Total	3,784	4,218	4,219	4,193	0	4,193	

Peak Hour Volume Summary

		PM Peak Hour					
		Existing	No Build	TSM	LRT 1	LRT 2	
		(2007)	Year 2030	Year 2030	Year 2030 Station Assign.	Total	Year 2030 Station Assign Diverted Traffic Total
21	Stewart St and Olympic Blvd (Growth Rate)		11.48%	11.49%	10.80%		
	NBL	44	49	49	49	0	49
	NBT	223	249	249	247	3	250
	NBR	66	74	74	73	0	73
	SBL	145	162	162	161	0	161
	SBT	370	412	413	410	1	411
	SBR	105	117	117	116	0	116
	EBL	67	75	75	74	0	74
	EBT	1,000	1,115	1,115	1,108	0	1,108
	EBR	131	146	146	145	0	145
	WBL	136	152	152	151	0	151
	WBT	925	1,031	1,031	1,025	0	1,025
	WBR	92	103	103	102	0	102
North Leg							
	Approach	620	691	691	687	1	688
	Departure	382	426	426	423	3	426
	Total	1,002	1,117	1,117	1,110	4	1,114
South Leg							
	Approach	333	371	371	369	3	372
	Departure	637	710	710	706	1	707
	Total	970	1,081	1,081	1,075	4	1,079
East Leg							
	Approach	1,153	1,285	1,285	1,278	0	1,278
	Departure	1,211	1,350	1,350	1,342	0	1,342
	Total	2,364	2,635	2,636	2,619	0	2,619
West Leg							
	Approach	1,198	1,336	1,336	1,327	0	1,327
	Departure	1,074	1,197	1,197	1,190	0	1,190
	Total	2,272	2,533	2,533	2,517	0	2,517
Total Approaches							
	Approach	3,304	3,683	3,684	3,661	4	3,665
	Departure	3,304	3,683	3,684	3,661	4	3,665
	Total	6,608	7,367	7,367	7,322	8	7,330

Peak Hour Volume Summary

PM Peak Hour							
	Existing	No Build	TSM	LRT 1		LRT 2	
	(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030 Station Assign Diverted Traffic Total
22 Centinela Ave (W) and Olympic Blvd							
	<i>(Growth Rate)</i>	19.42%	18.85%	18.29%			
NBL	0	0	0	0	0	0	
NBT	0	0	0	0	0	0	
NBR	0	0	0	0	0	0	
SBL	619	739	736	732	1	733	
SBT	0	0	0	0	0	0	
SBR	70	84	83	83	0	83	
EBL	42	50	50	50	0	50	
EBT	1,062	1,268	1,262	1,256	1	1,257	
EBR	0	0	0	0	0	0	
WBL	0	0	0	0	0	0	
WBT	1,318	1,574	1,566	1,559	5	1,564	
WBR	522	623	620	617	5	622	
North Leg							
Approach	689	823	819	815	1	816	
Departure	564	674	670	667	5	672	
Total	1,253	1,496	1,489	1,482	5	1,488	
South Leg							
Approach	0	0	0	0	0	0	
Departure	0	0	0	0	0	0	
Total	0	0	0	0	0	0	
East Leg							
Approach	1,840	2,197	2,187	2,176	10	2,186	
Departure	1,681	2,007	1,998	1,988	1	1,990	
Total	3,521	4,205	4,185	4,165	11	4,176	
West Leg							
Approach	1,104	1,318	1,312	1,306	1	1,307	
Departure	1,388	1,658	1,650	1,642	5	1,647	
Total	2,492	2,976	2,962	2,948	5	2,953	
Total Approaches							
Approach	3,633	4,338	4,318	4,297	11	4,308	
Departure	3,633	4,338	4,318	4,297	11	4,308	
Total	7,266	8,677	8,636	8,595	22	8,616	

Peak Hour Volume Summary

PM Peak Hour

	Existing	No Build	TSM	LRT 1		LRT 2	
	(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030 Station Assign
							Diverted Traffic
							Total
23 Centinela Ave (E) and Olympic Blvd							
(Growth Rate)	19.42%		18.85%	18.29%			
NBL	374	447	444	442	10	452	
NBT	0	0	0	0	0	0	
NBR	131	156	156	155	9	164	
SBL	0	0	0	0	0	0	
SBT	0	0	0	0	0	0	
SBR	0	0	0	0	0	0	
EBL	0	0	0	0	0	0	
EBT	1,172	1,400	1,393	1,386	1	1,388	
EBR	647	773	769	765	0	765	
WBL	114	136	135	135	3	138	
WBT	1,512	1,806	1,797	1,789	0	1,789	
WBR	0	0	0	0	0	0	
North Leg							
Approach	0	0	0	0	0	0	
Departure	0	0	0	0	0	0	
Total	0	0	0	0	0	0	
South Leg							
Approach	505	603	600	597	19	616	
Departure	761	909	904	900	3	903	
Total	1,266	1,512	1,505	1,498	22	1,519	
East Leg							
Approach	1,626	1,942	1,932	1,923	3	1,926	
Departure	1,303	1,556	1,549	1,541	10	1,552	
Total	2,929	3,498	3,481	3,465	13	3,478	
West Leg							
Approach	1,819	2,172	2,162	2,152	1	2,153	
Departure	1,886	2,252	2,241	2,231	10	2,240	
Total	3,705	4,424	4,403	4,383	11	4,393	
Total Approaches							
Approach	3,950	4,717	4,695	4,672	23	4,695	
Departure	3,950	4,717	4,695	4,672	23	4,695	
Total	7,900	9,434	9,389	9,345	46	9,390	

Peak Hour Volume Summary

PM Peak Hour							
	Existing	No Build	TSM	LRT 1		LRT 2	
	(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030 Station Assign Diverted Traffic Total
24 Centinela Ave and Exposition Blvd							
(Growth Rate)	19.42%	18.85%	18.29%				
NBL	0	0	0	0	0	0	
NBT	519	620	617	614	9	623	
NBR	26	31	31	31	0	31	
SBL	66	79	78	78	0	0	
SBT	778	929	925	920	3	923	
SBR	0	0	0	0	0	0	
EBL	0	0	0	0	0	0	
EBT	0	0	0	0	0	0	
EBR	0	0	0	0	0	0	
WBL	42	50	50	50	24	74	
WBT	0	0	0	0	0	0	
WBR	62	74	74	73	10	83	
North Leg							
Approach	844	1,008	1,003	998	3	923	
Departure	581	694	691	687	19	706	
Total	1,425	1,702	1,694	1,686	22	1,629	
South Leg							
Approach	545	651	648	645	9	654	
Departure	820	979	975	970	27	997	
Total	1,365	1,630	1,622	1,615	36	1,651	
East Leg							
Approach	104	124	124	123	34	157	
Departure	92	110	109	109	0	31	
Total	196	234	233	232	34	187	
West Leg							
Approach	0	0	0	0	0	0	
Departure	0	0	0	0	0	0	
Total	0	0	0	0	0	0	
Total Approaches							
Approach	1,493	1,783	1,774	1,766	46	1,734	
Departure	1,493	1,783	1,774	1,766	46	1,734	
Total	2,986	3,566	3,549	3,532	91	3,467	

Peak Hour Volume Summary

PM Peak Hour

	Existing	No Build	TSM	LRT 1		LRT 2	
	(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030 Station Assign
							Diverted Traffic
							Total
25 Centinela Ave and Pico Blvd							
(Growth Rate)		19.42%	18.85%	18.29%			
NBL	41	49	49	48	0	48	
NBT	364	435	433	431	0	431	
NBR	105	125	125	124	1	125	
SBL	109	130	130	129	9	138	
SBT	812	970	965	960	46	1,006	
SBR	152	182	181	180	14	194	
EBL	75	90	89	89	0	89	
EBT	624	745	742	738	2	740	
EBR	445	531	529	526	0	526	
WBL	67	80	80	79	0	79	
WBT	583	696	693	690	0	690	
WBR	362	432	430	428	3	431	
North Leg							
Approach	1,073	1,281	1,275	1,269	69	1,338	
Departure	801	957	952	947	3	950	
Total	1,874	2,238	2,227	2,217	72	2,289	
South Leg							
Approach	510	609	606	603	1	604	
Departure	1,324	1,581	1,574	1,566	46	1,612	
Total	1,834	2,190	2,180	2,169	47	2,216	
East Leg							
Approach	1,012	1,209	1,203	1,197	3	1,200	
Departure	838	1,001	996	991	12	1,003	
Total	1,850	2,209	2,199	2,188	15	2,203	
West Leg							
Approach	1,144	1,366	1,360	1,353	2	1,355	
Departure	776	927	922	918	14	932	
Total	1,920	2,293	2,282	2,271	16	2,287	
Total Approaches							
Approach	3,739	4,465	4,444	4,423	75	4,498	
Departure	3,739	4,465	4,444	4,423	75	4,498	
Total	7,478	8,930	8,887	8,846	150	8,996	

Peak Hour Volume Summary

PM Peak Hour

		Existing	No Build	TSM	LRT 1	LRT 2		
		(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030
								Station Assign
								Diverted Traffic
								Total
26	Bundy Dr and Olympic Blvd							
	(Growth Rate)		19.42%	18.85%	18.29%			
NBL	141	168	168	167	0	167		
NBT	1,224	1,462	1,455	1,448	14	1,462		
NBR	286	342	340	338	19	357		
SBL	276	330	328	326	0	326		
SBT	1,171	1,398	1,392	1,385	2	1,387		
SBR	106	127	126	125	0	125		
EBL	165	197	196	195	0	195		
EBT	700	836	832	828	9	837		
EBR	299	357	355	354	1	355		
WBL	248	296	295	293	0	293		
WBT	1,137	1,358	1,351	1,345	3	1,348		
WBR	311	371	370	368	0	368		
North Leg								
Approach	1,553	1,855	1,846	1,837	2	1,839		
Departure	1,700	2,030	2,020	2,011	14	2,025		
Total	3,253	3,885	3,866	3,848	16	3,864		
South Leg								
Approach	1,651	1,972	1,962	1,953	34	1,986		
Departure	1,718	2,052	2,042	2,032	3	2,035		
Total	3,369	4,023	4,004	3,985	37	4,022		
East Leg								
Approach	1,696	2,025	2,016	2,006	3	2,009		
Departure	1,262	1,507	1,500	1,493	28	1,521		
Total	2,958	3,532	3,516	3,499	31	3,530		
West Leg								
Approach	1,164	1,390	1,383	1,377	10	1,387		
Departure	1,384	1,653	1,645	1,637	3	1,640		
Total	2,548	3,043	3,028	3,014	13	3,027		
Total Approaches								
Approach	6,064	7,242	7,207	7,173	49	7,222		
Departure	6,064	7,242	7,207	7,173	49	7,222		
Total	12,128	14,483	14,414	14,346	97	14,443		

Peak Hour Volume Summary

PM Peak Hour							
	Existing	No Build	TSM	LRT 1		LRT 2	
	(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030 Station Assign
							Diverted Traffic
							Total
27 Bundy Dr and Exposition Blvd							
(Growth Rate)	19.42%	18.85%	18.29%				
NBL	22	26	26	26	1	27	
NBT	1,482	1,770	1,761	1,753	0	1,753	
NBR	9	11	11	11	0	11	
SBL	70	84	83	83	0	83	
SBT	1,846	2,204	2,194	2,184	0	2,184	
SBR	75	90	89	89	3	92	
EBL	51	61	61	60	0	60	
EBT	6	7	7	7	0	7	
EBR	126	150	150	149	0	149	
WBL	16	19	19	19	29	48	
WBT	6	7	7	7	0	7	
WBR	65	78	77	77	34	110	
North Leg							
Approach	1,991	2,378	2,366	2,355	3	2,358	
Departure	1,598	1,908	1,899	1,890	34	1,924	
Total	3,589	4,286	4,265	4,245	37	4,282	
South Leg							
Approach	1,513	1,807	1,798	1,790	1	1,791	
Departure	1,988	2,374	2,363	2,352	29	2,380	
Total	3,501	4,181	4,161	4,141	30	4,171	
East Leg							
Approach	87	104	103	103	62	165	
Departure	85	102	101	101	0	101	
Total	172	205	204	203	62	266	
West Leg							
Approach	183	219	217	216	0	216	
Departure	103	123	122	122	4	126	
Total	286	342	340	338	4	343	
Total Approaches							
Approach	3,774	4,507	4,485	4,464	67	4,531	
Departure	3,774	4,507	4,485	4,464	67	4,531	
Total	7,548	9,014	8,971	8,928	133	9,062	

Peak Hour Volume Summary

PM Peak Hour							
	Existing	No Build	TSM	LRT 1		LRT 2	
	(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030 Station Assign Diverted Traffic Total
28 Bundy Dr and Pico Blvd							
(Growth Rate)	19.42%	18.85%	18.29%				
NBL	193	230	229	228	0	228	
NBT	858	1,025	1,020	1,015	0	1,015	
NBR	108	129	128	128	2	130	
SBL	125	149	149	148	14	162	
SBT	800	955	951	946	14	961	
SBR	90	107	107	106	0	106	
EBL	133	159	158	157	1	159	
EBT	733	875	871	867	11	878	
EBR	35	42	42	41	0	41	
WBL	84	100	100	99	0	99	
WBT	759	906	902	898	3	901	
WBR	164	196	195	194	0	194	
North Leg							
Approach	1,015	1,212	1,206	1,201	29	1,229	
Departure	1,155	1,379	1,373	1,366	1	1,367	
Total	2,170	2,591	2,579	2,567	30	2,597	
South Leg							
Approach	1,159	1,384	1,377	1,371	2	1,373	
Departure	919	1,097	1,092	1,087	14	1,101	
Total	2,078	2,482	2,470	2,458	16	2,474	
East Leg							
Approach	1,007	1,203	1,197	1,191	3	1,194	
Departure	966	1,154	1,148	1,143	27	1,170	
Total	1,973	2,356	2,345	2,334	30	2,364	
West Leg							
Approach	901	1,076	1,071	1,066	12	1,078	
Departure	1,042	1,244	1,238	1,233	3	1,236	
Total	1,943	2,320	2,309	2,298	15	2,313	
Total Approaches							
Approach	4,082	4,875	4,851	4,828	46	4,874	
Departure	4,082	4,875	4,851	4,828	46	4,874	
Total	8,164	9,749	9,703	9,657	91	9,748	

Peak Hour Volume Summary

PM Peak Hour

	Existing	No Build	TSM	LRT 1		LRT 2	
	(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030 Station Assign
							Diverted Traffic
							Total
29 Barrington Ave and Olympic Blvd							
(Growth Rate)		18.57%	18.03%	17.49%			
NBL	150	178	177	176	0	176	
NBT	534	633	630	627	0	627	
NBR	82	97	97	96	0	96	
SBL	167	198	197	196	0	196	
SBT	1,077	1,277	1,271	1,265	2	1,268	
SBR	51	60	60	60	0	60	
EBL	47	56	55	55	19	74	
EBT	978	1,160	1,154	1,149	9	1,158	
EBR	315	374	372	370	0	370	
WBL	150	178	177	176	0	176	
WBT	1,433	1,699	1,691	1,684	3	1,687	
WBR	147	174	174	173	0	173	
North Leg							
Approach	1,295	1,536	1,528	1,522	2	1,524	
Departure	728	863	859	855	19	875	
Total	2,023	2,399	2,388	2,377	22	2,399	
South Leg							
Approach	766	908	904	900	0	900	
Departure	1,542	1,828	1,820	1,812	2	1,814	
Total	2,308	2,737	2,724	2,712	2	2,714	
East Leg							
Approach	1,730	2,051	2,042	2,033	3	2,036	
Departure	1,227	1,455	1,448	1,442	9	1,451	
Total	2,957	3,506	3,490	3,474	12	3,486	
West Leg							
Approach	1,340	1,589	1,582	1,574	28	1,603	
Departure	1,634	1,938	1,929	1,920	3	1,923	
Total	2,974	3,526	3,510	3,494	31	3,525	
Total Approaches							
Approach	5,131	6,084	6,056	6,029	34	6,062	
Departure	5,131	6,084	6,056	6,029	34	6,062	
Total	10,262	12,168	12,112	12,057	67	12,124	

Peak Hour Volume Summary

PM Peak Hour							
	Existing	No Build	TSM	LRT 1		LRT 2	
	(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030 Station Assign
							Diverted Traffic
							Total
30 Barrington Ave and Exposition Blvd (N)							
(Growth Rate)	19.42%		18.85%	18.29%			
NBL	29	35	34	34	0	0	
NBT	721	861	857	853	0	853	
NBR	31	37	37	37	0	37	
SBL	5	6	6	6	0	0	
SBT	1,596	1,906	1,897	1,888	2	1,890	
SBR	6	7	7	7	0	7	
EBL	1	1	1	1	0	0	
EBT	2	2	2	2	0	0	
EBR	95	113	113	112	0	112	
WBL	15	18	18	18	0	0	
WBT	4	5	5	5	0	0	
WBR	22	26	26	26	0	26	
North Leg							
Approach	1,607	1,919	1,910	1,901	2	1,897	
Departure	744	888	884	880	0	879	
Total	2,351	2,808	2,794	2,781	2	2,776	
South Leg							
Approach	781	933	928	924	0	890	
Departure	1,706	2,037	2,028	2,018	2	2,003	
Total	2,487	2,970	2,956	2,942	2	2,892	
East Leg							
Approach	41	49	49	48	0	26	
Departure	38	45	45	45	0	37	
Total	79	94	94	93	0	63	
West Leg							
Approach	98	117	116	116	0	112	
Departure	39	47	46	46	0	7	
Total	137	164	163	162	0	119	
Total Approaches							
Approach	2,527	3,018	3,003	2,989	2	2,925	
Departure	2,527	3,018	3,003	2,989	2	2,925	
Total	5,054	6,035	6,007	5,978	5	5,851	

Peak Hour Volume Summary

PM Peak Hour

		Existing	No Build	TSM	LRT 1		LRT 2			
		(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign	Diverted Traffic
										Total
31	Barrington Ave and Exposition Blvd (S)									
	(Growth Rate)		19.42%	18.85%	18.29%					
NBL	23	27	27	27	2	29				
NBT	775	925	921	917	0	1,031				
NBR	18	21	21	21	0	0				
SBL	30	36	36	35	0	0				
SBT	1,867	2,230	2,219	2,208	0	2,208				
SBR	29	35	34	34	2	37				
EBL	8	10	10	9	0	0				
EBT	7	8	8	8	0	8				
EBR	152	182	181	180	0	198				
WBL	12	14	14	14	0	0				
WBT	5	6	6	6	0	0				
WBR	97	116	115	115	0	0				
North Leg										
Approach	1,926	2,300	2,289	2,278	2	2,245				
Departure	880	1,051	1,046	1,041	0	1,031				
Total	2,806	3,351	3,335	3,319	2	3,277				
South Leg										
Approach	816	974	970	965	2	1,061				
Departure	2,031	2,425	2,414	2,402	0	2,406				
Total	2,847	3,400	3,384	3,368	2	3,466				
East Leg										
Approach	114	136	135	135	0	0				
Departure	55	66	65	65	0	8				
Total	169	202	201	200	0	8				
West Leg										
Approach	167	199	198	198	0	206				
Departure	57	68	68	67	4	66				
Total	224	267	266	265	4	272				
Total Approaches										
Approach	3,023	3,610	3,593	3,576	4	3,512				
Departure	3,023	3,610	3,593	3,576	4	3,512				
Total	6,046	7,220	7,186	7,152	9	7,023				

Peak Hour Volume Summary

PM Peak Hour

		Existing	No Build	TSM	LRT 1	LRT 2		
		(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030
								Station Assign
								Diverted Traffic
								Total
32	Barrington Ave and Pico Blvd							
	(Growth Rate)		19.42%	18.85%	18.29%			
NBL	64	76	76	76	3	79		
NBT	556	664	661	658	2	660		
NBR	34	41	40	40	0	40		
SBL	143	171	170	169	0	169		
SBT	1,301	1,554	1,546	1,539	0	1,539		
SBR	113	135	134	134	0	134		
EBL	125	149	149	148	0	148		
EBT	683	816	812	808	0	808		
EBR	100	119	119	118	23	142		
WBL	88	105	105	104	0	104		
WBT	637	761	757	753	0	753		
WBR	42	50	50	50	0	50		
North Leg								
Approach	1,557	1,859	1,850	1,842	0	1,842		
Departure	723	863	859	855	2	857		
Total	2,280	2,723	2,710	2,697	2	2,699		
South Leg								
Approach	654	781	777	774	5	778		
Departure	1,489	1,778	1,770	1,761	23	1,785		
Total	2,143	2,559	2,547	2,535	28	2,563		
East Leg								
Approach	767	916	912	907	0	907		
Departure	860	1,027	1,022	1,017	0	1,017		
Total	1,627	1,943	1,934	1,925	0	1,925		
West Leg								
Approach	908	1,084	1,079	1,074	23	1,097		
Departure	814	972	967	963	3	966		
Total	1,722	2,056	2,047	2,037	26	2,063		
Total Approaches								
Approach	3,886	4,641	4,618	4,597	28	4,625		
Departure	3,886	4,641	4,618	4,597	28	4,625		
Total	7,772	9,281	9,237	9,193	56	9,250		

Peak Hour Volume Summary

PM Peak Hour							
	Existing	No Build	TSM	LRT 1		LRT 2	
	(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030 Station Assign Diverted Traffic Total
33 Gateway Blvd/Pico Blvd and Exposition Blvd							
(Growth Rate)	19.42%		18.85%	18.29%			
NBL	0	0	0	0	0	0	
NBT	0	0	0	0	0	0	
NBR	929	1,109	1,104	1,099	0	1,099	
SBL	0	0	0	0	0	0	
SBT	0	0	0	0	0	0	
SBR	0	0	0	0	0	0	
EBL	0	0	0	0	0	0	
EBT	1,622	1,937	1,928	1,919	0	1,919	
EBR	3	4	4	4	0	4	
WBL	977	1,167	1,161	1,156	0	1,156	
WBT	1,316	1,572	1,564	1,557	0	1,557	
WBR	0	0	0	0	0	0	
North Leg							
Approach	0	0	0	0	0	0	
Departure	0	0	0	0	0	0	
Total	0	0	0	0	0	0	
South Leg							
Approach	929	1,109	1,104	1,099	0	1,099	
Departure	980	1,170	1,165	1,159	0	1,159	
Total	1,909	2,280	2,269	2,258	0	2,258	
East Leg							
Approach	2,293	2,738	2,725	2,712	0	2,712	
Departure	2,551	3,046	3,032	3,018	0	3,018	
Total	4,844	5,785	5,757	5,730	0	5,730	
West Leg							
Approach	1,625	1,941	1,931	1,922	0	1,922	
Departure	1,316	1,572	1,564	1,557	0	1,557	
Total	2,941	3,512	3,495	3,479	0	3,479	
Total Approaches							
Approach	4,847	5,788	5,761	5,733	0	5,733	
Departure	4,847	5,788	5,761	5,733	0	5,733	
Total	9,694	11,576	11,521	11,467	0	11,467	

Peak Hour Volume Summary

PM Peak Hour

	Existing	No Build	TSM	LRT 1		LRT 2	
	(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030 Station Assign
							Diverted Traffic
							Total
34 Sawtelle Blvd and Pico Blvd							
(Growth Rate)		19.42%	18.85%	18.29%			
NBL	305	364	362	361	0	361	
NBT	1,394	1,665	1,657	1,649	45	1,694	
NBR	201	240	239	238	0	238	
SBL	84	100	100	99	9	108	
SBT	503	601	598	595	6	601	
SBR	288	344	342	341	0	341	
EBL	68	81	81	80	0	80	
EBT	989	1,181	1,175	1,170	0	1,170	
EBR	244	291	290	289	0	289	
WBL	234	279	278	277	0	277	
WBT	1,456	1,739	1,730	1,722	0	1,722	
WBR	139	166	165	164	0	164	
North Leg							
Approach	875	1,045	1,040	1,035	15	1,050	
Departure	1,601	1,912	1,903	1,894	45	1,939	
Total	2,476	2,957	2,943	2,929	60	2,989	
South Leg							
Approach	1,900	2,269	2,258	2,247	45	2,293	
Departure	981	1,172	1,166	1,160	6	1,166	
Total	2,881	3,440	3,424	3,408	51	3,459	
East Leg							
Approach	1,829	2,184	2,174	2,163	0	2,163	
Departure	1,274	1,521	1,514	1,507	9	1,516	
Total	3,103	3,706	3,688	3,670	9	3,679	
West Leg							
Approach	1,301	1,554	1,546	1,539	0	1,539	
Departure	2,049	2,447	2,435	2,424	0	2,424	
Total	3,350	4,001	3,981	3,963	0	3,963	
Total Approaches							
Approach	5,905	7,052	7,018	6,985	60	7,045	
Departure	5,905	7,052	7,018	6,985	60	7,045	
Total	11,810	14,103	14,036	13,970	120	14,090	

Peak Hour Volume Summary

PM Peak Hour							
	Existing	No Build	TSM	LRT 1		LRT 2	
	(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030 Station Assign
							Diverted Traffic
							Total
35 Sawtelle Blvd and Exposition Blvd							
	(Growth Rate)	19.42%	18.85%	18.29%			
NBL	6	7	7	7	0	7	
NBT	747	892	888	884	0	884	
NBR	104	124	124	123	2	125	
SBL	254	303	302	300	6	306	
SBT	1,328	1,586	1,578	1,571	0	1,571	
SBR	26	31	31	31	0	31	
EBL	12	14	14	14	0	14	
EBT	39	47	46	46	1	47	
EBR	141	168	168	167	0	167	
WBL	37	44	44	44	17	61	
WBT	13	16	15	15	6	21	
WBR	118	141	140	140	45	185	
North Leg							
Approach	1,608	1,920	1,911	1,902	6	1,908	
Departure	877	1,047	1,042	1,037	45	1,083	
Total	2,485	2,968	2,953	2,939	51	2,991	
South Leg							
Approach	857	1,023	1,019	1,014	2	1,016	
Departure	1,506	1,798	1,790	1,781	17	1,798	
Total	2,363	2,822	2,808	2,795	19	2,814	
East Leg							
Approach	168	201	200	199	68	267	
Departure	397	474	472	470	9	478	
Total	565	675	671	668	77	745	
West Leg							
Approach	192	229	228	227	1	228	
Departure	45	54	53	53	6	59	
Total	237	283	282	280	6	287	
Total Approaches							
Approach	2,825	3,374	3,357	3,342	77	3,418	
Departure	2,825	3,374	3,357	3,342	77	3,418	
Total	5,650	6,747	6,715	6,683	154	6,837	

Peak Hour Volume Summary

PM Peak Hour

	Existing	No Build	TSM	LRT 1		LRT 2		Total
	(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Year 2030	Station Assign	Diverted Traffic
36 Sawtelle Blvd and National Blvd								
(Growth Rate)		31.09%	30.51%			29.83%		
NBL	48	63	63			62	0	62
NBT	506	663	660			657	0	657
NBR	75	98	98			97	0	98
SBL	193	253	252			251	0	251
SBT	1,105	1,449	1,442			1,435	0	1,435
SBR	91	119	119			118	0	118
EBL	98	128	128			127	0	127
EBT	723	948	944			939	1	940
EBR	151	198	197			196	0	196
WBL	90	118	117			117	4	121
WBT	499	654	651			648	12	660
WBR	227	298	296			295	0	295
North Leg								
Approach	1,389	1,821	1,813			1,803	0	1,803
Departure	831	1,089	1,085			1,079	0	1,079
Total	2,220	2,910	2,897			2,882	0	2,882
South Leg								
Approach	629	825	821			817	0	817
Departure	1,346	1,764	1,757			1,747	4	1,752
Total	1,975	2,589	2,578			2,564	5	2,569
East Leg								
Approach	816	1,070	1,065			1,059	17	1,076
Departure	991	1,299	1,293			1,287	1	1,288
Total	1,807	2,369	2,358			2,346	18	2,364
West Leg								
Approach	972	1,274	1,269			1,262	1	1,263
Departure	638	836	833			828	12	841
Total	1,610	2,111	2,101			2,090	14	2,104
Total Approaches								
Approach	3,806	4,989	4,967			4,941	18	4,959
Departure	3,806	4,989	4,967			4,941	18	4,959
Total	7,612	9,979	9,935			9,882	36	9,918

Peak Hour Volume Summary

PM Peak Hour

		Existing	No Build	TSM	LRT 1		LRT 2		
		(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign
								Diverted Traffic	Total
37	Sawtelle Blvd and Palms Blvd								
	(Growth Rate)		31.09%	30.51%			29.83%		
NBL	66	87	86	86			86	0	86
NBT	442	579	577	577			574	0	574
NBR	240	315	313	313			312	0	312
SBL	254	333	332	332			330	0	330
SBT	996	1,306	1,300	1,300			1,293	0	1,293
SBR	74	97	97	97			96	0	96
EBL	33	43	43	43			43	0	43
EBT	462	606	603	603			600	1	601
EBR	211	277	275	275			274	0	274
WBL	172	225	224	224			223	0	223
WBT	781	1,024	1,019	1,019			1,014	12	1,026
WBR	162	212	211	211			210	0	210
North Leg									
Approach	1,324	1,736	1,728	1,728			1,719	0	1,719
Departure	637	835	831	831			827	0	827
Total	1,961	2,571	2,559	2,559			2,546	0	2,546
South Leg									
Approach	748	981	976	976			971	0	971
Departure	1,379	1,808	1,800	1,800			1,790	0	1,790
Total	2,127	2,788	2,776	2,776			2,761	0	2,761
East Leg									
Approach	1,115	1,462	1,455	1,455			1,448	12	1,460
Departure	956	1,253	1,248	1,248			1,241	1	1,242
Total	2,071	2,715	2,703	2,703			2,689	14	2,702
West Leg									
Approach	706	925	921	921			917	1	918
Departure	921	1,207	1,202	1,202			1,196	12	1,208
Total	1,627	2,133	2,123	2,123			2,112	14	2,126
Total Approaches									
Approach	3,893	5,103	5,081	5,081			5,054	14	5,068
Departure	3,893	5,103	5,081	5,081			5,054	14	5,068
Total	7,786	10,207	10,162	10,162			10,108	27	10,135

Peak Hour Volume Summary

PM Peak Hour

		Existing	No Build	TSM	LRT 1		LRT 2			
		(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign	Diverted Traffic
										Total
38	Sawtelle Blvd and Venice Blvd									
	(Growth Rate)		19.89%	19.67%				19.72%		
NBL	129	155	154	154			154	0		154
NBT	392	470	469	469			469	0		469
NBR	95	114	114	114			114	0		114
SBL	190	228	227	227			227	0		227
SBT	1,005	1,205	1,203	1,203			1,203	0		1,203
SBR	87	104	104	104			104	0		104
EBL	92	110	110	110			110	0		110
EBT	1,711	2,051	2,048	2,048			2,048	0		2,048
EBR	105	126	126	126			126	0		126
WBL	210	252	251	251			251	0		251
WBT	1,425	1,708	1,705	1,705			1,706	0		1,706
WBR	63	76	75	75			75	0		75
North Leg										
Approach	1,282	1,537	1,534	1,534			1,535	0		1,535
Departure	547	656	655	655			655	0		655
Total	1,829	2,193	2,189	2,189			2,190	0		2,190
South Leg										
Approach	616	739	737	737			737	0		737
Departure	1,320	1,583	1,580	1,580			1,580	0		1,580
Total	1,936	2,321	2,317	2,317			2,318	0		2,318
East Leg										
Approach	1,698	2,036	2,032	2,032			2,033	0		2,033
Departure	1,996	2,393	2,389	2,389			2,390	0		2,390
Total	3,694	4,429	4,421	4,421			4,422	0		4,422
West Leg										
Approach	1,908	2,288	2,283	2,283			2,284	0		2,284
Departure	1,641	1,967	1,964	1,964			1,965	0		1,965
Total	3,549	4,255	4,247	4,247			4,249	0		4,249
Total Approaches										
Approach	5,504	6,599	6,587	6,587			6,589	0		6,589
Departure	5,504	6,599	6,587	6,587			6,589	0		6,589
Total	11,008	13,198	13,174	13,174			13,179	0		13,179

Peak Hour Volume Summary

PM Peak Hour

	Existing	No Build	TSM	LRT 1		LRT 2		Total
	(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Year 2030	Station Assign	
							Diverted Traffic	
								Total
39 Sawtelle Blvd and I-405 SB Ramps								
	(Growth Rate)	19.89%	19.67%			19.72%		
NBL	16	19	19			19	0	19
NBT	280	336	335			335	0	335
NBR	89	107	107			107	0	107
SBL	458	549	548			548	0	548
SBT	467	560	559			559	0	559
SBR	27	32	32			32	0	32
EBL	8	10	10			10	0	10
EBT	63	76	75			75	0	75
EBR	16	19	19			19	0	19
WBL	224	269	268			268	0	268
WBT	37	44	44			44	0	44
WBR	153	183	183			183	0	183
North Leg								
Approach	952	1,141	1,139			1,140	0	1,140
Departure	441	529	528			528	0	528
Total	1,393	1,670	1,667			1,668	0	1,668
South Leg								
Approach	385	462	461			461	0	461
Departure	707	848	846			846	0	846
Total	1,092	1,309	1,307			1,307	0	1,307
East Leg								
Approach	414	496	495			496	0	496
Departure	610	731	730			730	0	730
Total	1,024	1,228	1,225			1,226	0	1,226
West Leg								
Approach	87	104	104			104	0	104
Departure	80	96	96			96	0	96
Total	167	200	200			200	0	200
Total Approaches								
Approach	1,838	2,204	2,200			2,200	0	2,200
Departure	1,838	2,204	2,200			2,200	0	2,200
Total	3,676	4,407	4,399			4,401	0	4,401

Peak Hour Volume Summary

PM Peak Hour									
	Existing	No Build	TSM	LRT 1		LRT 2			
	(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign	Diverted Traffic
40 Sepulveda Blvd and Pico Blvd									
	(Growth Rate)	13.83%	12.69%	13.01%			13.37%		
NBL	171	195	193	193	0	193	194	0	194
NBT	1,301	1,481	1,466	1,470	28	1,499	1,475	28	1,503
NBR	178	203	201	201	0	201	202	0	202
SBL	113	129	127	128	0	128	128	0	128
SBT	1,430	1,628	1,612	1,616	4	1,620	1,621	4	1,625
SBR	121	138	136	137	0	137	137	0	137
EBL	113	129	127	128	0	128	128	0	128
EBT	1,390	1,582	1,566	1,571	0	1,571	1,576	0	1,576
EBR	235	268	265	266	0	266	266	0	266
WBL	208	237	234	235	0	235	236	0	236
WBT	1,281	1,458	1,444	1,448	0	1,448	1,452	0	1,452
WBR	103	117	116	116	0	116	117	0	117
North Leg									
Approach	1,664	1,894	1,875	1,881	4	1,884	1,886	4	1,890
Departure	1,517	1,727	1,710	1,714	28	1,743	1,720	28	1,748
Total	3,181	3,621	3,585	3,595	32	3,627	3,606	32	3,638
South Leg									
Approach	1,650	1,878	1,859	1,865	28	1,893	1,871	28	1,899
Departure	1,873	2,132	2,111	2,117	4	2,120	2,123	4	2,127
Total	3,523	4,010	3,970	3,981	32	4,013	3,994	32	4,026
East Leg									
Approach	1,592	1,812	1,794	1,799	0	1,799	1,805	0	1,805
Departure	1,681	1,914	1,894	1,900	0	1,900	1,906	0	1,906
Total	3,273	3,726	3,688	3,699	0	3,699	3,711	0	3,711
West Leg									
Approach	1,738	1,978	1,959	1,964	0	1,964	1,970	0	1,970
Departure	1,573	1,791	1,773	1,778	0	1,778	1,783	0	1,783
Total	3,311	3,769	3,731	3,742	0	3,742	3,754	0	3,754
Total Approaches									
Approach	6,644	7,563	7,487	7,509	32	7,541	7,532	32	7,564
Departure	6,644	7,563	7,487	7,509	32	7,541	7,532	32	7,564
Total	13,288	15,126	14,975	15,017	64	15,081	15,065	64	15,129

Peak Hour Volume Summary

PM Peak Hour									
	Existing	No Build	TSM	LRT 1		LRT 2			
	(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign	Diverted Traffic
41 Sepulveda Blvd and Exposition Blvd									
(Growth Rate)	13.83%		12.69%	13.01%			13.37%		
NBL	67	76	76	76	1	76	76	1	77
NBT	1,001	1,139	1,128	1,131	0	1,131	1,135	0	1,135
NBR	20	23	23	23	0	23	23	0	23
SBL	89	101	100	101	0	101	101	0	101
SBT	905	1,030	1,020	1,023	0	1,023	1,026	0	1,026
SBR	54	61	61	61	4	65	61	4	65
EBL	59	67	66	67	28	95	67	28	95
EBT	182	207	205	206	11	217	206	11	218
EBR	159	181	179	180	6	185	180	6	186
WBL	28	32	32	32	0	32	32	0	32
WBT	64	73	72	72	1	74	73	1	74
WBR	47	54	53	53	0	53	53	0	53
North Leg									
Approach	1,048	1,193	1,181	1,184	4	1,188	1,188	4	1,192
Departure	1,107	1,260	1,248	1,251	28	1,279	1,255	28	1,283
Total	2,155	2,453	2,429	2,435	32	2,467	2,443	32	2,475
South Leg									
Approach	1,088	1,239	1,226	1,230	1	1,230	1,233	1	1,234
Departure	1,092	1,243	1,231	1,234	6	1,240	1,238	6	1,244
Total	2,180	2,482	2,457	2,464	6	2,470	2,471	6	2,478
East Leg									
Approach	139	158	157	157	1	159	158	1	159
Departure	291	331	328	329	11	340	330	11	341
Total	430	489	485	486	13	499	487	13	500
West Leg									
Approach	400	455	451	452	45	497	453	45	499
Departure	185	211	208	209	6	215	210	6	216
Total	585	666	659	661	51	712	663	51	714
Total Approaches									
Approach	2,675	3,045	3,015	3,023	51	3,074	3,033	51	3,084
Departure	2,675	3,045	3,015	3,023	51	3,074	3,033	51	3,084
Total	5,350	6,090	6,029	6,046	102	6,149	6,065	102	6,168

Peak Hour Volume Summary

PM Peak Hour									
	Existing	No Build	TSM	LRT 1		LRT 2			
	(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign	Diverted Traffic
									Total
42 Sepulveda Blvd and National Blvd									
	(Growth Rate)	31.09%	30.51%			29.83%			
NBL	203	266	265			264	2	0	266
NBT	1,022	1,340	1,334			1,327	0		1,327
NBR	117	153	153			152	0		152
SBL	124	163	162			161	0	0	161
SBT	1,202	1,576	1,569			1,561	0		1,561
SBR	308	404	402			400	0		400
EBL	180	236	235			234	4		238
EBT	998	1,308	1,303			1,296	4		1,300
EBR	101	132	132			131	29		161
WBL	63	83	82			82	0	0	82
WBT	785	1,029	1,025			1,019	0		1,019
WBR	31	41	40			40	0		40
North Leg									
Approach	1,634	2,142	2,133			2,121	0		2,122
Departure	1,233	1,616	1,609			1,601	4		1,605
Total	2,867	3,758	3,742			3,722	5		3,727
South Leg									
Approach	1,342	1,759	1,752			1,742	2		1,745
Departure	1,366	1,791	1,783			1,773	30		1,803
Total	2,708	3,550	3,534			3,516	32		3,548
East Leg									
Approach	879	1,152	1,147			1,141	1		1,142
Departure	1,239	1,624	1,617			1,609	4		1,613
Total	2,118	2,776	2,764			2,750	5		2,755
West Leg									
Approach	1,279	1,677	1,669			1,660	38		1,698
Departure	1,296	1,699	1,691			1,683	3		1,686
Total	2,575	3,376	3,361			3,343	41		3,384
Total Approaches									
Approach	5,134	6,730	6,701			6,665	41		6,706
Departure	5,134	6,730	6,701			6,665	41		6,706
Total	10,268	13,460	13,401			13,331	82		13,413

Peak Hour Volume Summary

PM Peak Hour

		Existing	No Build	TSM	LRT 1		LRT 2				
		(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign	Diverted Traffic	Total
43	Sepulveda Blvd and Palms Blvd										
	(Growth Rate)	31.09%		30.51%				29.83%			
NBL	90	118		117			117	0		9	126
NBT	1,118	1,466		1,459			1,451	2			1,453
NBR	169	222		221			219	0			219
SBL	117	153		153			152	12		174	338
SBT	1,176	1,542		1,535			1,527	21			1,548
SBR	156	205		204			203	12			215
EBL	82	107		107			106	1			108
EBT	798	1,046		1,042			1,036	0			1,036
EBR	79	104		103			103	0			103
WBL	116	152		151			151	0		101	252
WBT	865	1,134		1,129			1,123	0			1,123
WBR	114	149		149			148	1		0	149
North Leg											
Approach	1,449	1,899		1,891			1,881	46			2,101
Departure	1,314	1,723		1,715			1,706	4			1,710
Total	2,763	3,622		3,606			3,587	50			3,811
South Leg											
Approach	1,377	1,805		1,797			1,788	2			1,799
Departure	1,371	1,797		1,789			1,780	21			1,902
Total	2,748	3,602		3,587			3,568	23			3,700
East Leg											
Approach	1,095	1,435		1,429			1,422	1			1,524
Departure	1,084	1,421		1,415			1,407	12			1,594
Total	2,179	2,856		2,844			2,829	14			3,118
West Leg											
Approach	959	1,257		1,252			1,245	1			1,246
Departure	1,111	1,456		1,450			1,442	12			1,464
Total	2,070	2,714		2,702			2,687	14			2,710
Total Approaches											
Approach	4,880	6,397		6,369			6,336	50			6,669
Departure	4,880	6,397		6,369			6,336	50			6,669
Total	9,760	12,794		12,738			12,671	99			13,339

Peak Hour Volume Summary

PM Peak Hour

	Existing	No Build	TSM	LRT 1		LRT 2		Total
	(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Year 2030	Station Assign	Diverted Traffic
44 Sepulveda Blvd and Charnock Rd								
(Growth Rate)		31.09%	30.51%			29.83%		
NBL	3	4	4			4	0	4
NBT	1,279	1,677	1,669			1,660	1	1,662
NBR	83	109	108			108	0	108
SBL	134	176	175			174	4	178
SBT	1,155	1,514	1,507			1,499	17	1,516
SBR	0	0	0			0	0	0
EBL	0	0	0			0	0	0
EBT	0	0	0			0	0	0
EBR	0	0	0			0	0	0
WBL	78	102	102			101	0	101
WBT	0	0	0			0	0	0
WBR	87	114	114			113	0	113
North Leg								
Approach	1,289	1,690	1,682			1,673	21	1,694
Departure	1,366	1,791	1,783			1,773	2	1,775
Total	2,655	3,480	3,465			3,447	23	3,469
South Leg								
Approach	1,365	1,789	1,782			1,772	1	1,774
Departure	1,233	1,616	1,609			1,601	17	1,617
Total	2,598	3,406	3,391			3,373	18	3,391
East Leg								
Approach	165	216	215			214	0	215
Departure	217	284	283			282	4	286
Total	382	501	499			496	5	500
West Leg								
Approach	0	0	0			0	0	0
Departure	3	4	4			4	0	4
Total	3	4	4			4	0	4
Total Approaches								
Approach	2,819	3,695	3,679			3,660	23	3,682
Departure	2,819	3,695	3,679			3,660	23	3,682
Total	5,638	7,391	7,358			7,320	45	7,365

Peak Hour Volume Summary

PM Peak Hour									
	Existing	No Build	TSM	LRT 1		LRT 2			
	(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign	Diverted Traffic
45 Sepulveda Blvd and Venice Blvd									
(Growth Rate)		19.89%	19.67%			19.72%			
NBL	138	165	165			165	0		165
NBT	1,027	1,231	1,229			1,230	1		1,230
NBR	202	242	242			242	0		242
SBL	174	209	208			208	5		213
SBT	943	1,131	1,129			1,129	7		1,136
SBR	28	34	34			34	5		39
EBL	243	291	291			291	0		291
EBT	1,738	2,084	2,080			2,081	0		2,081
EBR	172	206	206			206	0		206
WBL	255	306	305			305	0		305
WBT	1,403	1,682	1,679			1,680	0	14	1,694
WBR	159	191	190			190	0		191
North Leg									
Approach	1,145	1,373	1,370			1,371	17		1,387
Departure	1,429	1,713	1,710			1,711	1		1,712
Total	2,574	3,086	3,080			3,082	18		3,100
South Leg									
Approach	1,367	1,639	1,636			1,637	1		1,637
Departure	1,370	1,643	1,640			1,640	7		1,647
Total	2,737	3,281	3,275			3,277	7		3,284
East Leg									
Approach	1,817	2,178	2,174			2,175	0		2,190
Departure	2,114	2,535	2,530			2,531	5		2,536
Total	3,931	4,713	4,704			4,706	5		4,726
West Leg									
Approach	2,153	2,581	2,577			2,578	0		2,578
Departure	1,569	1,881	1,878			1,878	5		1,898
Total	3,722	4,462	4,454			4,456	5		4,476
Total Approaches									
Approach	6,482	7,771	7,757			7,760	18		7,793
Departure	6,482	7,771	7,757			7,760	18		7,793
Total	12,964	15,543	15,514			15,521	36		15,585

Peak Hour Volume Summary

PM Peak Hour

		Existing	No Build	TSM	LRT 1		LRT 2		
		(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign
								Diverted Traffic	Total
46	Sepulveda Blvd and I-405 NB Ramps								
	(Growth Rate)		19.89%	19.67%			19.72%		
NBL	228	273	273	273			273	0	273
NBT	960	1,151	1,149	1,149			1,149	0	1,149
NBR	0	0	0	0			0	0	0
SBL	0	0	0	0			0	0	0
SBT	1,159	1,390	1,387	1,387			1,388	0	1,388
SBR	152	182	182	182			182	0	182
EBL	356	427	426	426			426	0	426
EBT	0	0	0	0			0	0	0
EBR	91	109	109	109			109	0	109
WBL	3	4	4	4			4	0	4
WBT	0	0	0	0			0	0	0
WBR	2	2	2	2			2	0	2
North Leg									
Approach	1,311	1,572	1,569	1,569			1,570	0	1,570
Departure	1,318	1,580	1,577	1,577			1,578	0	1,578
Total	2,629	3,152	3,146	3,146			3,147	0	3,147
South Leg									
Approach	1,188	1,424	1,422	1,422			1,422	0	1,422
Departure	1,253	1,502	1,499	1,499			1,500	0	1,500
Total	2,441	2,927	2,921	2,921			2,922	0	2,922
East Leg									
Approach	5	6	6	6			6	0	6
Departure	0	0	0	0			0	0	0
Total	5	6	6	6			6	0	6
West Leg									
Approach	447	536	535	535			535	0	535
Departure	380	456	455	455			455	0	455
Total	827	992	990	990			990	0	990
Total Approaches									
Approach	2,951	3,538	3,532	3,532			3,533	0	3,533
Departure	2,951	3,538	3,532	3,532			3,533	0	3,533
Total	5,902	7,076	7,063	7,063			7,066	0	7,066

Peak Hour Volume Summary

PM Peak Hour

		Existing	No Build	TSM	LRT 1		LRT 2		
		(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign
								Diverted Traffic	Total
47	Sepulveda Blvd and Washington Pl								
	(Growth Rate)		19.89%	19.67%			19.72%		
NBL	81	97	97	97			97	0	97
NBT	1,035	1,241	1,239	1,239			1,239	0	1,239
NBR	22	26	26	26			26	0	26
SBL	101	121	121	121			121	0	121
SBT	1,014	1,216	1,213	1,213			1,214	0	1,214
SBR	118	141	141	141			141	0	141
EBL	140	168	168	168			168	0	168
EBT	343	411	410	410			411	0	411
EBR	63	76	75	75			75	0	75
WBL	26	31	31	31			31	0	31
WBT	342	410	409	409			409	0	409
WBR	69	83	83	83			83	0	83
North Leg									
Approach	1,233	1,478	1,476	1,476			1,476	0	1,476
Departure	1,244	1,491	1,489	1,489			1,489	0	1,489
Total	2,477	2,970	2,964	2,964			2,965	0	2,965
South Leg									
Approach	1,138	1,364	1,362	1,362			1,362	0	1,362
Departure	1,103	1,322	1,320	1,320			1,321	0	1,321
Total	2,241	2,687	2,682	2,682			2,683	0	2,683
East Leg									
Approach	437	524	523	523			523	0	523
Departure	466	559	558	558			558	0	558
Total	903	1,083	1,081	1,081			1,081	0	1,081
West Leg									
Approach	546	655	653	653			654	0	654
Departure	541	649	647	647			648	0	648
Total	1,087	1,303	1,301	1,301			1,301	0	1,301
Total Approaches									
Approach	3,354	4,021	4,014	4,014			4,015	0	4,015
Departure	3,354	4,021	4,014	4,014			4,015	0	4,015
Total	6,708	8,042	8,028	8,028			8,031	0	8,031

Peak Hour Volume Summary

PM Peak Hour

	Existing	No Build	TSM	LRT 1		LRT 2				
	(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign	Diverted Traffic	Total
48	Washington Pl and Washington Blvd									
	(Growth Rate)	19.89%	19.67%	19.04%			19.72%			
NBL	0	0	0	0	0	0	0	0	0	0
NBT	33	40	39	39	0	39	40	0	0	40
NBR	844	1,012	1,010	1,005	0	1,005	1,010	0	0	1,010
SBL	5	6	6	6	0	6	6	0	0	6
SBT	3	4	4	4	0	4	4	0	0	4
SBR	29	35	35	35	0	35	35	0	0	35
EBL	51	61	61	61	0	61	61	0	0	61
EBT	629	754	753	749	0	749	753	0	0	753
EBR	24	29	29	29	0	29	29	0	0	29
WBL	770	923	921	917	0	917	922	0	0	922
WBT	496	595	594	590	0	590	594	0	0	594
WBR	0	0	0	0	0	0	0	0	0	0
North Leg										
Approach	37	44	44	44	0	44	44	0	0	44
Departure	84	101	101	100	0	100	101	0	0	101
Total	121	145	145	144	0	144	145	0	0	145
South Leg										
Approach	877	1,051	1,050	1,044	0	1,044	1,050	0	0	1,050
Departure	797	956	954	949	0	949	954	0	0	954
Total	1,674	2,007	2,003	1,993	0	1,993	2,004	0	0	2,004
East Leg										
Approach	1,266	1,518	1,515	1,507	0	1,507	1,516	0	0	1,516
Departure	1,478	1,772	1,769	1,759	0	1,759	1,769	0	0	1,769
Total	2,744	3,290	3,284	3,267	0	3,267	3,285	0	0	3,285
West Leg										
Approach	704	844	842	838	0	838	843	0	0	843
Departure	525	629	628	625	0	625	629	0	0	629
Total	1,229	1,473	1,471	1,463	0	1,463	1,471	0	0	1,471
Total Approaches										
Approach	2,884	3,458	3,451	3,433	0	3,433	3,453	0	0	3,453
Departure	2,884	3,458	3,451	3,433	0	3,433	3,453	0	0	3,453
Total	5,768	6,915	6,903	6,866	0	6,866	6,905	0	0	6,905

Peak Hour Volume Summary

PM Peak Hour

	Existing	No Build	TSM	LRT 1		LRT 2	
	(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030 Station Assign
							Diverted Traffic
							Total
49 Military Ave and Exposition Blvd							
<i>(Growth Rate)</i>		13.83%	12.69%	13.01%			
NBL	17	19	19	19	0	19	
NBT	74	84	83	84	0	84	
NBR	5	6	6	6	0	6	
SBL	32	36	36	36	0	36	
SBT	290	330	327	328	0	328	
SBR	44	50	50	50	1	50	
EBL	37	42	42	42	6	47	
EBT	250	285	282	283	6	288	
EBR	69	79	78	78	0	78	
WBL	8	9	9	9	0	9	
WBT	73	83	82	82	1	83	
WBR	1	1	1	1	0	1	
North Leg							
Approach	366	417	412	414	1	414	
Departure	112	127	126	127	6	132	
Total	478	544	539	540	6	547	
South Leg							
Approach	96	109	108	108	0	108	
Departure	367	418	414	415	0	415	
Total	463	527	522	523	0	523	
East Leg							
Approach	82	93	92	93	1	93	
Departure	287	327	323	324	6	330	
Total	369	420	416	417	6	423	
West Leg							
Approach	356	405	401	402	11	414	
Departure	134	153	151	151	1	153	
Total	490	558	552	554	13	567	
Total Approaches							
Approach	900	1,025	1,014	1,017	13	1,030	
Departure	900	1,025	1,014	1,017	13	1,030	
Total	1,800	2,049	2,029	2,034	26	2,060	

Peak Hour Volume Summary

PM Peak Hour

	Existing	No Build	TSM	LRT 1		LRT 2		Total
	(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Year 2030	Station Assign	Diverted Traffic
50 Girard Ave and Venice Blvd								
	(Growth Rate)	20.15%	19.59%			19.94%		
NBL	82	99	98			98	0	98
NBT	85	102	102			102	0	102
NBR	44	53	53			53	0	53
SBL	49	59	59			59	0	59
SBT	76	91	91			91	0	91
SBR	47	56	56			56	0	56
EBL	44	53	53			53	0	175
EBT	1,950	2,343	2,332			2,339	0	2,339
EBR	17	20	20			20	0	20
WBL	25	30	30			30	0	261
WBT	1,810	2,175	2,165			2,171	0	2,171
WBR	33	40	39			40	0	40
North Leg								
Approach	172	207	206			206	0	206
Departure	162	195	194			194	0	317
Total	334	401	399			401	0	523
South Leg								
Approach	211	254	252			253	0	253
Departure	118	142	141			142	0	373
Total	329	395	393			395	0	626
East Leg								
Approach	1,868	2,244	2,234			2,241	0	2,472
Departure	2,043	2,455	2,443			2,450	0	2,450
Total	3,911	4,699	4,677			4,691	0	4,922
West Leg								
Approach	2,011	2,416	2,405			2,412	0	2,534
Departure	1,939	2,330	2,319			2,326	0	2,326
Total	3,950	4,746	4,724			4,738	0	4,860
Total Approaches								
Approach	4,262	5,121	5,097			5,112	0	5,466
Departure	4,262	5,121	5,097			5,112	0	5,466
Total	8,524	10,242	10,194			10,224	0	10,932

Peak Hour Volume Summary

PM Peak Hour							
	Existing	No Build	TSM	LRT 1		LRT 2	
	(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030 Station Assign
							Diverted Traffic
							Total
51 Westwood Blvd and Exposition Blvd (N)							
(Growth Rate)	13.83%		12.69%	13.01%			
NBL	32	36	36	36	4	40	
NBT	626	713	705	707	7	715	
NBR	1	1	1	1	0	0	
SBL	0	0	0	0	0	0	
SBT	1,320	1,503	1,488	1,492	1	1,493	
SBR	33	38	37	37	0	37	
EBL	68	77	77	77	0	77	
EBT	0	0	0	0	0	0	
EBR	174	198	196	197	0	197	
WBL	1	1	1	1	0	0	
WBT	0	0	0	0	0	0	
WBR	1	1	1	1	37	38	
North Leg							
Approach	1,353	1,540	1,525	1,529	1	1,530	
Departure	695	791	783	785	44	830	
Total	2,048	2,331	2,308	2,315	45	2,360	
South Leg							
Approach	659	750	743	745	11	755	
Departure	1,495	1,702	1,685	1,690	1	1,690	
Total	2,154	2,452	2,427	2,434	12	2,444	
East Leg							
Approach	2	2	2	2	37	38	
Departure	1	1	1	1	0	0	
Total	3	3	3	3	37	38	
West Leg							
Approach	242	275	273	273	0	274	
Departure	65	74	73	73	4	77	
Total	307	349	346	347	4	351	
Total Approaches							
Approach	2,256	2,568	2,542	2,550	49	2,597	
Departure	2,256	2,568	2,542	2,550	49	2,597	
Total	4,512	5,136	5,085	5,099	99	5,193	

Peak Hour Volume Summary

PM Peak Hour							
	Existing	No Build	TSM	LRT 1		LRT 2	
	(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030 Station Assign Diverted Traffic Total
52 Westwood Blvd and Exposition Blvd (S)							
(Growth Rate)	13.83%		12.69%	13.01%			
NBL	44	50	50	50	0	0	
NBT	647	737	729	731	0	731	
NBR	1	1	1	1	1	3	
SBL	9	10	10	10	0	0	
SBT	1,482	1,687	1,670	1,675	1	1,676	
SBR	48	55	54	54	0	0	
EBL	66	75	74	75	0	0	
EBT	0	0	0	0	0	0	
EBR	200	228	225	226	0	301	
WBL	0	0	0	0	0	0	
WBT	0	0	0	0	0	0	
WBR	0	0	0	0	11	11	
North Leg							
Approach	1,539	1,752	1,734	1,739	1	1,676	
Departure	713	812	804	806	11	742	
Total	2,252	2,564	2,538	2,545	12	2,418	
South Leg							
Approach	692	788	780	782	1	734	
Departure	1,682	1,915	1,896	1,901	1	1,977	
Total	2,374	2,702	2,675	2,683	3	2,711	
East Leg							
Approach	0	0	0	0	11	11	
Departure	10	11	11	11	1	3	
Total	10	11	11	11	13	14	
West Leg							
Approach	266	303	300	301	0	301	
Departure	92	105	104	104	0	0	
Total	358	408	403	405	0	301	
Total Approaches							
Approach	2,497	2,842	2,814	2,822	14	2,722	
Departure	2,497	2,842	2,814	2,822	14	2,722	
Total	4,994	5,685	5,628	5,644	28	5,444	

Peak Hour Volume Summary

PM Peak Hour								
	Existing	No Build	TSM	LRT 1		LRT 2		
	(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign
							Diverted Traffic	Total
53 Overland Ave and Ashby Ave								
(Growth Rate)		13.83%	12.69%	13.01%				
NBL	22	25	25	25	0	25		
NBT	1,501	1,709	1,692	1,696	0	1,696		
NBR	54	61	61	61	0	61		
SBL	34	39	38	38	0	38		
SBT	1,656	1,885	1,866	1,871	2	1,874		
SBR	14	16	16	16	0	16		
EBL	13	15	15	15	19	33		
EBT	76	87	86	86	4	90		
EBR	14	16	16	16	5	21		
WBL	284	323	320	321	0	321		
WBT	39	44	44	44	0	44		
WBR	40	46	45	45	0	45		
North Leg								
Approach	1,704	1,940	1,920	1,926	2	1,928		
Departure	1,554	1,769	1,751	1,756	19	1,775		
Total	3,258	3,709	3,672	3,682	21	3,703		
South Leg								
Approach	1,577	1,795	1,777	1,782	0	1,783		
Departure	1,954	2,224	2,202	2,208	8	2,216		
Total	3,531	4,019	3,979	3,990	8	3,999		
East Leg								
Approach	363	413	409	410	0	411		
Departure	164	187	185	185	4	189		
Total	527	600	594	596	4	600		
West Leg								
Approach	103	117	116	116	27	144		
Departure	75	85	85	85	0	85		
Total	178	203	201	201	28	229		
Total Approaches								
Approach	3,747	4,265	4,223	4,235	31	4,265		
Departure	3,747	4,265	4,223	4,235	31	4,265		
Total	7,494	8,531	8,445	8,469	61	8,531		

Peak Hour Volume Summary

PM Peak Hour							
	Existing	No Build	TSM	LRT 1		LRT 2	
	(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030 Station Assign
							Diverted Traffic
							Total
54 Overland Ave and Northvale Rd							
(Growth Rate)	13.83%	12.69%	13.01%				
NBL	0	0	0	0	0	0	
NBT	1,550	1,764	1,747	1,752	0	1,752	
NBR	68	77	77	77	0	77	
SBL	21	24	24	24	0	24	
SBT	1,989	2,264	2,241	2,248	4	2,252	
SBR	0	0	0	0	5	5	
EBL	0	0	0	0	0	0	
EBT	0	0	0	0	0	0	
EBR	0	0	0	0	0	0	
WBL	8	9	9	9	0	0	
WBT	0	0	0	0	0	0	
WBR	19	22	21	21	0	31	
North Leg							
Approach	2,010	2,288	2,265	2,272	8	2,280	
Departure	1,569	1,786	1,768	1,773	0	1,782	
Total	3,579	4,074	4,033	4,045	8	4,062	
South Leg							
Approach	1,618	1,842	1,823	1,829	0	1,829	
Departure	1,997	2,273	2,251	2,257	4	2,252	
Total	3,615	4,115	4,074	4,085	4	4,080	
East Leg							
Approach	27	31	30	31	0	31	
Departure	89	101	100	101	0	101	
Total	116	132	131	131	0	131	
West Leg							
Approach	0	0	0	0	0	0	
Departure	0	0	0	0	5	5	
Total	0	0	0	0	5	5	
Total Approaches							
Approach	3,655	4,161	4,119	4,131	8	4,139	
Departure	3,655	4,161	4,119	4,131	8	4,139	
Total	7,310	8,321	8,238	8,261	17	8,278	

Peak Hour Volume Summary

PM Peak Hour

	Existing	No Build	TSM	LRT 1		LRT 2	
	(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030 Station Assign
							Diverted Traffic
							Total
55 Overland Ave and National Blvd/I-10 WB Ramps							
(Growth Rate)	13.83%	12.69%	13.01%				
NBL	78	89	88	88	0	88	
NBT	979	1,114	1,103	1,106	1	1,107	
NBR	651	741	734	736	0	736	
SBL	664	756	748	750	0	750	
SBT	1,504	1,712	1,695	1,700	7	1,707	
SBR	118	134	133	133	4	137	
EBL	210	239	237	237	0	238	
EBT	135	154	152	153	0	153	
EBR	385	438	434	435	0	435	
WBL	299	340	337	338	0	338	
WBT	413	470	465	467	0	467	
WBR	492	560	554	556	0	556	
North Leg							
Approach	2,286	2,602	2,576	2,583	11	2,595	
Departure	1,681	1,914	1,894	1,900	1	1,901	
Total	3,967	4,516	4,471	4,483	13	4,496	
South Leg							
Approach	1,708	1,944	1,925	1,930	1	1,931	
Departure	2,188	2,491	2,466	2,473	7	2,480	
Total	3,896	4,435	4,391	4,403	8	4,411	
East Leg							
Approach	1,204	1,371	1,357	1,361	0	1,361	
Departure	1,450	1,651	1,634	1,639	0	1,639	
Total	2,654	3,021	2,991	2,999	0	2,999	
West Leg							
Approach	730	831	823	825	0	825	
Departure	609	693	686	688	4	692	
Total	1,339	1,524	1,509	1,513	4	1,517	
Total Approaches							
Approach	5,928	6,748	6,681	6,699	13	6,712	
Departure	5,928	6,748	6,681	6,699	13	6,712	
Total	11,856	13,496	13,361	13,399	25	13,424	

Peak Hour Volume Summary

PM Peak Hour							
	Existing	No Build	TSM	LRT 1		LRT 2	
	(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030 Station Assign
							Diverted Traffic
							Total
56 Overland Ave and I-10 EB On-Ramp							
(Growth Rate)	13.83%		12.69%	13.01%			
NBL	0	0	0	0	0	0	
NBT	1,847	2,103	2,081	2,087	1	2,088	
NBR	367	418	414	415	0	415	
SBL	887	1,010	1,000	1,002	0	1,002	
SBT	1,266	1,441	1,427	1,431	7	1,438	
SBR	0	0	0	0	0	0	
EBL	0	0	0	0	0	0	
EBT	0	0	0	0	0	0	
EBR	0	0	0	0	0	0	
WBL	0	0	0	0	0	0	
WBT	0	0	0	0	0	0	
WBR	0	0	0	0	0	0	
North Leg							
Approach	2,153	2,451	2,426	2,433	7	2,441	
Departure	1,847	2,103	2,081	2,087	1	2,088	
Total	4,000	4,553	4,508	4,521	8	4,529	
South Leg							
Approach	2,214	2,520	2,495	2,502	1	2,503	
Departure	1,266	1,441	1,427	1,431	7	1,438	
Total	3,480	3,961	3,922	3,933	8	3,941	
East Leg							
Approach	0	0	0	0	0	0	
Departure	1,254	1,427	1,413	1,417	0	1,417	
Total	1,254	1,427	1,413	1,417	0	1,417	
West Leg							
Approach	0	0	0	0	0	0	
Departure	0	0	0	0	0	0	
Total	0	0	0	0	0	0	
Total Approaches							
Approach	4,367	4,971	4,921	4,935	8	4,944	
Departure	4,367	4,971	4,921	4,935	8	4,944	
Total	8,734	9,942	9,843	9,871	17	9,887	

Peak Hour Volume Summary

PM Peak Hour

	Existing	No Build	TSM	LRT 1		LRT 2	
	(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030 Station Assign
							Diverted Traffic
							Total
57 Overland Ave and National Blvd/National Pl							
(Growth Rate)	13.83%		12.69%	13.01%			
NBL	132	150	149	149	0	149	
NBT	1,280	1,457	1,442	1,447	1	1,448	
NBR	31	35	35	35	0	35	
SBL	128	146	144	145	0	145	
SBT	1,188	1,352	1,339	1,343	7	1,350	
SBR	33	38	37	37	0	37	
EBL	168	191	189	190	0	190	
EBT	302	344	340	341	0	341	
EBR	332	378	374	375	0	375	
WBL	164	187	185	185	0	185	
WBT	305	347	344	345	0	345	
WBR	589	670	664	666	0	666	
North Leg							
Approach	1,349	1,536	1,520	1,525	7	1,532	
Departure	2,037	2,319	2,296	2,302	1	2,303	
Total	3,386	3,854	3,816	3,827	8	3,835	
South Leg							
Approach	1,443	1,643	1,626	1,631	1	1,632	
Departure	1,684	1,917	1,898	1,903	7	1,911	
Total	3,127	3,560	3,524	3,534	8	3,542	
East Leg							
Approach	1,058	1,204	1,192	1,196	0	1,196	
Departure	461	525	520	521	0	521	
Total	1,519	1,729	1,712	1,717	0	1,717	
West Leg							
Approach	802	913	904	906	0	906	
Departure	470	535	530	531	0	531	
Total	1,272	1,448	1,433	1,438	0	1,438	
Total Approaches							
Approach	4,652	5,296	5,243	5,257	8	5,266	
Departure	4,652	5,296	5,243	5,257	8	5,266	
Total	9,304	10,591	10,485	10,515	17	10,531	

Peak Hour Volume Summary

PM Peak Hour									
	Existing	No Build	TSM	LRT 1		LRT 2			
	(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign	Diverted Traffic
58 I-10 EB Off Ramp and National Blvd									
(Growth Rate)		13.83%	12.69%	13.01%					
NBL	0	0	0	0	0	0			
NBT	0	0	0	0	0	0			
NBR	0	0	0	0	0	0			
SBL	595	677	671	672	0	672			
SBT	0	0	0	0	0	0			
SBR	536	610	604	606	0	606			
EBL	0	0	0	0	0	0			
EBT	598	681	674	676	0	676			
EBR	0	0	0	0	0	0			
WBL	0	0	0	0	0	0			
WBT	556	633	627	628	0	628			
WBR	0	0	0	0	0	0			
North Leg									
Approach	1,131	1,287	1,275	1,278	0	1,278			
Departure	0	0	0	0	0	0			
Total	1,131	1,287	1,275	1,278	0	1,278			
South Leg									
Approach	0	0	0	0	0	0			
Departure	0	0	0	0	0	0			
Total	0	0	0	0	0	0			
East Leg									
Approach	556	633	627	628	0	628			
Departure	1,193	1,358	1,344	1,348	0	1,348			
Total	1,749	1,991	1,971	1,977	0	1,977			
West Leg									
Approach	598	681	674	676	0	676			
Departure	1,092	1,243	1,231	1,234	0	1,234			
Total	1,690	1,924	1,905	1,910	0	1,910			
Total Approaches									
Approach	2,285	2,601	2,575	2,582	0	2,582			
Departure	2,285	2,601	2,575	2,582	0	2,582			
Total	4,570	5,202	5,150	5,165	0	5,165			

Peak Hour Volume Summary

PM Peak Hour									
	Existing	No Build	TSM	LRT 1		LRT 2			Total
	(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign	Diverted Traffic
59 Overland Ave and Venice Blvd									
	(Growth Rate)	20.15%	19.59%			19.94%			
NBL	111	133	133			133	0		133
NBT	903	1,085	1,080			1,083	0		1,083
NBR	110	132	132			132	0		132
SBL	107	129	128			128	0		128
SBT	1,355	1,628	1,620			1,625	0		1,625
SBR	142	171	170			170	0		170
EBL	385	463	460			462	0	49	511
EBT	1,487	1,787	1,778			1,784	0		1,784
EBR	190	228	227			228	0		228
WBL	401	482	480			481	0	23	504
WBT	1,313	1,578	1,570			1,575	0		1,575
WBR	163	196	195			196	0		196
North Leg									
Approach	1,604	1,927	1,918			1,924	0		1,924
Departure	1,451	1,743	1,735			1,740	0		1,790
Total	3,055	3,671	3,653			3,664	0		3,713
South Leg									
Approach	1,124	1,351	1,344			1,348	0		1,348
Departure	1,946	2,338	2,327			2,334	0		2,357
Total	3,070	3,689	3,671			3,682	0		3,705
East Leg									
Approach	1,877	2,255	2,245			2,251	0		2,274
Departure	1,704	2,047	2,038			2,044	0		2,044
Total	3,581	4,303	4,283			4,295	0		4,318
West Leg									
Approach	2,062	2,478	2,466			2,473	0		2,522
Departure	1,566	1,882	1,873			1,878	0		1,878
Total	3,628	4,359	4,339			4,351	0		4,401
Total Approaches									
Approach	6,667	8,011	7,973			7,997	0		8,068
Departure	6,667	8,011	7,973			7,997	0		8,068
Total	13,334	16,021	15,946			15,993	0		16,137

Peak Hour Volume Summary

PM Peak Hour

	Existing	No Build	TSM	LRT 1		LRT 2		Total
	(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Year 2030	Station Assign	
							Diverted Traffic	
								Total
60 Overland Ave and Washington Blvd								
		(Growth Rate)	20.15%			19.94%		
NBL	302	363	361			362	0	362
NBT	917	1,102	1,097			1,100	0	1,100
NBR	110	132	132			132	0	132
SBL	182	219	218			218	0	218
SBT	849	1,020	1,015			1,018	0	1,018
SBR	140	168	167			168	0	168
EBL	182	219	218			218	0	218
EBT	1,190	1,430	1,423			1,427	0	1,427
EBR	275	330	329			330	0	330
WBL	101	121	121			121	0	121
WBT	853	1,025	1,020			1,023	0	1,023
WBR	321	386	384			385	0	385
North Leg								
Approach	1,171	1,407	1,400			1,405	0	1,405
Departure	1,420	1,706	1,698			1,703	0	1,703
Total	2,591	3,113	3,099			3,108	0	3,108
South Leg								
Approach	1,329	1,597	1,589			1,594	0	1,594
Departure	1,225	1,472	1,465			1,469	0	1,469
Total	2,554	3,069	3,054			3,063	0	3,063
East Leg								
Approach	1,275	1,532	1,525			1,529	0	1,529
Departure	1,482	1,781	1,772			1,778	0	1,778
Total	2,757	3,313	3,297			3,307	0	3,307
West Leg								
Approach	1,647	1,979	1,970			1,975	0	1,975
Departure	1,295	1,556	1,549			1,553	0	1,553
Total	2,942	3,535	3,518			3,529	0	3,529
Total Approaches								
Approach	5,422	6,515	6,484			6,503	0	6,503
Departure	5,422	6,515	6,484			6,503	0	6,503
Total	10,844	13,030	12,968			13,006	0	13,006

Peak Hour Volume Summary

PM Peak Hour

	Existing	No Build	TSM	LRT 1		LRT 2	
	(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030 Station Assign
							Diverted Traffic
							Total
61 Motor Ave and National Blvd							
(Growth Rate)		13.83%	12.69%	13.01%			
NBL	105	120	118	119	0	119	
NBT	325	370	366	367	0	367	
NBR	12	14	14	14	0	14	
SBL	74	84	83	84	0	84	
SBT	627	714	707	709	0	709	
SBR	85	97	96	96	0	96	
EBL	103	117	116	116	0	116	
EBT	667	759	752	754	0	754	
EBR	175	199	197	198	0	198	
WBL	44	50	50	50	0	50	
WBT	235	268	265	266	2	267	
WBR	49	56	55	55	2	57	
North Leg							
Approach	786	895	886	888	0	888	
Departure	477	543	538	539	2	541	
Total	1,263	1,438	1,423	1,427	2	1,429	
South Leg							
Approach	442	503	498	500	0	500	
Departure	846	963	953	956	0	956	
Total	1,288	1,466	1,452	1,456	0	1,456	
East Leg							
Approach	328	373	370	371	3	374	
Departure	753	857	849	851	0	851	
Total	1,081	1,231	1,218	1,222	3	1,225	
West Leg							
Approach	945	1,076	1,065	1,068	0	1,068	
Departure	425	484	479	480	2	482	
Total	1,370	1,560	1,544	1,548	2	1,550	
Total Approaches							
Approach	2,501	2,847	2,818	2,826	3	2,830	
Departure	2,501	2,847	2,818	2,826	3	2,830	
Total	5,002	5,694	5,637	5,653	7	5,660	

Peak Hour Volume Summary

PM Peak Hour

	Existing	No Build	TSM	LRT 1		LRT 2	
	(2007)	Year 2030	Year 2030	Year 2030	Station Assign. Total	Year 2030	Station Assign. Diverted Traffic Total
62 Motor Ave and Venice Blvd							
(Growth Rate)		20.15%	19.59%			19.94%	
NBL	32	38	38			38	38
NBT	207	249	248			248	248
NBR	37	44	44			44	44
SBL	170	204	203			204	204
SBT	463	556	554			555	555
SBR	192	231	230			230	230
EBL	90	108	108			108	108
EBT	1,517	1,823	1,814			1,820	1,820
EBR	35	42	42			42	42
WBL	64	77	77			77	77
WBT	1,524	1,831	1,823			1,828	1,828
WBR	106	127	127			127	127
North Leg							
Approach	825	991	987			990	990
Departure	403	484	482			483	483
Total	1,228	1,475	1,469			1,473	1,473
South Leg							
Approach	276	332	330			331	331
Departure	562	675	672			674	674
Total	838	1,007	1,002			1,005	1,005
East Leg							
Approach	1,694	2,035	2,026			2,032	2,032
Departure	1,724	2,071	2,062			2,068	2,068
Total	3,418	4,107	4,088			4,100	4,100
West Leg							
Approach	1,642	1,973	1,964			1,969	1,969
Departure	1,748	2,100	2,090			2,097	2,097
Total	3,390	4,073	4,054			4,066	4,066
Total Approaches							
Approach	4,437	5,331	5,306			5,322	5,322
Departure	4,437	5,331	5,306			5,322	5,322
Total	8,874	10,662	10,612			10,644	10,644

Peak Hour Volume Summary

PM Peak Hour

	Existing	No Build	TSM	LRT 1		LRT 2	
	(2007)	Year 2030	Year 2030	Year 2030	Station Assign. Total	Year 2030	Station Assign. Diverted Traffic Total
63 Motor Ave and Washington Blvd							
(Growth Rate)		20.15%	19.59%			19.94%	
NBL	0	0	0			0	0
NBT	0	0	0			0	0
NBR	0	0	0			0	0
SBL	114	137	136			137	137
SBT	0	0	0			0	0
SBR	411	494	492			493	493
EBL	312	375	373			374	374
EBT	1,075	1,292	1,286			1,289	1,289
EBR	0	0	0			0	0
WBL	0	0	0			0	0
WBT	891	1,071	1,066			1,069	1,069
WBR	178	214	213			213	213
North Leg							
Approach	525	631	628			630	630
Departure	490	589	586			588	588
Total	1,015	1,220	1,214			1,217	1,217
South Leg							
Approach	0	0	0			0	0
Departure	0	0	0			0	0
Total	0	0	0			0	0
East Leg							
Approach	1,069	1,284	1,278			1,282	1,282
Departure	1,189	1,429	1,422			1,426	1,426
Total	2,258	2,713	2,700			2,708	2,708
West Leg							
Approach	1,387	1,667	1,659			1,664	1,664
Departure	1,302	1,564	1,557			1,562	1,562
Total	2,689	3,231	3,216			3,225	3,225
Total Approaches							
Approach	2,981	3,582	3,565			3,575	3,575
Departure	2,981	3,582	3,565			3,575	3,575
Total	5,962	7,164	7,130			7,151	7,151

Peak Hour Volume Summary

PM Peak Hour

	Existing	No Build	TSM	LRT 1		LRT 2		Total
	(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Year 2030	Station Assign	Diverted Traffic
64 Clarington Ave and Venice Blvd								
(Growth Rate)		20.15%	19.59%			19.94%		
NBL	100	120	120			120	0	120
NBT	180	216	215			216	0	216
NBR	42	50	50			50	0	50
SBL	50	60	60			60	0	60
SBT	157	189	188			188	0	188
SBR	45	54	54			54	0	54
EBL	135	162	161			162	0	162
EBT	1,390	1,670	1,662			1,667	0	1,667
EBR	95	114	114			114	0	114
WBL	69	83	83			83	0	116
WBT	1,585	1,904	1,895			1,901	0	1,901
WBR	35	42	42			42	0	42
North Leg								
Approach	252	303	301			302	0	302
Departure	350	421	419			420	0	420
Total	602	723	720			722	0	722
South Leg								
Approach	322	387	385			386	0	386
Departure	321	386	384			385	0	418
Total	643	773	769			771	0	804
East Leg								
Approach	1,689	2,029	2,020			2,026	0	2,059
Departure	1,482	1,781	1,772			1,778	0	1,778
Total	3,171	3,810	3,792			3,803	0	3,836
West Leg								
Approach	1,620	1,946	1,937			1,943	0	1,943
Departure	1,730	2,079	2,069			2,075	0	2,075
Total	3,350	4,025	4,006			4,018	0	4,018
Total Approaches								
Approach	3,883	4,666	4,644			4,657	0	4,690
Departure	3,883	4,666	4,644			4,657	0	4,690
Total	7,766	9,331	9,287			9,315	0	9,381

Peak Hour Volume Summary

PM Peak Hour

	Existing	No Build	TSM	LRT 1		LRT 2		Total
	(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Year 2030	Station Assign	Diverted Traffic
65 Clarington Ave/Madison Ave and Washington Blvd								
(Growth Rate)		20.15%	19.59%			19.94%		
NBL	8	10	10			10	0	10
NBT	44	53	53			53	0	53
NBR	17	20	20			20	0	20
SBL	94	113	112			113	0	113
SBT	86	103	103			103	0	103
SBR	225	270	269			270	0	270
EBL	152	183	182			182	0	182
EBT	1,014	1,218	1,213			1,216	0	1,216
EBR	27	32	32			32	0	32
WBL	19	23	23			23	0	23
WBT	920	1,105	1,100			1,103	0	1,103
WBR	68	82	81			82	0	82
North Leg								
Approach	405	487	484			486	0	486
Departure	264	317	316			317	0	317
Total	669	804	800			802	0	802
South Leg								
Approach	69	83	83			83	0	83
Departure	132	159	158			158	0	158
Total	201	242	240			241	0	241
East Leg								
Approach	1,007	1,210	1,204			1,208	0	1,208
Departure	1,125	1,352	1,345			1,349	0	1,349
Total	2,132	2,562	2,550			2,557	0	2,557
West Leg								
Approach	1,193	1,433	1,427			1,431	0	1,431
Departure	1,153	1,385	1,379			1,383	0	1,383
Total	2,346	2,819	2,806			2,814	0	2,814
Total Approaches								
Approach	2,674	3,213	3,198			3,207	0	3,207
Departure	2,674	3,213	3,198			3,207	0	3,207
Total	5,348	6,426	6,396			6,414	0	6,414

Peak Hour Volume Summary

		PM Peak Hour									
		Existing	No Build	TSM	LRT 1		LRT 2				
		(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign	Diverted Traffic	Total
66	Palms Blvd/National Blvd and Exposition Blvd/National Blvd										
	(Growth Rate)		13.83%								
NBL		21	24								
NBT		976	1,111								
NBR		261	297								
SBL		209	238								
SBT		1,466	1,669								
SBR		195	222								
EBL		381	434								
EBT		382	435								
EBR		31	35								
WBL		62	71								
WBT		123	140								
WBR		135	154								
North Leg											
Approach		1,870	2,129								
Departure		1,492	1,698								
Total		3,362	3,827								
South Leg											
Approach		1,258	1,432								
Departure		1,559	1,775								
Total		2,817	3,207								
East Leg											
Approach		320	364								
Departure		852	970								
Total		1,172	1,334								
West Leg											
Approach		794	904								
Departure		339	386								
Total		1,133	1,290								
Total Approaches											
Approach		4,242	4,829								
Departure		4,242	4,829								
Total		8,484	9,658								

Peak Hour Volume Summary

PM Peak Hour

		Existing	No Build	TSM	LRT 1		LRT 2			
		(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign	Diverted Traffic
										Total
67	Hughes Ave and Venice Blvd									
	(Growth Rate)		20.15%	19.59%			19.94%			
NBL	55	66	66	66			66	0		66
NBT	216	260	258	258			259	0		259
NBR	99	119	118	118			119	0		119
SBL	45	54	54	54			54	0		54
SBT	266	320	318	318			319	0		319
SBR	54	65	65	65			65	0		65
EBL	85	102	102	102			102	0		102
EBT	1,587	1,907	1,898	1,898			1,903	0		1,903
EBR	102	123	122	122			122	0		122
WBL	162	195	194	194			194	0	56	250
WBT	1,538	1,848	1,839	1,839			1,845	0		1,845
WBR	49	59	59	59			59	0		59
North Leg										
Approach	365	439	437	437			438	0		438
Departure	350	421	419	419			420	0		420
Total	715	859	855	855			858	0		858
South Leg										
Approach	370	445	442	442			444	0		444
Departure	530	637	634	634			636	0		691
Total	900	1,081	1,076	1,076			1,079	0		1,135
East Leg										
Approach	1,749	2,101	2,092	2,092			2,098	0		2,154
Departure	1,731	2,080	2,070	2,070			2,076	0		2,076
Total	3,480	4,181	4,162	4,162			4,174	0		4,230
West Leg										
Approach	1,774	2,132	2,122	2,122			2,128	0		2,128
Departure	1,647	1,979	1,970	1,970			1,975	0		1,975
Total	3,421	4,110	4,091	4,091			4,103	0		4,103
Total Approaches										
Approach	4,258	5,116	5,092	5,092			5,107	0		5,163
Departure	4,258	5,116	5,092	5,092			5,107	0		5,163
Total	8,516	10,232	10,184	10,184			10,214	0		10,326

Peak Hour Volume Summary

PM Peak Hour

	Existing	No Build	TSM	LRT 1		LRT 2		Total
	(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Year 2030	Station Assign	Diverted Traffic
68 Hughes Ave/Duquesne Ave and Washington Blvc								
(Growth Rate)		20.15%	19.59%			19.94%		
NBL	48	58	57			58	0	58
NBT	169	203	202			203	0	203
NBR	27	32	32			32	0	32
SBL	130	156	155			156	0	156
SBT	237	285	283			284	0	284
SBR	94	113	112			113	0	113
EBL	142	171	170			170	0	170
EBT	932	1,120	1,115			1,118	0	1,118
EBR	61	73	73			73	0	73
WBL	48	58	57			58	0	58
WBT	657	789	786			788	0	788
WBR	156	187	187			187	0	187
North Leg								
Approach	461	554	551			553	0	553
Departure	467	561	558			560	0	560
Total	928	1,115	1,110			1,113	0	1,113
South Leg								
Approach	244	293	292			293	0	293
Departure	346	416	414			415	0	415
Total	590	709	706			708	0	708
East Leg								
Approach	861	1,035	1,030			1,033	0	1,033
Departure	1,089	1,308	1,302			1,306	0	1,306
Total	1,950	2,343	2,332			2,339	0	2,339
West Leg								
Approach	1,135	1,364	1,357			1,361	0	1,361
Departure	799	960	956			958	0	958
Total	1,934	2,324	2,313			2,320	0	2,320
Total Approaches								
Approach	2,701	3,245	3,230			3,240	0	3,240
Departure	2,701	3,245	3,230			3,240	0	3,240
Total	5,402	6,491	6,460			6,479	0	6,479

Peak Hour Volume Summary

PM Peak Hour

	Existing	No Build	TSM	LRT 1		LRT 2	
	(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030 Station Assign
							Diverted Traffic
							Total
69 Manning Ave/I-10 WB and National Blvd							
(Growth Rate)		13.83%	12.69%	13.01%			
NBL	119	135	134	134	2	136	
NBT	1,001	1,139	1,128	1,131	2	1,133	
NBR	0	0	0	0	0	0	
SBL	0	0	0	0	0	0	
SBT	880	1,002	992	995	0	995	
SBR	185	211	208	209	0	209	
EBL	126	143	142	142	0	142	
EBT	0	0	0	0	0	0	
EBR	106	121	119	120	0	120	
WBL	476	542	536	538	0	538	
WBT	172	196	194	194	0	194	
WBR	108	123	122	122	0	122	
North Leg							
Approach	1,065	1,212	1,200	1,204	0	1,204	
Departure	1,235	1,406	1,392	1,396	2	1,397	
Total	2,300	2,618	2,592	2,599	2	2,601	
South Leg							
Approach	1,120	1,275	1,262	1,266	3	1,269	
Departure	1,462	1,664	1,648	1,652	0	1,653	
Total	2,582	2,939	2,910	2,918	3	2,921	
East Leg							
Approach	756	861	852	854	0	854	
Departure	0	0	0	0	0	0	
Total	756	861	852	854	0	854	
West Leg							
Approach	232	264	261	262	0	262	
Departure	476	542	536	538	2	539	
Total	708	806	798	800	2	802	
Total Approaches							
Approach	3,173	3,612	3,576	3,586	3	3,589	
Departure	3,173	3,612	3,576	3,586	3	3,589	
Total	6,346	7,224	7,152	7,172	7	7,179	

Peak Hour Volume Summary

PM Peak Hour

	Existing	No Build	TSM	LRT 1		LRT 2		Total
	(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Year 2030	Station Assign	
							Diverted Traffic	
								Total
70 Culver Blvd and Washington Blvd								
(Growth Rate)		20.15%	19.59%			19.94%		
NBL	2	2	2			2	0	2
NBT	970	1,165	1,160			1,163	0	1,163
NBR	14	17	17			17	0	17
SBL	71	85	85			85	0	85
SBT	805	967	963			966	0	966
SBR	632	759	756			758	0	758
EBL	26	31	31			31	0	31
EBT	698	839	835			837	0	837
EBR	5	6	6			6	0	6
WBL	51	61	61			61	0	61
WBT	0	0	0			0	0	0
WBR	102	123	122			122	0	122
North Leg								
Approach	1,508	1,812	1,803			1,809	0	1,809
Departure	1,098	1,319	1,313			1,317	0	1,317
Total	2,606	3,131	3,117			3,126	0	3,126
South Leg								
Approach	986	1,185	1,179			1,183	0	1,183
Departure	861	1,035	1,030			1,033	0	1,033
Total	1,847	2,219	2,209			2,215	0	2,215
East Leg								
Approach	153	184	183			184	0	184
Departure	783	941	936			939	0	939
Total	936	1,125	1,119			1,123	0	1,123
West Leg								
Approach	729	876	872			874	0	874
Departure	634	762	758			760	0	760
Total	1,363	1,638	1,630			1,635	0	1,635
Total Approaches								
Approach	3,376	4,056	4,037			4,049	0	4,049
Departure	3,376	4,056	4,037			4,049	0	4,049
Total	6,752	8,113	8,075			8,098	0	8,098

Peak Hour Volume Summary

PM Peak Hour							
	Existing	No Build	TSM	LRT 1		LRT 2	
	(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030 Station Assign
							Diverted Traffic
							Total
71 Bagley Ave and Exposition Blvd							
(Growth Rate)	13.83%	12.69%	13.01%				
NBL	17	19	19	19	0	19	
NBT	158	180	178	179	0	179	
NBR	30	34	34	34	2	36	
SBL	70	80	79	79	1	80	
SBT	286	326	322	323	0	323	
SBR	89	101	100	101	0	101	
EBL	174	198	196	197	0	197	
EBT	131	149	148	148	1	149	
EBR	76	87	86	86	0	86	
WBL	13	15	15	15	14	28	
WBT	78	89	88	88	8	96	
WBR	132	150	149	149	5	154	
North Leg							
Approach	445	507	501	503	1	503	
Departure	464	528	523	524	5	529	
Total	909	1,035	1,024	1,027	5	1,032	
South Leg							
Approach	205	233	231	232	2	233	
Departure	375	427	423	424	14	438	
Total	580	660	654	655	15	671	
East Leg							
Approach	223	254	251	252	26	278	
Departure	231	263	260	261	3	264	
Total	454	517	512	513	29	542	
West Leg							
Approach	381	434	429	431	1	432	
Departure	184	209	207	208	8	216	
Total	565	643	637	639	9	647	
Total Approaches							
Approach	1,254	1,427	1,413	1,417	29	1,446	
Departure	1,254	1,427	1,413	1,417	29	1,446	
Total	2,508	2,855	2,826	2,834	59	2,893	

Peak Hour Volume Summary

PM Peak Hour

		Existing	No Build	TSM	LRT 1		LRT 2			
		(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign	Diverted Traffic
										Total
72	Bagley Ave/Main St and Venice Blvd									
	(Growth Rate)		20.15%	19.59%			19.94%			
NBL	55	66	66	66			66	0		66
NBT	108	130	129	129			130	1		130
NBR	15	18	18	18			18	0		18
SBL	44	53	53	53			53	0		53
SBT	233	280	279	279			279	6		286
SBR	69	83	83	83			83	5		87
EBL	108	130	129	129			130	1		130
EBT	1,557	1,871	1,862	1,862			1,867	0		1,867
EBR	66	79	79	79			79	0		79
WBL	60	72	72	72			72	0		72
WBT	1,873	2,250	2,240	2,240			2,247	0		2,247
WBR	31	37	37	37			37	0		37
North Leg										
Approach	346	416	414	414			415	11		426
Departure	247	297	295	295			296	1		298
Total	593	713	709	709			711	12		723
South Leg										
Approach	178	214	213	213			213	1		214
Departure	359	431	429	429			431	6		437
Total	537	645	642	642			644	7		651
East Leg										
Approach	1,964	2,360	2,349	2,349			2,356	0		2,356
Departure	1,616	1,942	1,933	1,933			1,938	0		1,938
Total	3,580	4,302	4,281	4,281			4,294	0		4,294
West Leg										
Approach	1,731	2,080	2,070	2,070			2,076	1		2,077
Departure	1,997	2,399	2,388	2,388			2,395	5		2,400
Total	3,728	4,479	4,458	4,458			4,471	5		4,477
Total Approaches										
Approach	4,219	5,069	5,045	5,045			5,060	12		5,072
Departure	4,219	5,069	5,045	5,045			5,060	12		5,072
Total	8,438	10,139	10,091	10,091			10,121	24		10,145

Peak Hour Volume Summary

PM Peak Hour

	Existing	No Build	TSM	LRT 1		LRT 2		Total
	(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Year 2030	Station Assign	
							Diverted Traffic	
								Total
73 Culver Blvd and Washington Blvd/Main St								
(Growth Rate)		20.15%	19.59%			19.94%		
NBL	877	1,054	1,049			1,052	0	1,052
NBT	64	77	77			77	0	77
NBR	0	0	0			0	0	0
SBL	0	0	0			0	0	0
SBT	182	219	218			218	2	220
SBR	190	228	227			228	5	232
EBL	230	276	275			276	1	276
EBT	0	0	0			0	0	0
EBR	1,302	1,564	1,557			1,562	0	1,562
WBL	5	6	6			6	0	6
WBT	535	643	640			642	0	642
WBR	31	37	37			37	0	37
North Leg								
Approach	372	447	445			446	6	452
Departure	325	391	389			390	1	391
Total	697	837	834			836	7	843
South Leg								
Approach	941	1,131	1,125			1,129	0	1,129
Departure	1,489	1,789	1,781			1,786	2	1,787
Total	2,430	2,920	2,906			2,915	2	2,916
East Leg								
Approach	571	686	683			685	0	685
Departure	0	0	0			0	0	0
Total	571	686	683			685	0	685
West Leg								
Approach	1,532	1,841	1,832			1,838	1	1,838
Departure	1,602	1,925	1,916			1,921	5	1,926
Total	3,134	3,766	3,748			3,759	5	3,764
Total Approaches								
Approach	3,416	4,104	4,085			4,097	7	4,104
Departure	3,416	4,104	4,085			4,097	7	4,104
Total	6,832	8,209	8,170			8,194	14	8,208

Peak Hour Volume Summary

PM Peak Hour

	Existing	No Build	TSM	LRT 1		LRT 2		Total
	(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Year 2030	Station Assign	Diverted Traffic
74 Culver Blvd and Venice Blvd								
	(Growth Rate)	20.15%	19.59%			19.94%		
NBL	64	77	77			77	0	77
NBT	78	94	93			94	0	94
NBR	536	644	641			643	0	643
SBL	309	371	370			371	0	371
SBT	43	52	51			52	0	52
SBR	39	47	47			47	0	47
EBL	26	31	31			31	0	31
EBT	1,421	1,707	1,699			1,704	5	1,709
EBR	12	14	14			14	0	14
WBL	304	365	364			365	0	365
WBT	1,687	2,027	2,017			2,023	1	2,024
WBR	116	139	139			139	0	139
North Leg								
Approach	391	470	468			469	0	469
Departure	220	264	263			264	0	264
Total	611	734	731			733	0	733
South Leg								
Approach	678	815	811			813	0	813
Departure	359	431	429			431	0	431
Total	1,037	1,246	1,240			1,244	0	1,244
East Leg								
Approach	2,107	2,532	2,520			2,527	1	2,528
Departure	2,266	2,723	2,710			2,718	5	2,722
Total	4,373	5,254	5,230			5,245	5	5,250
West Leg								
Approach	1,459	1,753	1,745			1,750	5	1,755
Departure	1,790	2,151	2,141			2,147	1	2,148
Total	3,249	3,904	3,885			3,897	5	3,902
Total Approaches								
Approach	4,635	5,569	5,543			5,559	5	5,564
Departure	4,635	5,569	5,543			5,559	5	5,564
Total	9,270	11,138	11,086			11,119	10	11,129

Peak Hour Volume Summary

PM Peak Hour

		Existing	No Build	TSM	LRT 1		LRT 2		
		(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign
								Diverted Traffic	Total
75	Sawtelle Blvd and Washington Pl								
	(Growth Rate)		19.89%	19.67%			19.72%		
NBL	41	49	49	49			49	0	49
NBT	544	652	651	651			651	0	651
NBR	134	161	160	160			160	0	160
SBL	88	106	105	105			105	0	105
SBT	374	448	448	448			448	0	448
SBR	43	52	51	51			51	0	51
EBL	127	152	152	152			152	0	152
EBT	806	966	965	965			965	0	965
EBR	53	64	63	63			63	0	63
WBL	103	123	123	123			123	0	123
WBT	781	936	935	935			935	0	935
WBR	107	128	128	128			128	0	128
North Leg									
Approach	505	605	604	604			605	0	605
Departure	778	933	931	931			931	0	931
Total	1,283	1,538	1,535	1,535			1,536	0	1,536
South Leg									
Approach	719	862	860	860			861	0	861
Departure	530	635	634	634			635	0	635
Total	1,249	1,497	1,495	1,495			1,495	0	1,495
East Leg									
Approach	991	1,188	1,186	1,186			1,186	0	1,186
Departure	1,028	1,233	1,230	1,230			1,231	0	1,231
Total	2,019	2,421	2,416	2,416			2,417	0	2,417
West Leg									
Approach	986	1,182	1,180	1,180			1,180	0	1,180
Departure	865	1,037	1,035	1,035			1,036	0	1,036
Total	1,851	2,219	2,215	2,215			2,216	0	2,216
Total Approaches									
Approach	3,201	3,838	3,831	3,831			3,832	0	3,832
Departure	3,201	3,838	3,831	3,831			3,832	0	3,832
Total	6,402	7,676	7,661	7,661			7,665	0	7,665

Peak Hour Volume Summary

PM Peak Hour

	Existing	No Build	TSM	LRT 1		LRT 2		Total
	(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Year 2030	Station Assign	Diverted Traffic
76 Sepulveda Blvd and Queensland st								
(Growth Rate)		31.09%	30.51%			29.83%		
NBL	51	67	67			66	0	66
NBT	1,233	1,616	1,609			1,601	4	1,605
NBR	42	55	55			55	0	55
SBL	31	41	40			40	4	44
SBT	1,415	1,855	1,847			1,837	50	1,887
SBR	80	105	104			104	0	104
EBL	52	68	68			68	0	68
EBT	10	13	13			13	0	13
EBR	23	30	30			30	0	30
WBL	76	100	99			99	0	99
WBT	8	10	10			10	0	10
WBR	33	43	43			43	0	43
North Leg								
Approach	1,526	2,000	1,992			1,981	54	2,035
Departure	1,318	1,728	1,720			1,711	5	1,716
Total	2,844	3,728	3,712			3,692	59	3,751
South Leg								
Approach	1,326	1,738	1,731			1,721	4	1,726
Departure	1,514	1,985	1,976			1,966	50	2,015
Total	2,840	3,723	3,707			3,687	54	3,741
East Leg								
Approach	117	153	153			152	0	152
Departure	83	109	108			108	4	112
Total	200	262	261			260	5	264
West Leg								
Approach	85	111	111			110	0	110
Departure	139	182	181			180	0	180
Total	224	294	292			291	0	291
Total Approaches								
Approach	3,054	4,004	3,986			3,965	59	4,023
Departure	3,054	4,004	3,986			3,965	59	4,023
Total	6,108	8,007	7,972			7,930	117	8,047

Peak Hour Volume Summary

PM Peak Hour									
	Existing	No Build	TSM	LRT 1		LRT 2			
	(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign	Diverted Traffic
									Total
77 Sepulveda Blvd and Rose Ave									
(Growth Rate)		31.09%	30.51%			29.83%			
NBL	0	0	0			0	0		0
NBT	1,288	1,688	1,681			1,672	4		1,676
NBR	69	90	90			90	0		90
SBL	55	72	72			71	4		76
SBT	1,432	1,877	1,869			1,859	46		1,905
SBR	0	0	0			0	0		0
EBL	0	0	0			0	0		0
EBT	0	0	0			0	0		0
EBR	0	0	0			0	0		0
WBL	39	51	51			51	0		51
WBT	0	0	0			0	0		0
WBR	29	38	38			38	0		38
North Leg									
Approach	1,487	1,949	1,941			1,931	50		1,980
Departure	1,317	1,726	1,719			1,710	4		1,714
Total	2,804	3,676	3,660			3,640	54		3,694
South Leg									
Approach	1,357	1,779	1,771			1,762	4		1,766
Departure	1,471	1,928	1,920			1,910	46		1,955
Total	2,828	3,707	3,691			3,671	50		3,721
East Leg									
Approach	68	89	89			88	0		89
Departure	124	163	162			161	4		165
Total	192	252	251			249	5		254
West Leg									
Approach	0	0	0			0	0		0
Departure	0	0	0			0	0		0
Total	0	0	0			0	0		0
Total Approaches									
Approach	2,912	3,817	3,801			3,781	54		3,835
Departure	2,912	3,817	3,801			3,781	54		3,835
Total	5,824	7,635	7,601			7,561	108		7,669

Peak Hour Volume Summary

PM Peak Hour

		Existing	No Build	TSM	LRT 1		LRT 2		
		(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Year 2030	Station Assign
								Diverted Traffic	Total
78	Sepulveda Blvd and Washington Blvd								
	(Growth Rate)		19.89%	19.67%			19.72%		
NBL	92	110	110	110			110	0	110
NBT	862	1,033	1,032	1,032			1,032	0	1,032
NBR	65	78	78	78			78	0	78
SBL	108	129	129	129			129	0	129
SBT	774	928	926	926			927	0	927
SBR	215	258	257	257			257	0	257
EBL	132	158	158	158			158	0	158
EBT	735	881	880	880			880	0	880
EBR	147	176	176	176			176	0	176
WBL	89	107	107	107			107	0	107
WBT	655	785	784	784			784	0	784
WBR	59	71	71	71			71	0	71
North Leg									
Approach	1,097	1,315	1,313			1,313	0		1,313
Departure	1,053	1,262	1,260			1,261	0		1,261
Total	2,150	2,578	2,573			2,574	0		2,574
South Leg									
Approach	1,019	1,222	1,219			1,220	0		1,220
Departure	1,010	1,211	1,209			1,209	0		1,209
Total	2,029	2,433	2,428			2,429	0		2,429
East Leg									
Approach	803	963	961			961	0		961
Departure	908	1,089	1,087			1,087	0		1,087
Total	1,711	2,051	2,048			2,048	0		2,048
West Leg									
Approach	1,014	1,216	1,213			1,214	0		1,214
Departure	962	1,153	1,151			1,152	0		1,152
Total	1,976	2,369	2,365			2,366	0		2,366
Total Approaches									
Approach	3,933	4,715	4,707			4,709	0		4,709
Departure	3,933	4,715	4,707			4,709	0		4,709
Total	7,866	9,431	9,413			9,417	0		9,417

Peak Hour Volume Summary

PM Peak Hour

	Existing	No Build	TSM	LRT 1		LRT 2		Total
	(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Year 2030	Station Assign	Diverted Traffic
79 Military Ave and Venice Blvd								
		20.15%	19.59%			19.94%		
NBL	2	2	2			2	0	2
NBT	1	1	1			1	0	1
NBR	14	17	17			17	0	17
SBL	3	4	4			4	0	4
SBT	2	2	2			2	0	2
SBR	27	32	32			32	0	32
EBL	102	123	122			122	0	122
EBT	1,943	2,335	2,324			2,330	0	2,330
EBR	12	14	14			14	0	14
WBL	193	232	231			231	0	231
WBT	1,766	2,122	2,112			2,118	0	2,118
WBR	4	5	5			5	0	5
North Leg								
Approach	32	38	38			38	0	38
Departure	107	129	128			128	0	128
Total	139	167	166			167	0	167
South Leg								
Approach	17	20	20			20	0	20
Departure	207	249	248			248	0	248
Total	224	269	268			269	0	269
East Leg								
Approach	1,963	2,359	2,348			2,354	0	2,354
Departure	1,960	2,355	2,344			2,351	0	2,351
Total	3,923	4,714	4,692			4,705	0	4,705
West Leg								
Approach	2,057	2,472	2,460			2,467	0	2,467
Departure	1,795	2,157	2,147			2,153	0	2,153
Total	3,852	4,628	4,607			4,620	0	4,620
Total Approaches								
Approach	4,069	4,889	4,866			4,880	0	4,880
Departure	4,069	4,889	4,866			4,880	0	4,880
Total	8,138	9,778	9,732			9,761	0	9,761

Peak Hour Volume Summary

PM Peak Hour

	Existing	No Build	TSM	LRT 1		LRT 2		Total
	(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Year 2030	Station Assign	Diverted Traffic
80 Girard Ave and Washington Blvd								
(Growth Rate)		20.15%	19.59%			19.94%		
NBL	0	0	0			0	0	0
NBT	0	0	0			0	0	0
NBR	0	0	0			0	0	0
SBL	36	43	43			43	0	43
SBT	0	0	0			0	0	0
SBR	140	168	167			168	0	168
EBL	102	123	122			122	0	122
EBT	1,209	1,453	1,446			1,450	0	1,450
EBR	0	0	0			0	0	0
WBL	0	0	0			0	0	0
WBT	1,162	1,396	1,390			1,394	0	1,394
WBR	87	105	104			104	0	104
North Leg								
Approach	176	211	210			211	0	211
Departure	189	227	226			227	0	227
Total	365	439	437			438	0	438
South Leg								
Approach	0	0	0			0	0	0
Departure	0	0	0			0	0	0
Total	0	0	0			0	0	0
East Leg								
Approach	1,249	1,501	1,494			1,498	0	1,498
Departure	1,245	1,496	1,489			1,493	0	1,493
Total	2,494	2,997	2,983			2,991	0	2,991
West Leg								
Approach	1,311	1,575	1,568			1,572	0	1,572
Departure	1,302	1,564	1,557			1,562	0	1,562
Total	2,613	3,140	3,125			3,134	0	3,134
Total Approaches								
Approach	2,736	3,287	3,272			3,282	0	3,282
Departure	2,736	3,287	3,272			3,282	0	3,282
Total	5,472	6,575	6,544			6,563	0	6,563

Peak Hour Volume Summary

PM Peak Hour

	Existing	No Build	TSM	LRT 1		LRT 2	
	(2007)	Year 2030	Year 2030	Year 2030	Station Assign. Total	Year 2030	Station Assign. Diverted Traffic Total
81 Roberstons Blvd/Higuera St and Washington Blvd							
(Growth Rate)		20.15%	19.59%			19.94%	
NBL	83	100	99			100	100
NBT	164	197	196			197	197
NBR	37	44	44			44	44
SBL	27	32	32			32	32
SBT	269	323	322			323	323
SBR	3	4	4			4	4
EBL	161	193	193			193	193
EBT	848	1,019	1,014			1,017	1,017
EBR	197	237	236			236	236
WBL	61	73	73			73	73
WBT	641	770	767			769	769
WBR	40	48	48			48	48
North Leg							
Approach	299	359	358			359	359
Departure	365	439	437			438	438
Total	664	798	794			796	796
South Leg							
Approach	284	341	340			341	341
Departure	527	633	630			632	632
Total	811	974	970			973	973
East Leg							
Approach	742	892	887			890	890
Departure	912	1,096	1,091			1,094	1,094
Total	1,654	1,987	1,978			1,984	1,984
West Leg							
Approach	1,206	1,449	1,442			1,446	1,446
Departure	727	874	869			872	872
Total	1,933	2,323	2,312			2,318	2,318
Total Approaches							
Approach	2,531	3,041	3,027			3,036	3,036
Departure	2,531	3,041	3,027			3,036	3,036
Total	5,062	6,082	6,054			6,071	6,071

Peak Hour Volume Summary

PM Peak Hour

	Existing	No Build	TSM	LRT 1		LRT 2	
	(2007)	Year 2030	Year 2030	Year 2030	Station Assign	Total	Year 2030 Station Assign
							Diverted Traffic
							Total
87 Sepulveda Blvd and Olympic Blvd							
	<i>(Growth Rate)</i>	13.08%	12.60%	12.15%			
NBL	72	81	81	81	0	81	
NBT	966	1,092	1,088	1,083	23	1,106	
NBR	106	120	119	119	6	125	
SBL	66	75	74	74	0	74	
SBT	876	991	986	982	3	985	
SBR	112	127	126	126	0	126	
EBL	79	89	89	89	0	89	
EBT	1,605	1,815	1,807	1,800	0	1,800	
EBR	71	80	80	80	0	80	
WBL	153	173	172	172	1	172	
WBT	2,357	2,665	2,654	2,643	0	2,643	
WBR	117	132	132	131	0	131	
North Leg							
Approach	1,054	1,192	1,187	1,182	3	1,185	
Departure	1,162	1,314	1,308	1,303	23	1,326	
Total	2,216	2,506	2,495	2,485	26	2,511	
South Leg							
Approach	1,144	1,294	1,288	1,283	28	1,311	
Departure	1,100	1,244	1,239	1,234	4	1,237	
Total	2,244	2,538	2,527	2,517	32	2,549	
East Leg							
Approach	2,627	2,971	2,958	2,946	1	2,947	
Departure	1,777	2,009	2,001	1,993	6	1,999	
Total	4,404	4,980	4,959	4,939	6	4,945	
West Leg							
Approach	1,755	1,985	1,976	1,968	0	1,968	
Departure	2,541	2,873	2,861	2,850	0	2,850	
Total	4,296	4,858	4,837	4,818	0	4,818	
Total Approaches							
Approach	6,580	7,441	7,409	7,379	32	7,411	
Departure	6,580	7,441	7,409	7,379	32	7,411	
Total	13,160	14,882	14,818	14,758	64	14,822	

Peak Hour Volume Summary

PM Peak Hour

	Existing	No Build	TSM	LRT 1		LRT 2	
	(2007)	Year 2030	Year 2030	Year 2030	Station Assign	Year 2030	Station Assign
					Total	Diverted Traffic	Total
88 Westwood Blvd and Pico Blvd							
	<i>(Growth Rate)</i>	13.08%	12.60%	12.15%			
NBL	127	144	143	142	4		146
NBT	539	610	607	604	4		608
NBR	72	81	81	81	0		81
SBL	193	218	217	216	0		216
SBT	827	935	931	927	0		928
SBR	142	161	160	159	0		159
EBL	142	161	160	159	0		159
EBT	1,136	1,285	1,279	1,274	0		1,274
EBR	182	206	205	204	0		205
WBL	203	230	229	228	0		228
WBT	1,460	1,651	1,644	1,637	0		1,637
WBR	216	244	243	242	0		242
North Leg							
Approach	1,162	1,314	1,308	1,303	0		1,304
Departure	897	1,014	1,010	1,006	4		1,010
Total	2,059	2,328	2,318	2,309	4		2,313
South Leg							
Approach	738	835	831	828	7		835
Departure	1,212	1,371	1,365	1,359	1		1,360
Total	1,950	2,205	2,196	2,187	8		2,195
East Leg							
Approach	1,879	2,125	2,116	2,107	0		2,107
Departure	1,401	1,584	1,577	1,571	0		1,571
Total	3,280	3,709	3,693	3,678	0		3,678
West Leg							
Approach	1,460	1,651	1,644	1,637	0		1,638
Departure	1,729	1,955	1,947	1,939	4		1,943
Total	3,189	3,606	3,591	3,576	4		3,581
Total Approaches							
Approach	5,239	5,924	5,899	5,875	8		5,884
Departure	5,239	5,924	5,899	5,875	8		5,884
Total	10,478	11,849	11,798	11,751	17		11,767

Peak Hour Volume Summary

PM Peak Hour

	Existing	No Build	TSM	LRT 1		LRT 2	
	(2007)	Year 2030	Year 2030	Year 2030	Station Assign	Year 2030	Station Assign
					Total	Year 2030	Station Assign
						Diverted Traffic	Total
89 Overland Ave and Pico Blvd							
	(Growth Rate)	13.08%	12.60%	12.15%			
NBL	321	363	361	360	0	360	
NBT	514	581	579	576	4	580	
NBR	556	629	626	624	15	638	
SBL	44	50	50	49	0	49	
SBT	629	711	708	705	0	706	
SBR	29	33	33	33	0	33	
EBL	46	52	52	52	0	52	
EBT	908	1,027	1,022	1,018	0	1,018	
EBR	323	365	364	362	0	362	
WBL	833	942	938	934	2	936	
WBT	1,437	1,625	1,618	1,612	0	1,612	
WBR	39	44	44	44	0	44	
North Leg							
Approach	702	794	790	787	0	788	
Departure	599	677	674	672	4	675	
Total	1,301	1,471	1,465	1,459	4	1,463	
South Leg							
Approach	1,391	1,573	1,566	1,560	19	1,578	
Departure	1,785	2,019	2,010	2,002	2	2,004	
Total	3,176	3,592	3,576	3,562	21	3,583	
East Leg							
Approach	2,309	2,611	2,600	2,589	2	2,591	
Departure	1,508	1,705	1,698	1,691	15	1,706	
Total	3,817	4,316	4,298	4,281	17	4,297	
West Leg							
Approach	1,277	1,444	1,438	1,432	0	1,432	
Departure	1,787	2,021	2,012	2,004	0	2,004	
Total	3,064	3,465	3,450	3,436	0	3,436	
Total Approaches							
Approach	5,679	6,422	6,394	6,369	21	6,390	
Departure	5,679	6,422	6,394	6,369	21	6,390	
Total	11,358	12,844	12,789	12,738	42	12,779	

Peak Hour Volume Summary

PM Peak Hour

	Existing	No Build	TSM	LRT 1		LRT 2	
	(2007)	Year 2030	Year 2030	Year 2030	Station Assign	Year 2030	Station Assign
					Total	Year 2030	Station Assign
						Diverted Traffic	Total
90 Bagley Ave and National Blvd							
	<i>(Growth Rate)</i>	13.08%	12.60%	12.15%			
NBL	37	42	42	41	0	41	
NBT	152	172	171	170	5	175	
NBR	132	149	149	148	0	148	
SBL	76	86	86	85	0	85	
SBT	152	172	171	170	1	171	
SBR	62	70	70	70	0	70	
EBL	57	64	64	64	0	64	
EBT	846	957	953	949	0	949	
EBR	36	41	41	40	0	40	
WBL	85	96	96	95	0	95	
WBT	596	674	671	668	0	668	
WBR	28	32	32	31	0	31	
North Leg							
Approach	290	328	327	325	1	326	
Departure	237	268	267	266	5	270	
Total	527	596	593	591	5	596	
South Leg							
Approach	321	363	361	360	5	365	
Departure	273	309	307	306	1	307	
Total	594	672	669	666	5	671	
East Leg							
Approach	709	802	798	795	0	795	
Departure	1,054	1,192	1,187	1,182	0	1,182	
Total	1,763	1,994	1,985	1,977	0	1,977	
West Leg							
Approach	939	1,062	1,057	1,053	0	1,053	
Departure	695	786	783	779	0	779	
Total	1,634	1,848	1,840	1,832	0	1,832	
Total Approaches							
Approach	2,259	2,555	2,544	2,533	5	2,539	
Departure	2,259	2,555	2,544	2,533	5	2,539	
Total	4,518	5,109	5,087	5,067	10	5,077	

Peak Hour Volume Summary

AM Peak Hour

		Existing	No Build	TSM	Segment 3a			
		(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Reduction/Addition from LRTinal - With Turn Restriction
1	4th St and Colorado Ave							
	(Growth Rate)		12.62%	11.48%	LRT1 GR			EW NS
				11.26%				-9.04% 1.49%
NBL	253	285	282	281	4	285	290	290
NBT	652	734	727	725	4	729	740	740
NBR	249	280	278	277	40	317	322	322
SBL	93	105	104	103	40	143	146	146
SBT	435	490	485	484	0	484	491	491
SBR	63	71	70	70	0	70	71	71
EBL	91	102	101	101	0	101	92	92
EBT	290	327	323	323	23	345	314	314
EBR	55	62	61	61	0	61	56	56
WBL	111	125	124	123	0	123	112	112
WBT	247	278	275	275	0	275	250	250
WBR	73	82	81	81	0	81	74	74
North Leg								
Approach	591	666	659	658	40	697	708	708
Departure	816	919	910	908	4	912	906	906
Total	1,407	1,585	1,568	1,565	44	1,609	1,614	1,614
South Leg								
Approach	1,154	1,300	1,286	1,284	48	1,331	1,351	1,351
Departure	601	677	670	669	0	669	659	659
Total	1,755	1,977	1,956	1,953	48	2,000	2,010	2,010
East Leg								
Approach	431	485	480	480	0	480	436	436
Departure	632	712	705	703	103	806	781	781
Total	1,063	1,197	1,185	1,183	103	1,285	1,218	1,218
West Leg								
Approach	436	491	486	485	23	508	462	462
Departure	563	634	628	626	4	630	611	611
Total	999	1,125	1,114	1,111	27	1,138	1,073	1,073
Total Approaches								
Approach	2,612	2,942	2,912	2,906	110	3,016	2,957	2,957
Departure	2,612	2,942	2,912	2,906	110	3,016	2,957	2,957
Total	5,224	5,883	5,824	5,812	220	6,033	5,915	5,915

Peak Hour Volume Summary

AM Peak Hour

		Existing	No Build	TSM	Segment 3a			
		(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Reduction/Addition from LRTinal - With Turn Restriction
2	4th St/I-10 WB and Olympic Blvd							
	(Growth Rate)		12.62%	11.48%	11.26%			1.83%
								1.49%
NBL	0	0	0	0	0	0	0	0
NBT	618	696	689	688	48	735	746	746
NBR	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0
SBT	771	868	859	858	0	858	871	871
SBR	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0	0
WBL	887	999	989	987	0	987	1,005	1,005
WBT	0	0	0	0	0	0	0	0
WBR	719	810	802	800	0	800	815	815
North Leg								
Approach	771	868	859	858	0	858	871	871
Departure	1,337	1,506	1,490	1,488	48	1,535	1,561	1,561
Total	2,108	2,374	2,350	2,345	48	2,393	2,431	2,431
South Leg								
Approach	618	696	689	688	48	735	746	746
Departure	1,658	1,867	1,848	1,845	0	1,845	1,876	1,876
Total	2,276	2,563	2,537	2,532	48	2,580	2,622	2,622
East Leg								
Approach	1,606	1,809	1,790	1,787	0	1,787	1,820	1,820
Departure	0	0	0	0	0	0	0	0
Total	1,606	1,809	1,790	1,787	0	1,787	1,820	1,820
West Leg								
Approach	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
Total Approaches								
Approach	2,995	3,373	3,339	3,332	48	3,380	3,436	3,436
Departure	2,995	3,373	3,339	3,332	48	3,380	3,436	3,436
Total	5,990	6,746	6,678	6,664	95	6,759	6,872	6,872

Peak Hour Volume Summary

AM Peak Hour

Existing (2007)	No Build Year 2030	TSM Year 2030	Year 2030	Station Assign.	Total	Reduction/Addition from LRT	Final - With Turn Restriction

3	4th St/I-10 EB and Olympic Blvd (Growth Rate)	12.62%	11.48%	11.26%			1.83%	1.49%
NBL	12	14	13	13	0	13	14	14
NBT	585	659	652	651	48	698	709	709
NBR	793	893	884	882	0	882	895	895
SBL	575	648	641	640	0	640	649	649
SBT	681	767	759	758	0	758	769	769
SBR	253	285	282	281	0	281	286	286
EBL	19	21	21	21	0	21	22	22
EBT	238	268	265	265	0	265	270	270
EBR	22	25	25	24	0	24	25	25
WBL	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0
North Leg								
Approach	1,509	1,699	1,682	1,679	0	1,679	1,704	1,704
Departure	604	680	673	672	48	720	730	730
Total	2,113	2,380	2,356	2,351	48	2,398	2,434	2,434
South Leg								
Approach	1,390	1,565	1,550	1,547	48	1,594	1,618	1,618
Departure	703	792	784	782	0	782	794	794
Total	2,093	2,357	2,333	2,329	48	2,376	2,412	2,412
East Leg								
Approach	0	0	0	0	0	0	0	0
Departure	1,606	1,809	1,790	1,787	0	1,787	1,814	1,814
Total	1,606	1,809	1,790	1,787	0	1,787	1,814	1,814
West Leg								
Approach	279	314	311	310	0	310	316	316
Departure	265	298	295	295	0	295	299	299
Total	544	613	606	605	0	605	615	615
Total Approaches								
Approach	3,178	3,579	3,543	3,536	48	3,583	3,638	3,638
Departure	3,178	3,579	3,543	3,536	48	3,583	3,638	3,638
Total	6,356	7,158	7,086	7,072	95	7,167	7,276	7,276

Peak Hour Volume Summary

AM Peak Hour

Existing (2007)	No Build Year 2030	TSM Year 2030	Year 2030	Station Assign.	Total	Reduction/Addition from LRT	Final - With Turn Restriction

4	Lincoln Blvd and Colorado Ave							
	<i>(Growth Rate)</i>	12.62%	11.48%	11.26%			-9.04%	1.49%
NBL	113	127	126	126	0	126	128	128
NBT	1,348	1,518	1,503	1,500	0	1,500	1,522	1,522
NBR	323	364	360	359	0	359	365	365
SBL	47	53	52	52	0	52	53	53
SBT	1,230	1,385	1,371	1,369	6	1,374	1,395	1,395
SBR	24	27	27	27	0	27	27	27
EBL	55	62	61	61	0	61	56	0
EBT	327	368	365	364	2	366	333	333
EBR	222	250	247	247	17	264	240	240
WBL	153	172	171	170	6	176	160	0
WBT	279	314	311	310	0	310	282	282
WBR	36	41	40	40	0	40	36	36
North Leg								
Approach	1,301	1,465	1,450	1,447	6	1,453	1,475	1,475
Departure	1,439	1,621	1,604	1,601	0	1,601	1,614	1,559
Total	2,740	3,086	3,055	3,049	6	3,054	3,089	3,033
South Leg								
Approach	1,784	2,009	1,989	1,985	0	1,985	2,014	2,014
Departure	1,605	1,808	1,789	1,786	29	1,814	1,795	1,635
Total	3,389	3,817	3,778	3,771	29	3,799	3,809	3,649
East Leg								
Approach	468	527	522	521	6	526	479	319
Departure	697	785	777	775	2	777	750	750
Total	1,165	1,312	1,299	1,296	8	1,304	1,229	1,069
West Leg								
Approach	604	680	673	672	19	691	629	573
Departure	416	469	464	463	0	463	437	437
Total	1,020	1,149	1,137	1,135	19	1,154	1,066	1,010
Total Approaches								
Approach	4,157	4,682	4,634	4,625	30	4,655	4,597	4,381
Departure	4,157	4,682	4,634	4,625	30	4,655	4,597	4,381
Total	8,314	9,363	9,268	9,250	61	9,311	9,193	8,762

Peak Hour Volume Summary

AM Peak Hour

		Existing	No Build	TSM		Segment 3a		
		(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Reduction/Addition from LRT Final - With Turn Restriction
5	Lincoln Blvd/I-10 WB and Olympic Blvd							
	(Growth Rate)		12.62%	11.48%	11.26%			1.83%
								1.49%
NBL	281	316	313	313	0	313	317	317
NBT	901	1,015	1,004	1,002	0	1,002	1,017	1,017
NBR	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0
SBT	1,293	1,456	1,441	1,439	11	1,450	1,472	1,472
SBR	29	33	32	32	17	49	50	50
EBL	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0	0
WBL	664	748	740	739	0	739	752	752
WBT	266	300	297	296	0	296	301	301
WBR	827	931	922	920	0	920	937	937
North Leg								
Approach	1,322	1,489	1,474	1,471	29	1,499	1,522	1,522
Departure	1,728	1,946	1,926	1,923	0	1,923	1,954	1,954
Total	3,050	3,435	3,400	3,393	29	3,422	3,476	3,476
South Leg								
Approach	1,182	1,331	1,318	1,315	0	1,315	1,335	1,335
Departure	1,957	2,204	2,182	2,177	11	2,189	2,224	2,224
Total	3,139	3,535	3,499	3,492	11	3,504	3,559	3,559
East Leg								
Approach	1,757	1,979	1,959	1,955	0	1,955	1,991	1,991
Departure	0	0	0	0	0	0	0	0
Total	1,757	1,979	1,959	1,955	0	1,955	1,991	1,991
West Leg								
Approach	0	0	0	0	0	0	0	0
Departure	576	649	642	641	17	658	669	669
Total	576	649	642	641	17	658	669	669
Total Approaches								
Approach	4,261	4,799	4,750	4,741	29	4,769	4,847	4,847
Departure	4,261	4,799	4,750	4,741	29	4,769	4,847	4,847
Total	8,522	9,598	9,500	9,482	57	9,539	9,694	9,694

Peak Hour Volume Summary

AM Peak Hour

Existing (2007)	No Build Year 2030	TSM Year 2030	Year 2030	Station Assign.	Total	Reduction/Addition from LRT	Final - With Turn Restriction

6	Lincoln Blvd/I-10 EB and Olympic Blvd							
	(Growth Rate)	12.62%	11.48%	11.26%			1.83%	1.49%
NBL	0	0	0	0	0	0	0	0
NBT	1078	1,214	1,202	1,199	0	1,199	1,217	1,217
NBR	635	715	708	707	0	707	717	717
SBL	1130	1,273	1,260	1,257	0	1,257	1,276	1,276
SBT	849	956	946	945	11	956	970	970
SBR	0	0	0	0	0	0	0	0
EBL	103	116	115	115	0	115	117	117
EBT	293	330	327	326	0	326	332	332
EBR	93	105	104	103	0	103	105	105
WBL	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0
North Leg								
Approach	1,979	2,229	2,206	2,202	11	2,213	2,246	2,246
Departure	1,181	1,330	1,317	1,314	0	1,314	1,334	1,334
Total	3,160	3,559	3,523	3,516	11	3,527	3,580	3,580
South Leg								
Approach	1,713	1,929	1,910	1,906	0	1,906	1,934	1,934
Departure	942	1,061	1,050	1,048	11	1,059	1,076	1,076
Total	2,655	2,990	2,960	2,954	11	2,965	3,010	3,010
East Leg								
Approach	0	0	0	0	0	0	0	0
Departure	2,058	2,318	2,294	2,290	0	2,290	2,325	2,325
Total	2,058	2,318	2,294	2,290	0	2,290	2,325	2,325
West Leg								
Approach	489	551	545	544	0	544	554	554
Departure	0	0	0	0	0	0	0	0
Total	489	551	545	544	0	544	554	554
Total Approaches								
Approach	4,181	4,709	4,661	4,652	11	4,663	4,735	4,735
Departure	4,181	4,709	4,661	4,652	11	4,663	4,735	4,735
Total	8,362	9,418	9,322	9,304	23	9,326	9,469	9,469

Peak Hour Volume Summary

AM Peak Hour

Existing (2007)	No Build Year 2030	TSM Year 2030	Year 2030	Station Assign.	Total	Reduction/Addition from LRT	Final - With Turn Restriction

7	11th St and Colorado Ave (Growth Rate)	12.62%	11.48%	11.26%			-9.04%	1.49%
NBL	72	81	80	80	0	80	81	81
NBT	654	737	729	728	1	728	739	739
NBR	132	149	147	147	0	147	149	149
SBL	75	84	84	83	3	86	87	87
SBT	501	564	559	557	0	557	566	566
SBR	40	45	45	45	0	45	45	45
EBL	50	56	56	56	0	56	51	0
EBT	579	652	645	644	2	646	588	588
EBR	92	104	103	102	0	102	93	93
WBL	101	114	113	112	0	112	102	0
WBT	386	435	430	429	0	429	391	391
WBR	42	47	47	47	0	47	43	43
North Leg								
Approach	616	694	687	685	3	688	698	698
Departure	746	840	832	830	1	831	832	782
Total	1,362	1,534	1,518	1,515	3	1,519	1,530	1,480
South Leg								
Approach	858	966	956	955	1	955	969	969
Departure	694	782	774	772	0	772	761	659
Total	1,552	1,748	1,730	1,727	1	1,727	1,730	1,628
East Leg								
Approach	529	596	590	589	0	589	535	433
Departure	786	885	876	875	5	879	824	824
Total	1,315	1,481	1,466	1,463	5	1,468	1,359	1,257
West Leg								
Approach	721	812	804	802	2	804	731	681
Departure	498	561	555	554	0	554	517	517
Total	1,219	1,373	1,359	1,356	2	1,358	1,248	1,198
Total Approaches								
Approach	2,724	3,068	3,037	3,031	5	3,036	2,934	2,782
Departure	2,724	3,068	3,037	3,031	5	3,036	2,934	2,782
Total	5,448	6,136	6,073	6,061	10	6,072	5,869	5,563

Peak Hour Volume Summary

AM Peak Hour

Existing (2007)	No Build Year 2030	TSM Year 2030	Year 2030	Station Assign.	Total	Reduction/Addition from LRT	Final - With Turn Restriction

8	11th St (N) and Olympic Blvd							
	<i>(Growth Rate)</i>	12.62%	11.48%	11.26%			1.83%	1.49%
NBL	53	60	59	59	0	59	60	60
NBT	752	847	838	837	0	837	849	849
NBR	224	252	250	249	3	252	256	256
SBL	94	106	105	105	0	105	106	106
SBT	404	455	450	449	0	449	456	456
SBR	108	122	120	120	0	120	122	122
EBL	15	17	17	17	0	17	17	17
EBT	20	23	22	22	0	22	23	23
EBR	10	11	11	11	0	11	11	11
WBL	104	117	116	116	1	116	118	118
WBT	226	255	252	251	0	251	256	256
WBR	100	113	111	111	1	112	114	114
North Leg								
Approach	606	682	676	674	0	674	684	684
Departure	867	976	967	965	1	965	980	980
Total	1,473	1,659	1,642	1,639	1	1,639	1,664	1,664
South Leg								
Approach	1,029	1,159	1,147	1,145	3	1,148	1,165	1,165
Departure	518	583	577	576	1	577	586	586
Total	1,547	1,742	1,725	1,721	3	1,724	1,751	1,751
East Leg								
Approach	430	484	479	478	1	479	488	488
Departure	338	381	377	376	3	379	384	384
Total	768	865	856	854	4	858	873	873
West Leg								
Approach	45	51	50	50	0	50	51	51
Departure	387	436	431	431	0	431	438	438
Total	432	487	482	481	0	481	489	489
Total Approaches								
Approach	2,110	2,376	2,352	2,348	4	2,351	2,388	2,388
Departure	2,110	2,376	2,352	2,348	4	2,351	2,388	2,388
Total	4,220	4,753	4,704	4,695	7	4,703	4,776	4,776

Peak Hour Volume Summary

AM Peak Hour

		Existing	No Build	TSM	Segment 3a			
		(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Reduction/Addition from LRTinal - With Turn Restriction
9	11th St (S) and Olympic Blvd							
	<i>(Growth Rate)</i>		12.62%	11.48%	11.26%			1.83%
								1.49%
NBL		0	0	0	0	0	0	0
NBT		752	847	838	837	3	839	852
NBR		0	0	0	0	0	0	0
SBL		0	0	0	0	0	0	0
SBT		404	455	450	449	1	450	457
SBR		0	0	0	0	0	0	0
EBL		139	157	155	155	0	155	157
EBT		0	0	0	0	0	0	0
EBR		40	45	45	45	0	45	45
WBL		0	0	0	0	0	0	0
WBT		0	0	0	0	0	0	0
WBR		0	0	0	0	0	0	0
North Leg								
Approach		404	455	450	449	1	450	457
Departure		891	1,003	993	991	3	994	1,009
Total		1,295	1,458	1,444	1,441	3	1,444	1,466
South Leg								
Approach		752	847	838	837	3	839	852
Departure		444	500	495	494	1	495	502
Total		1,196	1,347	1,333	1,331	3	1,334	1,354
East Leg								
Approach		0	0	0	0	0	0	0
Departure		0	0	0	0	0	0	0
Total		0	0	0	0	0	0	0
West Leg								
Approach		179	202	200	199	0	199	203
Departure		0	0	0	0	0	0	0
Total		179	202	200	199	0	199	203
Total Approaches								
Approach		1,335	1,504	1,488	1,485	3	1,489	1,511
Departure		1,335	1,504	1,488	1,485	3	1,489	1,511
Total		2,670	3,007	2,976	2,971	6	2,977	3,023

Peak Hour Volume Summary

AM Peak Hour

Existing (2007)	No Build Year 2030	TSM Year 2030	Year 2030	Station Assign.	Total	Reduction/Addition from LRT	Final - With Turn Restriction

10	14th St and Colorado Ave							
	<i>(Growth Rate)</i>	12.62%	11.48%	11.26%			-9.04%	1.49%
NBL	63	71	70	70	0	70	71	71
NBT	387	436	431	431	1	431	438	438
NBR	86	97	96	96	0	96	97	97
SBL	55	62	61	61	3	64	65	65
SBT	403	454	449	448	0	448	455	455
SBR	27	30	30	30	0	30	30	30
EBL	68	77	76	76	0	76	69	0
EBT	538	606	600	599	5	603	549	549
EBR	76	86	85	85	0	85	77	77
WBL	50	56	56	56	0	56	51	0
WBT	325	366	362	362	0	362	329	329
WBR	45	51	50	50	0	50	46	46
North Leg								
Approach	485	546	541	540	3	542	550	550
Departure	500	563	557	556	1	557	552	483
Total	985	1,109	1,098	1,096	3	1,099	1,102	1,033
South Leg								
Approach	536	604	598	596	1	597	606	606
Departure	529	596	590	589	0	589	583	532
Total	1,065	1,199	1,187	1,185	1	1,185	1,188	1,138
East Leg								
Approach	420	473	468	467	0	467	425	374
Departure	679	765	757	755	7	763	711	711
Total	1,099	1,238	1,225	1,223	7	1,230	1,136	1,085
West Leg								
Approach	682	768	760	759	5	763	694	626
Departure	415	467	463	462	0	462	431	431
Total	1,097	1,235	1,223	1,221	5	1,225	1,125	1,056
Total Approaches								
Approach	2,123	2,391	2,367	2,362	8	2,370	2,276	2,156
Departure	2,123	2,391	2,367	2,362	8	2,370	2,276	2,156
Total	4,246	4,782	4,733	4,724	16	4,740	4,551	4,312

Peak Hour Volume Summary

AM Peak Hour

Existing (2007)	No Build Year 2030	TSM Year 2030	Year 2030	Station Assign.	Total	Reduction/Addition from LRT	Final - With Turn Restriction

11	14th St and Olympic Blvd							
	<i>(Growth Rate)</i>	12.62%	11.48%	11.26%			1.83%	1.49%
NBL	28	32	31	31	0	31	32	32
NBT	441	497	492	491	0	491	498	498
NBR	121	136	135	135	3	137	139	139
SBL	161	181	179	179	0	179	182	182
SBT	263	296	293	293	0	293	297	297
SBR	66	74	74	73	0	73	75	75
EBL	50	56	56	56	0	56	57	57
EBT	280	315	312	312	3	314	320	320
EBR	13	15	14	14	0	14	15	15
WBL	59	66	66	66	2	68	69	69
WBT	379	427	423	422	1	423	430	430
WBR	110	124	123	122	1	123	125	125
North Leg								
Approach	490	552	546	545	0	545	553	553
Departure	601	677	670	669	1	669	680	680
Total	1,091	1,229	1,216	1,214	1	1,214	1,233	1,233
South Leg								
Approach	590	664	658	656	3	659	669	669
Departure	335	377	373	373	2	375	381	381
Total	925	1,042	1,031	1,029	5	1,034	1,050	1,050
East Leg								
Approach	548	617	611	610	4	613	625	625
Departure	562	633	627	625	5	631	641	641
Total	1,110	1,250	1,237	1,235	9	1,244	1,266	1,266
West Leg								
Approach	343	386	382	382	3	384	391	391
Departure	473	533	527	526	1	527	537	537
Total	816	919	910	908	4	912	928	928
Total Approaches								
Approach	1,971	2,220	2,197	2,193	9	2,202	2,238	2,238
Departure	1,971	2,220	2,197	2,193	9	2,202	2,238	2,238
Total	3,942	4,440	4,394	4,386	18	4,404	4,476	4,476

Peak Hour Volume Summary

AM Peak Hour

		Existing	No Build	TSM	Segment 3a			
		(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Reduction/Addition from LRT
								Final - With Turn Restriction
12	17th St and Colorado Ave							
	(Growth Rate)	12.62%	11.48%	11.26%				
NBL	42	47	47	47	0	47	47	47
NBT	284	320	317	316	0	316	321	321
NBR	90	101	100	100	0	100	102	102
SBL	80	90	89	89	0	89	90	90
SBT	264	297	294	294	3	296	301	301
SBR	32	36	36	36	0	36	36	36
EBL	55	62	61	61	2	64	58	58
EBT	662	746	738	737	1	738	671	671
EBR	42	47	47	47	0	47	43	43
WBL	23	26	26	26	5	31	28	28
WBT	427	481	476	475	0	475	432	432
WBR	68	77	76	76	0	76	69	69
North Leg								
Approach	376	423	419	418	3	421	427	427
Departure	407	458	454	453	2	455	447	447
Total	783	882	873	871	5	876	875	875
South Leg								
Approach	416	469	464	463	0	463	470	470
Departure	329	371	367	366	8	374	371	371
Total	745	839	831	829	8	837	841	841
East Leg								
Approach	518	583	577	576	5	582	529	529
Departure	832	937	927	926	1	927	863	863
Total	1,350	1,520	1,505	1,502	6	1,508	1,392	1,392
West Leg								
Approach	759	855	846	844	3	848	771	771
Departure	501	564	559	557	0	557	516	516
Total	1,260	1,419	1,405	1,402	3	1,405	1,287	1,287
Total Approaches								
Approach	2,069	2,330	2,306	2,302	11	2,313	2,197	2,197
Departure	2,069	2,330	2,306	2,302	11	2,313	2,197	2,197
Total	4,138	4,660	4,613	4,604	23	4,627	4,395	4,395

Peak Hour Volume Summary

AM Peak Hour

Existing (2007)	No Build Year 2030	TSM Year 2030	Year 2030	Station Assign.	Total	Reduction/Addition from LRT	Final - With Turn Restriction

13	17th St and Olympic Blvd							
	<i>(Growth Rate)</i>	12.62%	11.48%	11.26%			1.83%	1.49%
NBL	16	18	18	18	3	20	21	21
NBT	228	257	254	254	0	254	257	257
NBR	65	73	72	72	0	72	73	73
SBL	201	226	224	224	0	224	227	227
SBT	142	160	158	158	0	158	160	160
SBR	47	53	52	52	8	60	61	61
EBL	45	51	50	50	5	55	56	56
EBT	497	560	554	553	1	554	564	564
EBR	3	3	3	3	1	4	4	4
WBL	152	171	169	169	0	169	172	172
WBT	481	542	536	535	5	540	550	550
WBR	115	130	128	128	0	128	130	130
North Leg								
Approach	390	439	435	434	8	442	448	448
Departure	388	437	433	432	5	437	444	444
Total	778	876	867	866	13	879	893	893
South Leg								
Approach	309	348	344	344	3	346	352	352
Departure	297	334	331	330	1	331	336	336
Total	606	682	676	674	3	677	688	688
East Leg								
Approach	748	842	834	832	5	838	853	853
Departure	763	859	851	849	1	850	865	865
Total	1,511	1,702	1,684	1,681	6	1,688	1,717	1,717
West Leg								
Approach	545	614	608	606	7	613	625	625
Departure	544	613	606	605	16	621	632	632
Total	1,089	1,226	1,214	1,212	23	1,235	1,257	1,257
Total Approaches								
Approach	1,992	2,243	2,221	2,216	23	2,239	2,277	2,277
Departure	1,992	2,243	2,221	2,216	23	2,239	2,277	2,277
Total	3,984	4,487	4,441	4,433	46	4,478	4,555	4,555

Peak Hour Volume Summary

AM Peak Hour

Existing (2007)	No Build Year 2030	TSM Year 2030	Year 2030	Station Assign.	Total	Reduction/Addition from LRT	Final - With Turn Restriction

14	20th St and Colorado Ave							
	<i>(Growth Rate)</i>	12.62%	11.48%	11.26%			0.00%	1.49%
NBL	72	81	80	80	0	80	81	81
NBT	903	1,017	1,007	1,005	0	1,005	1,020	1,020
NBR	194	218	216	216	0	216	219	219
SBL	102	115	114	113	0	113	115	115
SBT	611	688	681	680	0	680	690	690
SBR	37	42	41	41	3	44	44	44
EBL	45	51	50	50	1	51	51	51
EBT	745	839	831	829	1	829	829	829
EBR	71	80	79	79	0	79	79	79
WBL	132	149	147	147	0	147	147	147
WBT	448	505	499	498	3	501	501	501
WBR	213	240	237	237	0	237	237	237
North Leg								
Approach	750	845	836	834	3	837	850	850
Departure	1,161	1,308	1,294	1,292	1	1,292	1,307	1,307
Total	1,911	2,152	2,130	2,126	3	2,129	2,157	2,157
South Leg								
Approach	1,169	1,317	1,303	1,301	0	1,301	1,320	1,320
Departure	814	917	907	906	0	906	916	916
Total	1,983	2,233	2,211	2,206	0	2,206	2,236	2,236
East Leg								
Approach	793	893	884	882	3	885	885	885
Departure	1,041	1,172	1,160	1,158	1	1,159	1,164	1,164
Total	1,834	2,066	2,045	2,041	3	2,044	2,049	2,049
West Leg								
Approach	861	970	960	958	1	959	959	959
Departure	557	627	621	620	5	625	627	627
Total	1,418	1,597	1,581	1,578	6	1,584	1,586	1,586
Total Approaches								
Approach	3,573	4,024	3,983	3,975	6	3,982	4,014	4,014
Departure	3,573	4,024	3,983	3,975	6	3,982	4,014	4,014
Total	7,146	8,048	7,966	7,951	13	7,963	8,027	8,027

Peak Hour Volume Summary

AM Peak Hour

Existing (2007)	No Build Year 2030	TSM Year 2030	Year 2030	Station Assign.	Total	Reduction/Addition from LRT	Final - With Turn Restriction

15	20th St and Olympic Blvd							
	<i>(Growth Rate)</i>	12.62%	11.48%	11.26%			1.83%	1.49%
NBL	103	116	115	115	3	117	119	119
NBT	884	996	985	984	0	984	998	998
NBR	280	315	312	312	0	312	316	316
SBL	275	310	307	306	0	306	311	311
SBT	495	557	552	551	0	551	559	559
SBR	61	69	68	68	0	68	69	69
EBL	40	45	45	45	0	45	45	45
EBT	680	766	758	757	1	757	771	771
EBR	36	41	40	40	1	41	41	41
WBL	140	158	156	156	0	156	159	159
WBT	752	847	838	837	3	839	855	855
WBR	189	213	211	210	0	210	214	214
North Leg								
Approach	831	936	926	925	0	925	938	938
Departure	1,113	1,253	1,241	1,238	0	1,238	1,258	1,258
Total	1,944	2,189	2,167	2,163	0	2,163	2,196	2,196
South Leg								
Approach	1,267	1,427	1,412	1,410	3	1,412	1,433	1,433
Departure	671	756	748	747	1	747	759	759
Total	1,938	2,183	2,160	2,156	3	2,159	2,192	2,192
East Leg								
Approach	1,081	1,217	1,205	1,203	3	1,205	1,227	1,227
Departure	1,235	1,391	1,377	1,374	1	1,375	1,398	1,398
Total	2,316	2,608	2,582	2,577	3	2,580	2,625	2,625
West Leg								
Approach	756	851	843	841	1	842	858	858
Departure	916	1,032	1,021	1,019	5	1,024	1,043	1,043
Total	1,672	1,883	1,864	1,860	6	1,867	1,900	1,900
Total Approaches								
Approach	3,935	4,432	4,387	4,378	6	4,384	4,457	4,457
Departure	3,935	4,432	4,387	4,378	6	4,384	4,457	4,457
Total	7,870	8,863	8,773	8,756	13	8,769	8,914	8,914

Peak Hour Volume Summary

AM Peak Hour

		Existing	No Build	TSM	Segment 3a			
		(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Reduction/Addition from LRT
								Final - With Turn Restriction
82	20th St and Broadway							
	(Growth Rate)		12.62%	11.48%	11.26%			0.80%
								1.49%
NBL	67	75	75	75	0	75	76	76
NBT	844	951	941	939	0	939	953	953
NBR	54	61	60	60	0	60	61	61
SBL	74	83	82	82	0	82	84	84
SBT	769	866	857	856	0	856	868	868
SBR	73	82	81	81	3	84	85	85
EBL	76	86	85	85	1	85	86	86
EBT	344	387	383	383	1	383	386	386
EBR	66	74	74	73	0	73	74	74
WBL	79	89	88	88	0	88	89	89
WBT	406	457	453	452	3	454	458	458
WBR	144	162	161	160	0	160	162	162
North Leg								
Approach	916	1,032	1,021	1,019	3	1,022	1,037	1,037
Departure	1,064	1,198	1,186	1,184	1	1,184	1,200	1,200
Total	1,980	2,230	2,207	2,203	3	2,206	2,237	2,237
South Leg								
Approach	965	1,087	1,076	1,074	0	1,074	1,090	1,090
Departure	914	1,029	1,019	1,017	0	1,017	1,031	1,031
Total	1,879	2,116	2,095	2,091	0	2,091	2,121	2,121
East Leg								
Approach	629	708	701	700	3	702	708	708
Departure	472	532	526	525	1	526	531	531
Total	1,101	1,240	1,227	1,225	3	1,228	1,239	1,239
West Leg								
Approach	486	547	542	541	1	542	546	546
Departure	546	615	609	607	5	613	619	619
Total	1,032	1,162	1,150	1,148	6	1,155	1,165	1,165
Total Approaches								
Approach	2,996	3,374	3,340	3,333	6	3,340	3,381	3,381
Departure	2,996	3,374	3,340	3,333	6	3,340	3,381	3,381
Total	5,992	6,748	6,680	6,667	13	6,679	6,762	6,762

Peak Hour Volume Summary

AM Peak Hour

Existing (2007)	No Build Year 2030	TSM Year 2030	Year 2030	Station Assign.	Total	Reduction/Addition from LRT	Final - With Turn Restriction

83	14th St and Broadway							
	<i>(Growth Rate)</i>	12.62%	11.48%	11.26%			0.80%	1.49%
NBL	37	42	41	41	0	41	42	42
NBT	327	368	365	364	1	364	370	370
NBR	44	50	49	49	0	49	50	50
SBL	48	54	54	53	3	56	57	57
SBT	354	399	395	394	0	394	400	400
SBR	64	72	71	71	0	71	72	72
EBL	70	79	78	78	0	78	79	79
EBT	453	510	505	504	5	509	513	513
EBR	43	48	48	48	0	48	48	48
WBL	40	45	45	45	0	45	45	45
WBT	474	534	528	527	0	527	532	532
WBR	64	72	71	71	0	71	72	72
North Leg								
Approach	466	525	519	518	3	521	529	529
Departure	461	519	514	513	1	513	520	520
Total	927	1,044	1,033	1,031	3	1,035	1,049	1,049
South Leg								
Approach	408	460	455	454	1	454	461	461
Departure	437	492	487	486	0	486	493	493
Total	845	952	942	940	1	941	954	954
East Leg								
Approach	578	651	644	643	0	643	648	648
Departure	545	614	608	606	7	614	619	619
Total	1,123	1,265	1,252	1,249	7	1,257	1,267	1,267
West Leg								
Approach	566	637	631	630	5	634	639	639
Departure	575	648	641	640	0	640	646	646
Total	1,141	1,285	1,272	1,269	5	1,274	1,285	1,285
Total Approaches								
Approach	2,018	2,273	2,250	2,245	8	2,253	2,278	2,278
Departure	2,018	2,273	2,250	2,245	8	2,253	2,278	2,278
Total	4,036	4,545	4,499	4,490	16	4,506	4,556	4,556

Peak Hour Volume Summary

AM Peak Hour

		Existing	No Build	TSM		Segment 3a			
		(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Reduction/Addition from LRT	Final - With Turn Restriction
84	Lincoln Blvd and Broadway								
	(Growth Rate)		12.62%	11.48%	11.26%			0.80%	1.49%
NBL	112	126	125	125	0	125	126	126	126
NBT	1555	1,751	1,733	1,730	0	1,730	1,756	1,756	1,756
NBR	108	122	120	120	0	120	122	122	122
SBL	16	18	18	18	0	18	18	18	18
SBT	1104	1,243	1,231	1,228	6	1,234	1,252	1,252	1,252
SBR	41	46	46	46	0	46	46	46	46
EBL	27	30	30	30	0	30	30	30	30
EBT	150	169	167	167	2	169	170	170	170
EBR	122	137	136	136	17	153	154	154	154
WBL	120	135	134	134	6	139	140	140	140
WBT	200	225	223	223	0	223	224	224	224
WBR	73	82	81	81	0	81	82	82	82
North Leg									
Approach	1,161	1,308	1,294	1,292	6	1,297	1,317	1,317	1,317
Departure	1,655	1,864	1,845	1,841	0	1,841	1,868	1,868	1,868
Total	2,816	3,171	3,139	3,133	6	3,139	3,185	3,185	3,185
South Leg									
Approach	1,775	1,999	1,979	1,975	0	1,975	2,004	2,004	2,004
Departure	1,346	1,516	1,500	1,498	29	1,526	1,547	1,547	1,547
Total	3,121	3,515	3,479	3,472	29	3,501	3,551	3,551	3,551
East Leg									
Approach	393	443	438	437	6	443	447	447	447
Departure	274	309	305	305	2	307	310	310	310
Total	667	751	744	742	8	750	757	757	757
West Leg									
Approach	299	337	333	333	19	352	354	354	354
Departure	353	398	394	393	0	393	397	397	397
Total	652	734	727	725	19	744	752	752	752
Total Approaches									
Approach	3,628	4,086	4,044	4,037	30	4,067	4,122	4,122	4,122
Departure	3,628	4,086	4,044	4,037	30	4,067	4,122	4,122	4,122
Total	7,256	8,172	8,089	8,073	61	8,134	8,244	8,244	8,244

Peak Hour Volume Summary

AM Peak Hour

		Existing	No Build	TSM	Segment 3a			
		(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Reduction/Addition from LRTinal - With Turn Restriction
85	4th St and Broadway							
	(Growth Rate)		12.62%	11.48%	11.26%			0.80%
NBL	64	72	71	71	0	71	72	1.49%
NBT	666	750	742	741	4	745	756	756
NBR	78	88	87	87	0	87	88	88
SBL	54	61	60	60	0	60	61	61
SBT	461	519	514	513	40	553	561	561
SBR	54	61	60	60	0	60	61	61
EBL	5	6	6	6	0	6	6	6
EBT	101	114	113	112	0	112	113	113
EBR	96	108	107	107	0	107	108	108
WBL	72	81	80	80	0	80	81	81
WBT	144	162	161	160	0	160	162	162
WBR	72	81	80	80	0	80	81	81
North Leg								
Approach	569	641	634	633	40	673	683	683
Departure	743	837	828	827	4	830	842	842
Total	1,312	1,478	1,463	1,460	44	1,503	1,525	1,525
South Leg								
Approach	808	910	901	899	4	903	916	916
Departure	629	708	701	700	40	740	749	749
Total	1,437	1,618	1,602	1,599	44	1,643	1,666	1,666
East Leg								
Approach	288	324	321	320	0	320	323	323
Departure	233	262	260	259	0	259	262	262
Total	521	587	581	580	0	580	585	585
West Leg								
Approach	202	227	225	225	0	225	227	227
Departure	262	295	292	292	0	292	295	295
Total	464	523	517	516	0	516	521	521
Total Approaches								
Approach	1,867	2,103	2,081	2,077	44	2,121	2,149	2,149
Departure	1,867	2,103	2,081	2,077	44	2,121	2,149	2,149
Total	3,734	4,205	4,163	4,154	87	4,242	4,298	4,298

Peak Hour Volume Summary

AM Peak Hour

		Existing	No Build	TSM	Segment 3a			
		(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Reduction/Addition from LRT Final - With Turn Restriction
86	Main St and Colorado Ave							
	(Growth Rate)		12.62%	11.48%	11.26%			0.00%
NBL	100	113	111	111	0	111	113	113
NBT	0	0	0	0	0	0	0	0
NBR	35	39	39	39	23	62	63	63
SBL	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0
EBT	387	436	431	431	0	431	431	431
EBR	105	118	117	117	0	117	117	117
WBL	98	110	109	109	0	109	109	109
WBT	429	483	478	477	0	477	477	477
WBR	0	0	0	0	0	0	0	0
North Leg								
Approach	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
South Leg								
Approach	135	152	150	150	23	173	176	176
Departure	203	229	226	226	0	226	226	226
Total	338	381	377	376	23	399	401	401
East Leg								
Approach	527	594	587	586	0	586	586	586
Departure	422	475	470	470	23	492	493	493
Total	949	1,069	1,058	1,056	23	1,079	1,080	1,080
West Leg								
Approach	492	554	548	547	0	547	547	547
Departure	529	596	590	589	0	589	590	590
Total	1,021	1,150	1,138	1,136	0	1,136	1,138	1,138
Total Approaches								
Approach	1,154	1,300	1,286	1,284	23	1,307	1,309	1,309
Departure	1,154	1,300	1,286	1,284	23	1,307	1,309	1,309
Total	2,308	2,599	2,573	2,568	46	2,613	2,619	2,619

Peak Hour Volume Summary

PM Peak Hour

		Existing	No Build	TSM	Segment 3a			
		(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Reduction/Addition from LRTinal - With Turn Restriction
1	4th St and Colorado Ave				LRT1 GR			
	(Growth Rate)		11.48%	11.49%	10.80%			-11.05%
NBL	126	140	140	140	22	161	173	173
NBT	610	680	680	676	22	698	747	747
NBR	123	137	137	136	5	141	151	151
SBL	112	125	125	124	5	129	138	138
SBT	759	846	846	841	0	841	900	900
SBR	81	90	90	90	0	90	96	96
EBL	145	162	162	161	0	161	143	143
EBT	420	468	468	465	3	468	416	416
EBR	126	140	140	140	0	140	124	124
WBL	183	204	204	203	0	203	180	180
WBT	385	429	429	427	0	427	379	379
WBR	65	72	72	72	0	72	64	64
North Leg								
Approach	952	1,061	1,061	1,055	5	1,060	1,134	1,134
Departure	820	914	914	909	22	930	954	954
Total	1,772	1,975	1,976	1,963	27	1,990	2,088	2,088
South Leg								
Approach	859	958	958	952	49	1,000	1,071	1,071
Departure	1,068	1,191	1,191	1,183	0	1,183	1,205	1,205
Total	1,927	2,148	2,148	2,135	49	2,184	2,275	2,275
East Leg								
Approach	633	706	706	701	0	701	624	624
Departure	655	730	730	726	13	738	706	706
Total	1,288	1,436	1,436	1,427	13	1,440	1,329	1,329
West Leg								
Approach	691	770	770	766	3	768	684	684
Departure	592	660	660	656	22	678	648	648
Total	1,283	1,430	1,430	1,422	25	1,446	1,332	1,332
Total Approaches								
Approach	3,135	3,495	3,495	3,474	56	3,530	3,512	3,512
Departure	3,135	3,495	3,495	3,474	56	3,530	3,512	3,512
Total	6,270	6,990	6,990	6,947	112	7,059	7,024	7,024

Peak Hour Volume Summary

PM Peak Hour								
	Existing	No Build	TSM		Station Assign.	Total	Segment 3a	
	(2007)	Year 2030	Year 2030	Year 2030			Reduction/Addition from LRT	Final - With Turn Restriction
2 4th St/I-10 WB and Olympic Blvd								
	(Growth Rate)	11.48%	11.49%	10.80%			2.56%	7.03%
NBL	0	0	0	0	0	0	0	0
NBT	566	631	631	627	49	676	723	723
NBR	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0
SBT	1,472	1,641	1,641	1,631	0	1,631	1,746	1,746
SBR	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0	0
WBL	866	965	966	960	0	960	984	984
WBT	0	0	0	0	0	0	0	0
WBR	453	505	505	502	0	502	515	515
North Leg								
Approach	1,472	1,641	1,641	1,631	0	1,631	1,746	1,746
Departure	1,019	1,136	1,136	1,129	49	1,178	1,238	1,238
Total	2,491	2,777	2,777	2,760	49	2,809	2,984	2,984
South Leg								
Approach	566	631	631	627	49	676	723	723
Departure	2,338	2,606	2,607	2,590	0	2,590	2,730	2,730
Total	2,904	3,237	3,238	3,218	49	3,266	3,453	3,453
East Leg								
Approach	1,319	1,470	1,471	1,461	0	1,461	1,499	1,499
Departure	0	0	0	0	0	0	0	0
Total	1,319	1,470	1,471	1,461	0	1,461	1,499	1,499
West Leg								
Approach	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
Total Approaches								
Approach	3,357	3,742	3,743	3,720	49	3,768	3,968	3,968
Departure	3,357	3,742	3,743	3,720	49	3,768	3,968	3,968
Total	6,714	7,485	7,485	7,439	97	7,536	7,935	7,935

Peak Hour Volume Summary

PM Peak Hour

Existing (2007)	No Build Year 2030	TSM Year 2030	Year 2030	Station Assign.	Total	Reduction/Addition from LRT	Final - With Turn Restriction

3	4th St/I-10 EB and Olympic Blvd (Growth Rate)	11.48%	11.49%	10.80%			2.56%	7.03%
NBL	55	61	61	61	0	61	65	65
NBT	388	433	433	430	49	478	512	512
NBR	426	475	475	472	0	472	505	505
SBL	702	783	783	778	0	778	833	833
SBT	1,343	1,497	1,497	1,488	0	1,488	1,593	1,593
SBR	234	261	261	259	0	259	278	278
EBL	17	19	19	19	0	19	19	19
EBT	225	251	251	249	0	249	256	256
EBR	31	35	35	34	0	34	35	35
WBL	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0
North Leg								
Approach	2,279	2,541	2,541	2,525	0	2,525	2,703	2,703
Departure	405	451	452	449	49	497	531	531
Total	2,684	2,992	2,992	2,974	49	3,022	3,234	3,234
South Leg								
Approach	869	969	969	963	49	1,011	1,082	1,082
Departure	1,374	1,532	1,532	1,522	0	1,522	1,628	1,628
Total	2,243	2,500	2,501	2,485	49	2,534	2,710	2,710
East Leg								
Approach	0	0	0	0	0	0	0	0
Departure	1,353	1,508	1,508	1,499	0	1,499	1,593	1,593
Total	1,353	1,508	1,508	1,499	0	1,499	1,593	1,593
West Leg								
Approach	273	304	304	302	0	302	310	310
Departure	289	322	322	320	0	320	343	343
Total	562	627	627	623	0	623	653	653
Total Approaches								
Approach	3,421	3,814	3,814	3,790	49	3,839	4,095	4,095
Departure	3,421	3,814	3,814	3,790	49	3,839	4,095	4,095
Total	6,842	7,627	7,628	7,581	97	7,678	8,191	8,191

Peak Hour Volume Summary

PM Peak Hour

Existing (2007)	No Build Year 2030	TSM Year 2030	Year 2030	Station Assign.	Total	Reduction/Addition from LRT	Final - With Turn Restriction

4	Lincoln Blvd and Colorado Ave							
	<i>(Growth Rate)</i>	11.48%	11.49%	10.80%			-11.05%	7.03%
NBL	172	192	192	191	0	191	204	204
NBT	1,180	1,315	1,316	1,307	0	1,307	1,399	1,399
NBR	284	317	317	315	0	315	337	337
SBL	48	54	54	53	0	53	57	57
SBT	1,369	1,526	1,526	1,517	1	1,518	1,624	1,624
SBR	54	60	60	60	0	60	64	64
EBL	46	51	51	51	0	51	45	0
EBT	476	531	531	527	11	538	479	479
EBR	264	294	294	293	98	391	347	347
WBL	178	198	198	197	1	198	176	0
WBT	428	477	477	474	0	474	422	422
WBR	53	59	59	59	0	59	52	52
North Leg								
Approach	1,471	1,640	1,640	1,630	1	1,631	1,745	1,745
Departure	1,279	1,426	1,426	1,417	0	1,417	1,497	1,452
Total	2,750	3,066	3,066	3,047	1	3,048	3,242	3,197
South Leg								
Approach	1,636	1,824	1,824	1,813	0	1,813	1,940	1,940
Departure	1,811	2,019	2,019	2,007	100	2,106	2,148	1,972
Total	3,447	3,843	3,843	3,819	100	3,919	4,088	3,912
East Leg								
Approach	659	735	735	730	1	731	650	474
Departure	808	901	901	895	11	906	873	873
Total	1,467	1,635	1,636	1,625	12	1,637	1,523	1,347
West Leg								
Approach	786	876	876	871	109	980	872	826
Departure	654	729	729	725	0	725	690	690
Total	1,440	1,605	1,605	1,596	109	1,705	1,561	1,516
Total Approaches								
Approach	4,552	5,075	5,075	5,044	110	5,154	5,207	4,986
Departure	4,552	5,075	5,075	5,044	110	5,154	5,207	4,986
Total	9,104	10,149	10,150	10,087	221	10,308	10,414	9,971

Peak Hour Volume Summary

PM Peak Hour

Existing (2007)	No Build Year 2030	TSM Year 2030	Year 2030	Station Assign.	Total	Reduction/Addition from LRT	Final - With Turn Restriction

5	Lincoln Blvd/I-10 WB and Olympic Blvd							
	(Growth Rate)	11.48%	11.49%	10.80%			2.56%	7.03%
NBL	266	297	297	295	0	295	315	315
NBT	832	928	928	922	0	922	987	987
NBR	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0
SBT	1,528	1,703	1,704	1,693	65	1,758	1,882	1,882
SBR	24	27	27	27	34	61	65	65
EBL	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0	0
WBL	595	663	663	659	0	659	676	676
WBT	264	294	294	293	0	293	300	300
WBR	578	644	644	640	0	640	657	657
North Leg								
Approach	1,552	1,730	1,730	1,720	100	1,819	1,947	1,947
Departure	1,410	1,572	1,572	1,562	0	1,562	1,644	1,644
Total	2,962	3,302	3,302	3,282	100	3,381	3,591	3,591
South Leg								
Approach	1,098	1,224	1,224	1,217	0	1,217	1,302	1,302
Departure	2,123	2,367	2,367	2,352	65	2,418	2,558	2,558
Total	3,221	3,591	3,591	3,569	65	3,634	3,860	3,860
East Leg								
Approach	1,437	1,602	1,602	1,592	0	1,592	1,633	1,633
Departure	0	0	0	0	0	0	0	0
Total	1,437	1,602	1,602	1,592	0	1,592	1,633	1,633
West Leg								
Approach	0	0	0	0	0	0	0	0
Departure	554	618	618	614	34	648	680	680
Total	554	618	618	614	34	648	680	680
Total Approaches								
Approach	4,087	4,556	4,557	4,528	100	4,628	4,882	4,882
Departure	4,087	4,556	4,557	4,528	100	4,628	4,882	4,882
Total	8,174	9,112	9,113	9,057	199	9,256	9,764	9,764

Peak Hour Volume Summary

PM Peak Hour

Existing (2007)	No Build Year 2030	TSM Year 2030	Year 2030	Station Assign.	Total	Reduction/Addition from LRT	Final - With Turn Restriction

6	Lincoln Blvd/I-10 EB and Olympic Blvd							
	(Growth Rate)	11.48%	11.49%	10.80%			2.56%	7.03%
NBL	0	0	0	0	0	0	0	0
NBT	928	1,035	1,035	1,028	0	1,028	1,101	1,101
NBR	415	463	463	460	0	460	492	492
SBL	803	895	895	890	0	890	952	952
SBT	1,235	1,377	1,377	1,368	65	1,434	1,535	1,535
SBR	0	0	0	0	0	0	0	0
EBL	86	96	96	95	0	95	98	98
EBT	170	190	190	188	0	188	193	193
EBR	209	233	233	232	0	232	238	238
WBL	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0
North Leg								
Approach	2,038	2,272	2,272	2,258	65	2,323	2,487	2,487
Departure	1,014	1,130	1,131	1,124	0	1,124	1,198	1,198
Total	3,052	3,402	3,403	3,382	65	3,447	3,685	3,685
South Leg								
Approach	1,343	1,497	1,497	1,488	0	1,488	1,593	1,593
Departure	1,444	1,610	1,610	1,600	65	1,665	1,772	1,772
Total	2,787	3,107	3,107	3,088	65	3,153	3,365	3,365
East Leg								
Approach	0	0	0	0	0	0	0	0
Departure	1,388	1,547	1,547	1,538	0	1,538	1,638	1,638
Total	1,388	1,547	1,547	1,538	0	1,538	1,638	1,638
West Leg								
Approach	465	518	518	515	0	515	528	528
Departure	0	0	0	0	0	0	0	0
Total	465	518	518	515	0	515	528	528
Total Approaches								
Approach	3,846	4,288	4,288	4,261	65	4,327	4,608	4,608
Departure	3,846	4,288	4,288	4,261	65	4,327	4,608	4,608
Total	7,692	8,575	8,576	8,523	131	8,653	9,216	9,216

Peak Hour Volume Summary

PM Peak Hour

Existing (2007)	No Build Year 2030	TSM Year 2030	Year 2030	Station Assign.	Total	Reduction/Addition from LRT	Final - With Turn Restriction

7	11th St and Colorado Ave (Growth Rate)	11.48%	11.49%	10.80%			-11.05%	7.03%
NBL	61	68	68	68	0	68	72	72
NBT	483	538	538	535	3	538	575	575
NBR	80	89	89	89	0	89	95	95
SBL	59	66	66	65	0	66	70	70
SBT	776	865	865	860	0	860	920	920
SBR	35	39	39	39	0	39	42	42
EBL	45	50	50	50	0	50	44	0
EBT	568	633	633	629	20	649	578	578
EBR	145	162	162	161	0	161	143	143
WBL	111	124	124	123	0	123	109	0
WBT	575	641	641	637	0	637	567	567
WBR	64	71	71	71	0	71	63	63
North Leg								
Approach	870	970	970	964	0	964	1,032	1,032
Departure	592	660	660	656	3	658	683	639
Total	1,462	1,630	1,630	1,620	3	1,623	1,715	1,671
South Leg								
Approach	624	696	696	691	3	694	743	743
Departure	1,032	1,150	1,151	1,143	0	1,143	1,173	1,063
Total	1,656	1,846	1,846	1,835	3	1,837	1,915	1,806
East Leg								
Approach	750	836	836	831	0	831	739	630
Departure	707	788	788	783	20	804	743	743
Total	1,457	1,624	1,624	1,614	20	1,635	1,482	1,373
West Leg								
Approach	758	845	845	840	20	860	765	721
Departure	671	748	748	743	0	743	681	681
Total	1,429	1,593	1,593	1,583	20	1,603	1,445	1,401
Total Approaches								
Approach	3,002	3,347	3,347	3,326	23	3,349	3,279	3,125
Departure	3,002	3,347	3,347	3,326	23	3,349	3,279	3,125
Total	6,004	6,693	6,694	6,652	46	6,698	6,558	6,250

Peak Hour Volume Summary

PM Peak Hour								
	Existing	No Build	TSM	Segment 3a				
	(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Reduction/Addition from LRT	Final - With Turn Restriction
8 11th St (N) and Olympic Blvd								
	<i>(Growth Rate)</i>	11.48%	11.49%	10.80%			2.56%	7.03%
NBL	44	49	49	49	0	49	52	52
NBT	545	608	608	604	0	604	646	646
NBR	131	146	146	145	0	146	156	156
SBL	131	146	146	145	0	145	155	155
SBT	559	623	623	619	0	619	663	663
SBR	81	90	90	90	0	90	96	96
EBL	13	14	14	14	0	14	15	15
EBT	34	38	38	38	0	38	39	39
EBR	10	11	11	11	0	11	11	11
WBL	153	171	171	170	3	172	176	176
WBT	341	380	380	378	0	378	388	388
WBR	134	149	149	148	3	151	155	155
North Leg								
Approach	771	860	860	854	0	854	914	914
Departure	692	771	772	767	3	769	816	816
Total	1,463	1,631	1,631	1,621	3	1,624	1,730	1,730
South Leg								
Approach	720	803	803	798	0	798	854	854
Departure	722	805	805	800	3	802	851	851
Total	1,442	1,608	1,608	1,598	3	1,601	1,705	1,705
East Leg								
Approach	628	700	700	696	5	701	719	719
Departure	296	330	330	328	0	328	350	350
Total	924	1,030	1,030	1,024	5	1,029	1,069	1,069
West Leg								
Approach	57	64	64	63	0	63	65	65
Departure	466	519	520	516	0	516	536	536
Total	523	583	583	579	0	579	601	601
Total Approaches								
Approach	2,176	2,426	2,426	2,411	5	2,416	2,552	2,552
Departure	2,176	2,426	2,426	2,411	5	2,416	2,552	2,552
Total	4,352	4,852	4,852	4,822	11	4,833	5,104	5,104

Peak Hour Volume Summary

PM Peak Hour

Existing (2007)	No Build Year 2030	TSM Year 2030	Year 2030	Station Assign.	Total	Reduction/Addition from LRT	Final - With Turn Restriction

9	11th St (S) and Olympic Blvd							
	<i>(Growth Rate)</i>	11.48%	11.49%	10.80%			2.56%	7.03%
NBL	0	0	0	0	0	0	0	0
NBT	476	531	531	527	0	528	565	565
NBR	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0
SBT	741	826	826	821	3	824	881	881
SBR	0	0	0	0	0	0	0	0
EBL	250	279	279	277	0	277	284	284
EBT	0	0	0	0	0	0	0	0
EBR	104	116	116	115	0	115	118	118
WBL	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0
North Leg								
Approach	741	826	826	821	3	824	881	881
Departure	726	809	809	804	0	805	849	849
Total	1,467	1,635	1,636	1,625	3	1,628	1,730	1,730
South Leg								
Approach	476	531	531	527	0	528	565	565
Departure	845	942	942	936	3	939	1,000	1,000
Total	1,321	1,473	1,473	1,464	3	1,467	1,565	1,565
East Leg								
Approach	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
West Leg								
Approach	354	395	395	392	0	392	402	402
Departure	0	0	0	0	0	0	0	0
Total	354	395	395	392	0	392	402	402
Total Approaches								
Approach	1,571	1,751	1,752	1,741	3	1,744	1,849	1,849
Departure	1,571	1,751	1,752	1,741	3	1,744	1,849	1,849
Total	3,142	3,503	3,503	3,481	6	3,487	3,697	3,697

Peak Hour Volume Summary

PM Peak Hour

Existing (2007)	No Build Year 2030	TSM Year 2030	Year 2030	Station Assign.	Total	Reduction/Addition from LRT	Final - With Turn Restriction

10	14th St and Colorado Ave							
	<i>(Growth Rate)</i>	11.48%	11.49%	10.80%			-11.05%	7.03%
NBL	62	69	69	69	0	69	74	74
NBT	289	322	322	320	3	323	345	345
NBR	86	96	96	95	0	95	102	102
SBL	46	51	51	51	0	51	55	55
SBT	556	620	620	616	0	616	659	659
SBR	53	59	59	59	0	59	63	63
EBL	47	52	52	52	0	52	46	0
EBT	513	572	572	568	11	580	516	516
EBR	107	119	119	119	0	119	105	105
WBL	102	114	114	113	0	113	101	0
WBT	598	667	667	663	0	663	589	589
WBR	99	110	110	110	0	110	98	98
North Leg								
Approach	655	730	730	726	0	726	777	777
Departure	435	485	485	482	3	484	489	443
Total	1,090	1,215	1,215	1,208	3	1,211	1,267	1,220
South Leg								
Approach	437	487	487	484	3	487	521	521
Departure	765	853	853	848	0	848	865	765
Total	1,202	1,340	1,340	1,332	3	1,334	1,386	1,286
East Leg								
Approach	799	891	891	885	0	885	787	687
Departure	645	719	719	715	12	726	673	673
Total	1,444	1,610	1,610	1,600	12	1,612	1,460	1,360
West Leg								
Approach	667	744	744	739	11	750	667	621
Departure	713	795	795	790	0	790	726	726
Total	1,380	1,538	1,539	1,529	11	1,540	1,393	1,347
Total Approaches								
Approach	2,558	2,852	2,852	2,834	14	2,848	2,753	2,606
Departure	2,558	2,852	2,852	2,834	14	2,848	2,753	2,606
Total	5,116	5,703	5,704	5,668	28	5,697	5,506	5,212

Peak Hour Volume Summary

PM Peak Hour

Existing (2007)	No Build Year 2030	TSM Year 2030	Year 2030	Station Assign.	Total	Reduction/Addition from LRT	Final - With Turn Restriction

11	14th St and Olympic Blvd							
	<i>(Growth Rate)</i>	11.48%	11.49%	10.80%			2.56%	7.03%
NBL	21	23	23	23	0	23	25	25
NBT	256	285	285	284	0	284	304	304
NBR	38	42	42	42	0	42	45	45
SBL	99	110	110	110	0	110	117	117
SBT	448	499	499	496	0	496	531	531
SBR	59	66	66	65	0	65	70	70
EBL	50	56	56	55	0	55	57	57
EBT	219	244	244	243	0	243	249	249
EBR	13	14	14	14	0	14	15	15
WBL	92	103	103	102	10	112	115	115
WBT	516	575	575	572	5	577	592	592
WBR	73	81	81	81	3	83	86	86
North Leg								
Approach	606	676	676	671	0	671	719	719
Departure	379	423	423	420	3	422	446	446
Total	985	1,098	1,098	1,091	3	1,094	1,165	1,165
South Leg								
Approach	315	351	351	349	0	349	374	374
Departure	553	616	617	613	10	623	661	661
Total	868	968	968	962	10	972	1,035	1,035
East Leg								
Approach	681	759	759	755	18	772	792	792
Departure	356	397	397	394	1	395	412	412
Total	1,037	1,156	1,156	1,149	18	1,167	1,204	1,204
West Leg								
Approach	282	314	314	312	0	313	321	321
Departure	596	664	664	660	5	665	686	686
Total	878	979	979	973	5	978	1,007	1,007
Total Approaches								
Approach	1,884	2,100	2,100	2,087	18	2,106	2,205	2,205
Departure	1,884	2,100	2,100	2,087	18	2,106	2,205	2,205
Total	3,768	4,201	4,201	4,175	37	4,212	4,411	4,411

Peak Hour Volume Summary

PM Peak Hour

Existing (2007)	No Build Year 2030	TSM Year 2030	Year 2030	Station Assign.	Total	Reduction/Addition from LRT	Final - With Turn Restriction

12	17th St and Colorado Ave							
	<i>(Growth Rate)</i>	11.48%	11.49%	10.80%			-11.05%	7.03%
NBL	39	43	43	43	0	43	46	46
NBT	282	314	314	312	0	312	334	334
NBR	64	71	71	71	0	71	76	76
SBL	59	66	66	65	0	65	70	70
SBT	391	436	436	433	0	434	464	464
SBR	53	59	59	59	0	59	63	63
EBL	63	70	70	70	13	83	74	74
EBT	554	618	618	614	5	619	550	550
EBR	83	93	93	92	0	92	82	82
WBL	40	45	45	44	1	45	40	40
WBT	695	775	775	770	0	770	685	685
WBR	74	82	83	82	0	82	73	73
North Leg								
Approach	503	561	561	557	0	558	597	597
Departure	419	467	467	464	13	478	481	481
Total	922	1,028	1,028	1,022	14	1,035	1,078	1,078
South Leg								
Approach	385	429	429	427	0	427	457	457
Departure	514	573	573	570	1	571	586	586
Total	899	1,002	1,002	996	1	997	1,043	1,043
East Leg								
Approach	809	902	902	896	1	897	798	798
Departure	677	755	755	750	5	755	696	696
Total	1,486	1,657	1,657	1,646	6	1,652	1,494	1,494
West Leg								
Approach	700	780	780	776	18	794	706	706
Departure	787	877	877	872	0	872	794	794
Total	1,487	1,658	1,658	1,648	18	1,666	1,500	1,500
Total Approaches								
Approach	2,397	2,672	2,672	2,656	20	2,675	2,558	2,558
Departure	2,397	2,672	2,672	2,656	20	2,675	2,558	2,558
Total	4,794	5,344	5,345	5,312	39	5,351	5,116	5,116

Peak Hour Volume Summary

PM Peak Hour

Existing (2007)	No Build Year 2030	TSM Year 2030	Year 2030	Station Assign.	Total	Reduction/Addition from LRT	Final - With Turn Restriction

13	17th St and Olympic Blvd							
	<i>(Growth Rate)</i>	11.48%	11.49%	10.80%			2.56%	7.03%
NBL	7	8	8	8	0	8	9	9
NBT	184	205	205	204	0	204	218	218
NBR	97	108	108	107	0	107	115	115
SBL	192	214	214	213	0	213	228	228
SBT	324	361	361	359	0	359	384	384
SBR	71	79	79	79	1	80	85	85
EBL	42	47	47	47	1	47	49	49
EBT	375	418	418	415	5	421	431	431
EBR	19	21	21	21	3	24	24	24
WBL	157	175	175	174	0	174	178	178
WBT	599	668	668	664	1	664	681	681
WBR	116	129	129	129	0	129	132	132
North Leg								
Approach	587	654	654	650	1	652	697	697
Departure	342	381	381	379	1	380	399	399
Total	929	1,036	1,036	1,029	2	1,031	1,096	1,096
South Leg								
Approach	288	321	321	319	0	319	342	342
Departure	500	557	557	554	3	557	587	587
Total	788	878	879	873	3	876	929	929
East Leg								
Approach	872	972	972	966	1	967	992	992
Departure	664	740	740	736	5	741	774	774
Total	1,536	1,712	1,712	1,702	6	1,708	1,766	1,766
West Leg								
Approach	436	486	486	483	8	491	504	504
Departure	677	755	755	750	2	752	776	776
Total	1,113	1,241	1,241	1,233	11	1,244	1,280	1,280
Total Approaches								
Approach	2,183	2,434	2,434	2,419	11	2,429	2,535	2,535
Departure	2,183	2,434	2,434	2,419	11	2,429	2,535	2,535
Total	4,366	4,867	4,868	4,837	21	4,859	5,070	5,070

Peak Hour Volume Summary

PM Peak Hour

Existing (2007)	No Build Year 2030	TSM Year 2030	Year 2030	Station Assign.	Total	Reduction/Addition from LRT	Final - With Turn Restriction

14	20th St and Colorado Ave							
	<i>(Growth Rate)</i>	11.48%	11.49%	10.80%			0.00%	7.03%
NBL	44	49	49	49	0	49	52	52
NBT	476	531	531	527	0	527	564	564
NBR	74	82	83	82	0	82	88	88
SBL	111	124	124	123	0	123	132	132
SBT	896	999	999	993	0	993	1,063	1,063
SBR	56	62	62	62	0	62	67	67
EBL	27	30	30	30	3	32	32	32
EBT	538	600	600	596	3	599	599	599
EBR	107	119	119	119	0	119	119	119
WBL	129	144	144	143	0	143	143	143
WBT	700	780	780	776	0	776	776	776
WBR	84	94	94	93	0	93	93	93
North Leg								
Approach	1,063	1,185	1,185	1,178	0	1,178	1,261	1,261
Departure	587	654	654	650	3	653	690	690
Total	1,650	1,839	1,840	1,828	3	1,831	1,951	1,951
South Leg								
Approach	594	662	662	658	0	658	704	704
Departure	1,132	1,262	1,262	1,254	0	1,254	1,324	1,324
Total	1,726	1,924	1,924	1,912	0	1,912	2,028	2,028
East Leg								
Approach	913	1,018	1,018	1,012	0	1,012	1,012	1,012
Departure	723	806	806	801	3	804	818	818
Total	1,636	1,824	1,824	1,813	3	1,816	1,830	1,830
West Leg								
Approach	672	749	749	745	5	750	750	750
Departure	800	892	892	886	1	887	895	895
Total	1,472	1,641	1,641	1,631	6	1,637	1,645	1,645
Total Approaches								
Approach	3,242	3,614	3,615	3,592	6	3,598	3,727	3,727
Departure	3,242	3,614	3,615	3,592	6	3,598	3,727	3,727
Total	6,484	7,228	7,229	7,184	12	7,196	7,454	7,454

Peak Hour Volume Summary

PM Peak Hour

Existing (2007)	No Build Year 2030	TSM Year 2030	Year 2030	Station Assign.	Total	Reduction/Addition from LRT	Final - With Turn Restriction

15	20th St and Olympic Blvd							
	<i>(Growth Rate)</i>	11.48%	11.49%	10.80%			2.56%	7.03%
NBL	30	33	33	33	0	34	36	36
NBT	450	502	502	499	0	499	534	534
NBR	235	262	262	260	0	260	279	279
SBL	230	256	256	255	0	255	273	273
SBT	834	930	930	924	0	924	989	989
SBR	44	49	49	49	0	49	52	52
EBL	37	41	41	41	0	41	42	42
EBT	538	600	600	596	3	599	614	614
EBR	54	60	60	60	3	62	64	64
WBL	218	243	243	242	0	242	248	248
WBT	793	884	884	879	0	879	902	902
WBR	134	149	149	148	0	148	152	152
North Leg								
Approach	1,108	1,235	1,235	1,228	0	1,228	1,314	1,314
Departure	621	692	692	688	0	688	728	728
Total	1,729	1,927	1,928	1,916	0	1,916	2,042	2,042
South Leg								
Approach	715	797	797	792	0	793	848	848
Departure	1,106	1,233	1,233	1,225	3	1,228	1,301	1,301
Total	1,821	2,030	2,030	2,018	3	2,021	2,149	2,149
East Leg								
Approach	1,145	1,276	1,277	1,269	0	1,269	1,302	1,302
Departure	1,003	1,118	1,118	1,111	3	1,114	1,165	1,165
Total	2,148	2,395	2,395	2,380	3	2,383	2,467	2,467
West Leg								
Approach	629	701	701	697	5	702	720	720
Departure	867	967	967	961	1	961	990	990
Total	1,496	1,668	1,668	1,658	6	1,663	1,710	1,710
Total Approaches								
Approach	3,597	4,010	4,010	3,985	6	3,991	4,184	4,184
Departure	3,597	4,010	4,010	3,985	6	3,991	4,184	4,184
Total	7,194	8,020	8,021	7,971	12	7,983	8,368	8,368

Peak Hour Volume Summary

PM Peak Hour

		Existing	No Build	TSM	Segment 3a			
		(2007)	Year 2030	Year 2030	Year 2030	Station Assign.	Total	Reduction/Addition from LRTinal - With Turn Restriction
82	20th St and Broadway							
	(Growth Rate)		11.48%	11.49%	10.80%			1.67%
								7.03%
NBL	27	30	30	30	0	30	32	32
NBT	1,005	1,120	1,120	1,114	0	1,114	1,192	1,192
NBR	47	52	52	52	0	52	56	56
SBL	47	52	52	52	0	52	56	56
SBT	534	595	595	592	0	592	633	633
SBR	52	58	58	58	0	58	62	62
EBL	35	39	39	39	3	41	42	42
EBT	364	406	406	403	3	406	413	413
EBR	126	140	140	140	0	140	142	142
WBL	149	166	166	165	0	165	168	168
WBT	448	499	499	496	0	497	505	505
WBR	112	125	125	124	0	124	126	126
North Leg								
Approach	633	706	706	701	0	702	751	751
Departure	1,152	1,284	1,284	1,276	3	1,279	1,360	1,360
Total	1,785	1,990	1,990	1,978	3	1,981	2,111	2,111
South Leg								
Approach	1,079	1,203	1,203	1,196	0	1,196	1,280	1,280
Departure	809	902	902	896	0	896	943	943
Total	1,888	2,105	2,105	2,092	0	2,092	2,223	2,223
East Leg								
Approach	709	790	790	786	0	786	799	799
Departure	458	511	511	507	3	510	524	524
Total	1,167	1,301	1,301	1,293	3	1,296	1,323	1,323
West Leg								
Approach	525	585	585	582	5	587	597	597
Departure	527	587	588	584	1	585	599	599
Total	1,052	1,173	1,173	1,166	6	1,171	1,196	1,196
Total Approaches								
Approach	2,946			3,264	6	3,270	3,426	3,426
Departure	2,946			3,264	6	3,270	3,426	3,426
Total	5,892			6,528	12	6,540	6,853	6,853

Peak Hour Volume Summary

PM Peak Hour

Existing (2007)	No Build Year 2030	TSM Year 2030	Year 2030	Station Assign.	Total	Reduction/Addition from LRT	Final - With Turn Restriction

83	14th St and Broadway							
	<i>(Growth Rate)</i>	11.48%	11.49%	10.80%			1.67%	7.03%
NBL	50	56	56	55	0	55	59	59
NBT	370	412	413	410	3	412	441	441
NBR	62	69	69	69	0	69	74	74
SBL	37	41	41	41	0	41	44	44
SBT	409	456	456	453	0	453	485	485
SBR	77	86	86	85	0	85	91	91
EBL	40	45	45	44	0	44	45	45
EBT	490	546	546	543	11	554	563	563
EBR	42	47	47	47	0	47	47	47
WBL	41	46	46	45	0	45	46	46
WBT	526	586	586	583	0	583	593	593
WBR	39	43	43	43	0	43	44	44
North Leg								
Approach	523	583	583	579	0	580	621	621
Departure	449	501	501	497	3	500	530	530
Total	972	1,084	1,084	1,077	3	1,080	1,151	1,151
South Leg								
Approach	482	537	537	534	3	537	574	574
Departure	492	548	549	545	0	545	579	579
Total	974	1,086	1,086	1,079	3	1,082	1,153	1,153
East Leg								
Approach	606	676	676	671	0	671	683	683
Departure	589	657	657	653	12	664	681	681
Total	1,195	1,332	1,332	1,324	12	1,336	1,364	1,364
West Leg								
Approach	572	638	638	634	11	645	656	656
Departure	653	728	728	724	0	724	743	743
Total	1,225	1,366	1,366	1,357	11	1,369	1,399	1,399
Total Approaches								
Approach	2,183	2,434	2,434	2,419	14	2,433	2,534	2,534
Departure	2,183	2,434	2,434	2,419	14	2,433	2,534	2,534
Total	4,366	4,867	4,868	4,837	28	4,866	5,067	5,067

Peak Hour Volume Summary

PM Peak Hour

Existing (2007)	No Build Year 2030	TSM Year 2030	Year 2030	Station Assign.	Total	Reduction/Addition from LRT	Final - With Turn Restriction

84	Lincoln Blvd and Broadway							
	<i>(Growth Rate)</i>	11.48%	11.49%	10.80%			1.67%	7.03%
NBL	102	114	114	113	0	113	121	121
NBT	927	1,033	1,034	1,027	0	1,027	1,099	1,099
NBR	77	86	86	85	0	85	91	91
SBL	32	36	36	35	0	35	38	38
SBT	1,107	1,234	1,234	1,227	1	1,227	1,314	1,314
SBR	49	55	55	54	0	54	58	58
EBL	50	56	56	55	0	55	56	56
EBT	383	427	427	424	11	435	443	443
EBR	171	191	191	189	98	288	292	292
WBL	84	94	94	93	1	94	95	95
WBT	297	331	331	329	0	329	335	335
WBR	63	70	70	70	0	70	71	71
North Leg								
Approach	1,188	1,324	1,325	1,316	1	1,317	1,410	1,410
Departure	1,040	1,159	1,159	1,152	0	1,152	1,227	1,227
Total	2,228	2,484	2,484	2,469	1	2,469	2,636	2,636
South Leg								
Approach	1,106	1,233	1,233	1,225	0	1,225	1,312	1,312
Departure	1,362	1,518	1,518	1,509	100	1,609	1,701	1,701
Total	2,468	2,751	2,752	2,735	100	2,834	3,013	3,013
East Leg								
Approach	444	495	495	492	1	493	501	501
Departure	492	548	549	545	11	556	572	572
Total	936	1,043	1,044	1,037	12	1,049	1,073	1,073
West Leg								
Approach	604	673	673	669	109	778	791	791
Departure	448	499	499	496	0	496	514	514
Total	1,052	1,173	1,173	1,166	109	1,275	1,305	1,305
Total Approaches								
Approach	3,342	3,726	3,726	3,703	110	3,813	4,013	4,013
Departure	3,342	3,726	3,726	3,703	110	3,813	4,013	4,013
Total	6,684	7,451	7,452	7,406	221	7,627	8,027	8,027

Peak Hour Volume Summary

PM Peak Hour

Existing (2007)	No Build Year 2030	TSM Year 2030	Year 2030	Station Assign.	Total	Segment 3a Reduction/Addition from LRT	Final - With Turn Restriction

85 4th St and Broadway		(Growth Rate)	11.48%	11.49%	10.80%		1.67%	7.03%
NBL	115	128	128	127	0	127	136	136
NBT	577	643	643	639	22	661	708	708
NBR	33	37	37	37	0	37	39	39
SBL	61	68	68	68	0	68	72	72
SBT	360	401	401	399	5	404	432	432
SBR	47	52	52	52	0	52	56	56
EBL	0	0	0	0	0	0	0	0
EBT	201	224	224	223	0	223	226	226
EBR	126	140	140	140	0	140	142	142
WBL	110	123	123	122	0	122	124	124
WBT	157	175	175	174	0	174	177	177
WBR	63	70	70	70	0	70	71	71
North Leg								
Approach	468	522	522	519	5	523	560	560
Departure	640	713	714	709	22	731	779	779
Total	1,108	1,235	1,235	1,228	27	1,254	1,339	1,339
South Leg								
Approach	725	808	808	803	22	825	883	883
Departure	596	664	664	660	5	665	698	698
Total	1,321	1,473	1,473	1,464	27	1,490	1,581	1,581
East Leg								
Approach	330	368	368	366	0	366	372	372
Departure	295	329	329	327	0	327	338	338
Total	625	697	697	692	0	692	710	710
West Leg								
Approach	327	365	365	362	0	362	368	368
Departure	319	356	356	353	0	353	369	369
Total	646	720	720	716	0	716	737	737
Total Approaches								
Approach	1,850	2,062	2,063	2,050	27	2,076	2,184	2,184
Departure	1,850	2,062	2,063	2,050	27	2,076	2,184	2,184
Total	3,700	4,125	4,125	4,100	53	4,153	4,367	4,367

Peak Hour Volume Summary

PM Peak Hour

Existing (2007)	No Build Year 2030	TSM Year 2030	Year 2030	Station Assign.	Total	Reduction/Addition from LRT	Final - With Turn Restriction

86	Main St and Colorado Ave							
	(Growth Rate)	11.48%	11.49%	10.80%			0.00%	7.03%
NBL	279	311	311	309	0	309	331	331
NBT	0	0	0	0	0	0	0	0
NBR	130	145	145	144	3	147	157	157
SBL	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0
EBT	447	498	498	495	0	495	495	495
EBR	250	279	279	277	0	277	277	277
WBL	239	266	266	265	0	265	265	265
WBT	344	383	384	381	0	381	381	381
WBR	0	0	0	0	0	0	0	0
North Leg								
Approach	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
South Leg								
Approach	409	456	456	453	3	456	488	488
Departure	489	545	545	542	0	542	542	542
Total	898	1,001	1,001	995	3	998	1,030	1,030
East Leg								
Approach	583	650	650	646	0	646	646	646
Departure	577	643	643	639	3	642	652	652
Total	1,160	1,293	1,293	1,285	3	1,288	1,298	1,298
West Leg								
Approach	697	777	777	772	0	772	772	772
Departure	623	695	695	690	0	690	712	712
Total	1,320	1,472	1,472	1,463	0	1,463	1,484	1,484
Total Approaches								
Approach	1,689	1,883	1,883	1,871	3	1,874	1,906	1,906
Departure	1,689	1,883	1,883	1,871	3	1,874	1,906	1,906
Total	3,378	3,766	3,766	3,743	6	3,748	3,813	3,813

Santa Monica Terminus Olympic-Distribution

2030 DISTRIBUTION (Inbound %s)

[illegible]

Santa Monica Terminus Olympic-Assignment AM

2030 ASSIGNMENT (Inbound)

[illegible]

Santa Monica Terminus Olympic-Assignment PM

2030 ASSIGNMENT (Inbound)

[illegible]

2030 DISTRIBUTION (Inbound %s)

[illegible]

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2030 DISTRIBUTION (Outbound %s)	

[illegible]

INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
4th St and Colorado Ave	4	4										
4th St/I-10 WB and Olympic Blvd		8										
4th St/I-10 EB and Olympic Blvd		8										
Lincoln Blvd and Colorado Ave					2	17						
Lincoln Blvd/I-10 WB and Olympic Blvd								11	6			
Lincoln Blvd/I-10 EB and Olympic Blvd								11				
11th St and Colorado Ave					2							
11th St (N) and Olympic Blvd												
11th St (S) and Olympic Blvd												
14th St and Colorado Ave					2							
14th St and Olympic Blvd												
17th St and Colorado Ave					2							
17th St and Olympic Blvd												
20th St and Colorado Ave												
20th St and Olympic Blvd												
Cloverfield Blvd and Colorado Ave												
Cloverfield Blvd and Olympic Blvd												
26th St and Colorado Ave												
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Stewart St and Olympic Blvd												
Centinela Ave (W) and Olympic Blvd												
Centinela Ave (E) and Olympic Blvd												
Centinela Ave and Exposition Blvd												
Centinela Ave and Pico Blvd												
Bundy Dr and Olympic Blvd												
Bundy Dr and Exposition Blvd												
Bundy Dr and Pico Blvd												
Barrington Ave and Olympic Blvd												
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Gateway Blvd/Pico Blvd and Exposition Blvd												
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Sawtelle Blvd and Exposition Blvd												
Sawtelle Blvd and National Blvd												
Sawtelle Blvd and Palms Blvd												
Sawtelle Blvd and Venice Blvd												
Sawtelle Blvd and I-405 SB Ramps												
Sepulveda Blvd and Pico Blvd												
Sepulveda Blvd and Exposition Blvd												
Sepulveda Blvd and National Blvd												
Sepulveda Blvd and Palms Blvd												
Sepulveda Blvd and Chamock Rd												
Sepulveda Blvd and Venice Blvd												
Sepulveda Blvd and I-405 NB Ramps												
Sepulveda Blvd and Washington Pl												
Washington Pl and Washington Blvd												
Military Ave and Exposition Blvd												
Girard Ave and Venice Blvd												
Westwood Blvd and Exposition Blvd (N)												
Westwood Blvd and Exposition Blvd (S)												
Overland Ave and Ashby Ave												
Overland Ave and Northvale Rd												
Overland Ave and National Blvd/I-10 WB Ramps												
Overland Ave and I-10 EB On-Ramp												
Overland Ave and National Blvd/National Pl												
I-10 EB Off Ramp and National Blvd												
Overland Ave and Venice Blvd												
Overland Ave and Washington Blvd												

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INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
4th St and Colorado Ave	4	4	40		23		40					
4th St/I-10 WB and Olympic Blvd		48										
4th St/I-10 EB and Olympic Blvd		48										
Lincoln Blvd and Colorado Ave				2	17		6			6		
Lincoln Blvd/I-10 WB and Olympic Blvd							11	17				
Lincoln Blvd/I-10 EB and Olympic Blvd							11					
11th St and Colorado Ave				2								
11th St (N) and Olympic Blvd												
11th St (S) and Olympic Blvd												
14th St and Colorado Ave				2								
14th St and Olympic Blvd												
17th St and Colorado Ave				2								
17th St and Olympic Blvd												
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Cloverfield Blvd and Colorado Ave												
Cloverfield Blvd and Olympic Blvd												
26th St and Colorado Ave												
26th St and Olympic Blvd												
Stewart St and Colorado Ave												
Stewart St and Olympic Blvd												
Centinela Ave (W) and Olympic Blvd												
Centinela Ave (E) and Olympic Blvd												
Centinela Ave and Exposition Blvd												
Centinela Ave and Pico Blvd												
Bundy Dr and Olympic Blvd												
Bundy Dr and Exposition Blvd												
Bundy Dr and Pico Blvd												
Barrington Ave and Olympic Blvd												
Barrington Ave and Exposition Blvd (N)												
Barrington Ave and Exposition Blvd (S)												
Barrington Ave and Pico Blvd												
Gateway Blvd/Pico Blvd and Exposition Blvd												
Sawtelle Blvd and Pico Blvd												
Sawtelle Blvd and Exposition Blvd												
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Sepulveda Blvd and Pico Blvd												
Sepulveda Blvd and Exposition Blvd												
Sepulveda Blvd and National Blvd												
Sepulveda Blvd and Palms Blvd												
Sepulveda Blvd and Charnock Rd												
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Sepulveda Blvd and I-405 NB Ramps												
Sepulveda Blvd and Washington Pl												
Washington Pl and Washington Blvd												
Military Ave and Exposition Blvd												
Girard Ave and Venice Blvd												
Westwood Blvd and Exposition Blvd (N)												
Westwood Blvd and Exposition Blvd (S)												
Overland Ave and Ashby Ave												
Overland Ave and Northvale Rd												
Overland Ave and National Blvd/I-10 WB Ramps												
Overland Ave and I-10 EB On-Ramp												
Overland Ave and National Blvd/National Pl												
I-10 EB Off Ramp and National Blvd												
Overland Ave and Venice Blvd												
Overland Ave and Washington Blvd												

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2030 ASSIGNMENT (Inbound)

	INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
		L	T	R	L	T	R	L	T	R	L	T	R
1	4th St and Colorado Ave												
2	4th S/I-10 WB and Olympic Blvd		5	5		3			5				
3	4th S/I-10 EB and Olympic Blvd		5										
4	Lincoln Blvd and Colorado Ave								1			1	
5	Lincoln Blvd/I-10 WB and Olympic Blvd									1			
6	Lincoln Blvd/I-10 EB and Olympic Blvd												
7	11th St and Colorado Ave												
8	11th St (N) and Olympic Blvd												
9	11th St (S) and Olympic Blvd												
10	14th St and Colorado Ave												
11	14th St and Olympic Blvd												
12	17th St and Colorado Ave												
13	17th St and Olympic Blvd												
14	20th St and Colorado Ave												
15	20th St and Olympic Blvd												
16	Cloverfield Blvd and Colorado Ave												
17	Cloverfield Blvd and Olympic Blvd												
18	26th St and Colorado Ave												
19	26th St and Olympic Blvd												
20	Stewart St and Colorado Ave												
21	Stewart St and Olympic Blvd												
22	Centinela Ave (W) and Olympic Blvd												
23	Centinela Ave (E) and Olympic Blvd												
24	Centinela Ave and Exposition Blvd												
25	Centinela Ave and Pico Blvd												
26	Bundy Dr and Olympic Blvd												
27	Bundy Dr and Exposition Blvd												
28	Bundy Dr and Pico Blvd												
29	Barrington Ave and Olympic Blvd												
30	Barrington Ave and Exposition Blvd (N)												
31	Barrington Ave and Exposition Blvd (S)												
32	Barrington Ave and Pico Blvd												
33	Gateway Blvd/Pico Blvd and Exposition Blvd												
34	Sawtelle Blvd and Pico Blvd												
35	Sawtelle Blvd and Exposition Blvd												
36	Sawtelle Blvd and National Blvd												
37	Sawtelle Blvd and Palms Blvd												
38	Sawtelle Blvd and Venice Blvd												
39	Sawtelle Blvd and I-405 SB Ramps												
40	Sepulveda Blvd and Pico Blvd												
41	Sepulveda Blvd and Exposition Blvd												
42	Sepulveda Blvd and National Blvd												
43	Sepulveda Blvd and Palms Blvd												
44	Sepulveda Blvd and Chamock Rd												
45	Sepulveda Blvd and Venice Blvd												
46	Sepulveda Blvd and I-405 NB Ramps												
47	Sepulveda Blvd and Washington Pl												
48	Washington Pl and Washington Blvd												
49	Military Ave and Exposition Blvd												
50	Girard Ave and Venice Blvd												
51	Westwood Blvd and Exposition Blvd (N)												
52	Westwood Blvd and Exposition Blvd (S)												
53	Overland Ave and Ashby Ave												
54	Overland Ave and Northvale Rd												
55	Overland Ave and National Blvd/I-10 WB Ramps												
56	Overland Ave and I-10 EB On-Ramp												
57	Overland Ave and National Blvd/National Pl												
58	I-10 EB Off Ramp and National Blvd												
59	Overland Ave and Venice Blvd												
60	Overland Ave and Washington Blvd												
61	Motor Ave and National Blvd												
62	Motor Ave and Venice Blvd												
63	Motor Ave and Washington Blvd												
64	Clarington Ave and Venice Blvd												
65	Clarington Ave/Madison Ave and Washington Blvd												
66	Palms Blvd/National Blvd and Exposition Blvd/National Blvd												
67	Hughes Ave and Venice Blvd												
68	Hughes Ave/Duquesne Ave and Washington Blvd												
69	Manning Ave/I-10 WB and National Blvd												
70	Culver Blvd and Washington Blvd												
71	Bagley Ave and Exposition Blvd												
72	Bagley Ave/Main St and Venice Blvd												
73	Culver Blvd and Washington Blvd/Main St												
74	Culver Blvd and Venice Blvd												
75	Sawtelle Blvd and Washington Pl												
76	Sepulveda Blvd and Queensland St												
77	Sepulveda Blvd and Rose Ave												
78	Sepulveda Blvd and Washington Blvd												
79	Military Ave and Venice Blvd												
80	Girard Ave and Washington Blvd												
81	Robertsons Blvd/Higuera St and Washington Blvd												
82	20th St and Broadway												
83	14th St and Broadway												
84	Lincoln Blvd and Broadway												
85	4th St and Broadway												
86	Main St and Colorado Ave												

2030 ASSIGNMENT (Outbound)

[illegible]

2030 ASSIGNMENT (Total)	

[illegible]

17th and Colorado-Distribution

2030 DISTRIBUTION (Inbound %s)

INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
4th St and Colorado Ave												
4th S/I-10 WB and Olympic Blvd												
4th S/I-10 EB and Olympic Blvd												
Lincoln Blvd and Colorado Ave												
Lincoln Blvd/I-10 WB and Olympic Blvd												
Lincoln Blvd/I-10 EB and Olympic Blvd												
11th St and Colorado Ave							10					
11th St (N) and Olympic Blvd			10									
11th St (S) and Olympic Blvd		10										
14th St and Colorado Ave					10		10					
14th St and Olympic Blvd			10		10							
17th St and Colorado Ave								10		20		
17th St and Olympic Blvd	10			20					30		20	
20th St and Colorado Ave									10		10	
20th St and Olympic Blvd	10										10	
Cloverfield Blvd and Colorado Ave									5		5	
Cloverfield Blvd and Olympic Blvd	10											
26th St and Colorado Ave												
26th St and Olympic Blvd												
Stewart St and Colorado Ave												
Stewart St and Olympic Blvd												
Centinela Ave (W) and Olympic Blvd												
Centinela Ave (E) and Olympic Blvd												
Centinela Ave and Exposition Blvd												
Centinela Ave and Pico Blvd												
Bundy Dr and Olympic Blvd												
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Bundy Dr and Pico Blvd												
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Sawtelle Blvd and National Blvd												
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Sawtelle Blvd and I-405 SB Ramps												
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Sepulveda Blvd and Exposition Blvd												
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Sepulveda Blvd and Palms Blvd												
Sepulveda Blvd and Charnock Rd												
Sepulveda Blvd and Venice Blvd												
Sepulveda Blvd and I-405 NB Ramps												
Sepulveda Blvd and Washington Pl												
Washington Pl and Washington Blvd												
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Girard Ave and Venice Blvd												
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Westwood Blvd and Exposition Blvd (S)												
Overland Ave and Ashby Ave												
Overland Ave and Northvale Rd												
Overland Ave and National Blvd/I-10 WB Ramps												
Overland Ave and I-10 EB On-Ramp												
Overland Ave and National Blvd/National Pl												
I-10 EB Off Ramp and National Blvd												
Overland Ave and Venice Blvd												
Overland Ave and Washington Blvd												
Motor Ave and National Blvd												
Motor Ave and Venice Blvd												
Motor Ave and Washington Blvd												
Clarington Ave and Venice Blvd												
Clarington Ave/Madison Ave and Washington Blvd												
Palms Blvd/National Blvd and Exposition Blvd/National Blvd												
Hughes Ave and Venice Blvd												
Hughes Ave/Duquesne Ave and Washington Blvd												
Manning Ave/I-10 WB and National Blvd												
Culver Blvd and Washington Blvd												
Bagley Ave and Exposition Blvd												
Bagley Ave/Main St and Venice Blvd												
Culver Blvd and Washington Blvd/Main St												
Culver Blvd and Venice Blvd												
Sawtelle Blvd and Washington Pl												
Sepulveda Blvd and Queensland St												
Sepulveda Blvd and Rose Ave												
Sepulveda Blvd and Washington Blvd												
Military Ave and Venice Blvd												
Girard Ave and Washington Blvd												
Robertsons Blvd/Higuera St and Washington Blvd												

INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
4th St and Colorado Ave												
4th St/I-10 WB and Olympic Blvd												
4th St/I-10 EB and Olympic Blvd												
Lincoln Blvd and Colorado Ave												
Lincoln Blvd/I-10 WB and Olympic Blvd												
Lincoln Blvd/I-10 EB and Olympic Blvd												
11th St and Colorado Ave		10										
11th St (N) and Olympic Blvd												
11th St (S) and Olympic Blvd										10		10
14th St and Colorado Ave		10							10			
14th St and Olympic Blvd											40	20 10
17th St and Colorado Ave				10	20							
17th St and Olympic Blvd					20	10						
20th St and Colorado Ave				10	10							
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Cloverfield Blvd and Colorado Ave				5	5							
Cloverfield Blvd and Olympic Blvd						10						
26th St and Colorado Ave												
26th St and Olympic Blvd												
Stewart St and Colorado Ave												
Stewart St and Olympic Blvd												
Centinela Ave (W) and Olympic Blvd												
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Centinela Ave and Exposition Blvd												
Centinela Ave and Pico Blvd												
Bundy Dr and Olympic Blvd												
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Bundy Dr and Pico Blvd												
Barrington Ave and Olympic Blvd												
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Gateway Blvd/Pico Blvd and Exposition Blvd												
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Sawtelle Blvd and Exposition Blvd												
Sawtelle Blvd and National Blvd												
Sawtelle Blvd and Palms Blvd												
Sawtelle Blvd and Venice Blvd												
Sawtelle Blvd and I-405 SB Ramps												
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Sepulveda Blvd and Palms Blvd												
Sepulveda Blvd and Charnock Rd												
Sepulveda Blvd and Venice Blvd												
Sepulveda Blvd and I-405 NB Ramps												
Sepulveda Blvd and Washington Pl												
Washington Pl and Washington Blvd												
Military Ave and Exposition Blvd												
Girard Ave and Venice Blvd												
Westwood Blvd and Exposition Blvd (N)												
Westwood Blvd and Exposition Blvd (S)												
Overland Ave and Ashby Ave												
Overland Ave and Northvale Rd												
Overland Ave and National Blvd/I-10 WB Ramps												
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Overland Ave and National Blvd/National Pl												
I-10 EB Off Ramp and National Blvd												
Overland Ave and Venice Blvd												
Overland Ave and Washington Blvd												
Motor Ave and National Blvd					</							

INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
4th St and Colorado Ave												
4th St/I-10 WB and Olympic Blvd												
4th St/I-10 EB and Olympic Blvd												
Lincoln Blvd and Colorado Ave												
Lincoln Blvd/I-10 WB and Olympic Blvd												
Lincoln Blvd/I-10 EB and Olympic Blvd												
11th St and Colorado Ave		10										
11th St (N) and Olympic Blvd										10		10
11th St (S) and Olympic Blvd								10				
14th St and Colorado Ave		10										
14th St and Olympic Blvd										40	20	10
17th St and Colorado Ave				10	20							
17th St and Olympic Blvd					20	10						
20th St and Colorado Ave				10	10							
20th St and Olympic Blvd					10	10						
Cloverfield Blvd and Colorado Ave				5	5							
Cloverfield Blvd and Olympic Blvd						10						
26th St and Colorado Ave												
26th St and Olympic Blvd												
Stewart St and Colorado Ave												
Stewart St and Olympic Blvd												
Centinela Ave (W) and Olympic Blvd												
Centinela Ave (E) and Olympic Blvd												
Centinela Ave and Exposition Blvd												
Centinela Ave and Pico Blvd												
Bundy Dr and Olympic Blvd												
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Bundy Dr and Pico Blvd												
Barrington Ave and Olympic Blvd												
Barrington Ave and Exposition Blvd (N)												
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Barrington Ave and Pico Blvd												
Gateway Blvd/Pico Blvd and Exposition Blvd												
Sawtelle Blvd and Pico Blvd												
Sawtelle Blvd and Exposition Blvd												
Sawtelle Blvd and National Blvd												
Sawtelle Blvd and Palms Blvd												
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Sawtelle Blvd and I-405 SB Ramps												
Sepulveda Blvd and Pico Blvd												
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Sepulveda Blvd and National Blvd												
Sepulveda Blvd and Palms Blvd												
Sepulveda Blvd and Charnock Rd												
Sepulveda Blvd and Venice Blvd												
Sepulveda Blvd and I-405 NB Ramps												
Sepulveda Blvd and Washington Pl												
Washington Pl and Washington Blvd												
Military Ave and Exposition Blvd												
Girard Ave and Venice Blvd												
Westwood Blvd and Exposition Blvd (N)												
Westwood Blvd and Exposition Blvd (S)												
Overland Ave and Ashby Ave												
Overland Ave and Northvale Rd												
Overland Ave and National Blvd/I-10 WB Ramps												
Overland Ave and I-10 EB On-Ramp												
Overland Ave and National Blvd/National Pl												
I-10 EB Off Ramp and National Blvd												
Overland Ave and Venice Blvd												
Overland Ave and Washington Blvd												
Motor Ave and National Blvd												
Motor Ave and Venice Blvd												
Motor Ave and Washington Blvd												
Clarington Ave and Venice Blvd												
Clarington Ave/Madison Ave and Washington Blvd												
Palms Blvd/National Blvd and Exposition Blvd/National Blvd												
Hughes Ave and Venice Blvd												
Hughes Ave/Duquesne Ave and Washington Blvd												
Manning Ave/I-10 WB and National Blvd												
Culver Blvd and Washington Blvd												
Bagley Ave and Exposition Blvd												
Bagley Ave/Main St and Venice Blvd												
Culver Blvd and Washington Blvd/Main St												
Culver Blvd and Venice Blvd												
Sawtelle Blvd and Washington Pl												
Sepulveda Blvd and Queensland St												
Sepulveda Blvd and Rose Ave												
Sepulveda Blvd and Washington Blvd												
Military Ave and Venice Blvd												
Girard Ave and Washington Blvd												
Robertsons Blvd/Higuera St and Washington Blvd												

17th and Colorado-Assignment AM

2030 ASSIGNMENT (Inbound)

[illegible]

17th and Colorado-Assignment PM

2030 ASSIGNMENT (Inbound)

[illegible]

Bundy-Distribution

2030 DISTRIBUTION (Inbound %s)

[illegible]

	NORTHBOUND	EASTBOUND	SOUTHBOUND	WESTBOUND
INTERSECTION	L T R	L T R	L T R	L T R
4th St and Colorado Ave				
4th Srt/I-10 WB and Olympic Blvd				
4th Str/I-10 EB and Olympic Blvd				
Lincoln Blvd and Colorado Ave				
Lincoln Blvd/I-10 WB and Olympic Blvd				
Lincoln Blvd/I-10 EB and Olympic Blvd				
11th St and Colorado Ave				
11th St (N) and Olympic Blvd				
11th St (S) and Olympic Blvd				
14th St and Colorado Ave				
14th St and Olympic Blvd				
17th St and Colorado Ave				
17th St and Olympic Blvd				
20th St and Colorado Ave				
20th St and Olympic Blvd				
Cloverfield Blvd and Colorado Ave				
Cloverfield Blvd and Olympic Blvd				
26th St and Colorado Ave				
26th St and Olympic Blvd				
Stewart St and Colorado Ave				
Stewart St and Olympic Blvd				
Centinela Ave (W) and Olympic Blvd				5 5
Centinela Ave (E) and Olympic Blvd	10			
Centinela Ave and Exposition Blvd				25 10
Centinela Ave and Pico Blvd			10 15	
Bundy Dr and Olympic Blvd	15 20			
Bundy Dr and Exposition Blvd				30 35
Bundy Dr and Pico Blvd			15 15	
Barrington Ave and Olympic Blvd		20		
Barrington Ave and Exposition Blvd (N)				
Barrington Ave and Exposition Blvd (S)				
Barrington Ave and Pico Blvd			15	
Gateway Blvd/Pico Blvd and Exposition Blvd				
Sawtelle Blvd and Pico Blvd				
Sawtelle Blvd and Exposition Blvd				
Sawtelle Blvd and National Blvd				
Sawtelle Blvd and Palms Blvd				
Sawtelle Blvd and Venice Blvd				
Sawtelle Blvd and I-405 SB Ramps				
Sepulveda Blvd and Pico Blvd				
Sepulveda Blvd and Exposition Blvd				
Sepulveda Blvd and National Blvd				
Sepulveda Blvd and Palms Blvd				
Sepulveda Blvd and Charnock Rd				
Sepulveda Blvd and Venice Blvd				
Sepulveda Blvd and I-405 NB Ramps				
Sepulveda Blvd and Washington Pl				
Washington Pl and Washington Blvd				
Military Ave and Exposition Blvd				
Girard Ave and Venice Blvd				
Westwood Blvd and Exposition Blvd (N)				
Westwood Blvd and Exposition Blvd (S)				
Overland Ave and Ashby Ave				
Overland Ave and Northvale Rd				
Overland Ave and National Blvd/I-10 WB Ramps				
Overland Ave and I-10 EB On-Ramp				
Overland Ave and National Blvd/National PI				
I-10 EB Off Ramp and National Blvd				
Overland Ave and Venice Blvd				
Overland Ave and Washington Blvd				
Motor Ave and National Blvd				
Motor Ave and Venice Blvd				
Motor Ave and Washington Blvd				
Clarington Ave and Venice Blvd				
Clarington Ave/Madison Ave and Washington Blvd				
Palms Blvd/National Blvd and Exposition Blvd/National Blvd				
Hughes Ave and Venice Blvd				
Hughes Ave/Duquesne Ave and Washington Blvd				
Manning Ave/I-10 WB and National Blvd				
Culver Blvd and Washington Blvd				
Bagley Ave and Exposition Blvd				
Bagley Ave/Main St and Venice Blvd				
Culver Blvd and Washington Blvd/Main St				
Culver Blvd and Venice Blvd				
Sawtelle Blvd and Washington Pl				
Sepulveda Blvd and Queensland St				
Sepulveda Blvd and Rose Ave				
Sepulveda Blvd and Washington Blvd				
Military Ave and Venice Blvd				
Girard Ave and Washington Blvd				
Robertsons Blvd/Higuera St and Washington Blvd				

[illegible]

Bundy-Assignment AM

2030 ASSIGNMENT (Inbound)

INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
4th St and Colorado Ave												
4th S/I-10 WB and Olympic Blvd												
4th S/I-10 EB and Olympic Blvd												
Lincoln Blvd and Colorado Ave												
Lincoln Blvd/I-10 WB and Olympic Blvd												
Lincoln Blvd/I-10 EB and Olympic Blvd												
11th St and Colorado Ave												
11th St (N) and Olympic Blvd												
11th St (S) and Olympic Blvd												
14th St and Colorado Ave												
14th St and Olympic Blvd												
17th St and Colorado Ave												
17th St and Olympic Blvd												
20th St and Colorado Ave												
20th St and Olympic Blvd												
Cloverfield Blvd and Colorado Ave												
Cloverfield Blvd and Olympic Blvd												
26th St and Colorado Ave												
26th St and Olympic Blvd												
Stewart St and Colorado Ave												
Stewart St and Olympic Blvd												
Centinela Ave (W) and Olympic Blvd					5		5					
Centinela Ave (E) and Olympic Blvd					10							
Centinela Ave and Exposition Blvd												
Centinela Ave and Pico Blvd			10		15							
Bundy Dr and Olympic Blvd						10		15				
Bundy Dr and Exposition Blvd	10									25		
Bundy Dr and Pico Blvd			15	10	15							
Barrington Ave and Olympic Blvd								20				
Barrington Ave and Exposition Blvd (N)								20				
Barrington Ave and Exposition Blvd (S)	15									20		
Barrington Ave and Pico Blvd		15										
Gateway Blvd/Pico Blvd and Exposition Blvd												
Sawtelle Blvd and Pico Blvd												
Sawtelle Blvd and Exposition Blvd												
Sawtelle Blvd and National Blvd												
Sawtelle Blvd and Palms Blvd												
Sawtelle Blvd and Venice Blvd												
Sawtelle Blvd and I-405 SB Ramps												
Sepulveda Blvd and Pico Blvd												
Sepulveda Blvd and Exposition Blvd												
Sepulveda Blvd and National Blvd												
Sepulveda Blvd and Palms Blvd												
Sepulveda Blvd and Charnock Rd												
Sepulveda Blvd and Venice Blvd												
Sepulveda Blvd and I-405 NB Ramps												
Sepulveda Blvd and Washington Pl												
Washington Pl and Washington Blvd												
Military Ave and Exposition Blvd												
Girard Ave and Venice Blvd												
Westwood Blvd and Exposition Blvd (N)												
Westwood Blvd and Exposition Blvd (S)												
Overland Ave and Ashby Ave												
Overland Ave and Northvale Rd												
Overland Ave and National Blvd/I-10 WB Ramps												
Overland Ave and I-10 EB On-Ramp												
Overland Ave and National Blvd/National Pl												
I-10 EB Off Ramp and National Blvd												
Overland Ave and Venice Blvd												
Overland Ave and Washington Blvd												
Motor Ave and National Blvd												
Motor Ave and Venice Blvd												
Motor Ave and Washington Blvd												
Clarington Ave and Venice Blvd												
Clarington Ave/Madison Ave and Washington Blvd												
Palms Blvd/National Blvd and Exposition Blvd/National Blvd												
Hughes Ave and Venice Blvd												
Hughes Ave/Duquesne Ave and Washington Blvd												
Manning Ave/I-10 WB and National Blvd												
Culver Blvd and Washington Blvd												
Bagley Ave and Exposition Blvd												
Bagley Ave/Main St and Venice Blvd												
Culver Blvd and Washington Blvd/Main St												
Culver Blvd and Venice Blvd												
Sawtelle Blvd and Washington Pl												
Sepulveda Blvd and Queensland St												
Sepulveda Blvd and Rose Ave												
Sepulveda Blvd and Washington Blvd												
Military Ave and Venice Blvd												
Girard Ave and Washington Blvd												
Robertsons Blvd/Higuera St and Washington Blvd												

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Bundy-Assignment PM

2030 ASSIGNMENT (Inbound)

[illegible]

[illegible]

Sepulveda-Distribution

2030 DISTRIBUTION (Inbound %s)	
1	100%
2	100%
3	100%
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100	100%

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2030 DISTRIBUTION (Outbound %s)	

[illegible]

Sepulveda-Assignment AM

2030 ASSIGNMENT (Inbound)

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INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
4th St and Colorado Ave												
4th St/I-10 WB and Olympic Blvd												
4th St/I-10 EB and Olympic Blvd												
Lincoln Blvd and Colorado Ave												
Lincoln Blvd/I-10 WB and Olympic Blvd												
Lincoln Blvd/I-10 EB and Olympic Blvd												
11th St and Colorado Ave												
11th St (N) and Olympic Blvd												
11th St (S) and Olympic Blvd												
14th St and Colorado Ave												
14th St and Olympic Blvd												
17th St and Colorado Ave												
17th St and Olympic Blvd												
20th St and Colorado Ave												
20th St and Olympic Blvd												
Cloverfield Blvd and Colorado Ave												
Cloverfield Blvd and Olympic Blvd												
26th St and Colorado Ave												
26th St and Olympic Blvd												
Stewart St and Colorado Ave												
Stewart St and Olympic Blvd												
Centinela Ave (W) and Olympic Blvd												
Centinela Ave (E) and Olympic Blvd												
Centinela Ave and Exposition Blvd												
Centinela Ave and Pico Blvd												
Bundy Dr and Olympic Blvd												
Bundy Dr and Exposition Blvd												
Bundy Dr and Pico Blvd												
Barrington Ave and Olympic Blvd												
Barrington Ave and Exposition Blvd (N)												
Barrington Ave and Exposition Blvd (S)												
Barrington Ave and Pico Blvd												
Gateway Blvd/Pico Blvd and Exposition Blvd												
Sawtelle Blvd and Pico Blvd		8						47				
Sawtelle Blvd and Exposition Blvd			18		6		47			3	1	8
Sawtelle Blvd and National Blvd												
Sawtelle Blvd and Palms Blvd												
Sawtelle Blvd and Venice Blvd												
Sawtelle Blvd and I-405 SB Ramps												
Sepulveda Blvd and Pico Blvd		5						30				
Sepulveda Blvd and Exposition Blvd	6			5	2	1			30		12	
Sepulveda Blvd and National Blvd												
Sepulveda Blvd and Palms Blvd												
Sepulveda Blvd and Chamock Rd												
Sepulveda Blvd and Venice Blvd												
Sepulveda Blvd and I-405 NB Ramps												
Sepulveda Blvd and Washington Pl												
Washington Pl and Washington Blvd												
Military Ave and Exposition Blvd				1	1				6		6	
Girard Ave and Venice Blvd												
Westwood Blvd and Exposition Blvd (N)												
Westwood Blvd and Exposition Blvd (S)												
Overland Ave and Ashby Ave												
Overland Ave and Northvale Rd												
Overland Ave and National Blvd/I-10 WB Ramps												
Overland Ave and I-10 EB On-Ramp												
Overland Ave and National Blvd/National Pl												
I-10 EB Off Ramp and National Blvd												
Overland Ave and Venice Blvd												
Overland Ave and Washington Blvd												
Motor Ave and National Blvd												

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2030 ASSIGNMENT (Inbound)

[illegible]

INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
4th St and Colorado Ave												
4th St/I-10 WB and Olympic Blvd												
4th St/I-10 EB and Olympic Blvd												
Lincoln Blvd and Colorado Ave												
Lincoln Blvd/I-10 WB and Olympic Blvd												
Lincoln Blvd/I-10 EB and Olympic Blvd												
11th St and Colorado Ave												
11th St (N) and Olympic Blvd												
11th St (S) and Olympic Blvd												
14th St and Colorado Ave												
14th St and Olympic Blvd												
17th St and Colorado Ave												
17th St and Olympic Blvd												
20th St and Colorado Ave												
20th St and Olympic Blvd												
Cloverfield Blvd and Colorado Ave												
Cloverfield Blvd and Olympic Blvd												
26th St and Colorado Ave												
26th St and Olympic Blvd												
Stewart St and Colorado Ave												
Stewart St and Olympic Blvd												
Centinela Ave (W) and Olympic Blvd												
Centinela Ave (E) and Olympic Blvd												
Centinela Ave and Exposition Blvd												
Centinela Ave and Pico Blvd												
Bundy Dr and Olympic Blvd												
Bundy Dr and Exposition Blvd												
Bundy Dr and Pico Blvd												
Barrington Ave and Olympic Blvd												
Barrington Ave and Exposition Blvd (N)												
Barrington Ave and Exposition Blvd (S)												
Barrington Ave and Pico Blvd												
Gateway Blvd/Pico Blvd and Exposition Blvd												
Sawtelle Blvd and Pico Blvd		45										
Sawtelle Blvd and Exposition Blvd										17	6	45
Sawtelle Blvd and National Blvd												
Sawtelle Blvd and Palms Blvd												
Sawtelle Blvd and Venice Blvd												
Sawtelle Blvd and I-405 SB Ramps												
Sepulveda Blvd and Pico Blvd		28										
Sepulveda Blvd and Exposition Blvd				28	11	6						
Sepulveda Blvd and National Blvd												
Sepulveda Blvd and Palms Blvd												
Sepulveda Blvd and Chamock Rd												
Sepulveda Blvd and Venice Blvd												
Sepulveda Blvd and I-405 NB Ramps												
Sepulveda Blvd and Washington Pl												
Washington Pl and Washington Blvd												
Military Ave and Exposition Blvd				6	6							
Girard Ave and Venice Blvd												
Westwood Blvd and Exposition Blvd (N)												
Westwood Blvd and Exposition Blvd (S)												
Overland Ave and Ashby Ave												
Overland Ave and Northvale Rd												
Overland Ave and National Blvd/I-10 WB Ramps												
Overland Ave and I-10 EB On-Ramp												
Overland Ave and National Blvd/National Pl												
I-10 EB Off Ramp and National Blvd												
Overland Ave and Venice Blvd												
Overland Ave and Washington Blvd												

[illegible]

2030 ASSIGNMENT (Total)	

[illegible]

Sepulveda and National-Distribution

2030 DISTRIBUTION (Inbound %s)

[illegible]

[illegible][illegible]

2030 ASSIGNMENT (Inbound)

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2030 ASSIGNMENT (Inbound)

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2030 ASSIGNMENT (Total)													
INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			
	L	T	R	L	T	R	L	T	R	L	T	R	
4th St and Colorado Ave													
4th St/I-10 WB and Olympic Blvd													
4th St/I-10 EB and Olympic Blvd													
Lincoln Blvd and Colorado Ave													
Lincoln Blvd/I-10 WB and Olympic Blvd													
Lincoln Blvd/I-10 EB and Olympic Blvd													
11th St and Colorado Ave													
11th St (N) and Olympic Blvd													
11th St (S) and Olympic Blvd													
14th St and Colorado Ave													
14th St and Olympic Blvd													
17th St and Colorado Ave													
17th St and Olympic Blvd													
20th St and Colorado Ave													
20th St and Olympic Blvd													
Cloverfield Blvd and Colorado Ave													
Cloverfield Blvd and Olympic Blvd													
26th St and Colorado Ave													
26th St and Olympic Blvd													
Stewart St and Colorado Ave													
Stewart St and Olympic Blvd													
Centinela Ave (W) and Olympic Blvd													
Centinela Ave (E) and Olympic Blvd													
Centinela Ave and Exposition Blvd													
Centinela Ave and Pico Blvd													
Bundy Dr and Olympic Blvd													
Bundy Dr and Exposition Blvd													
Bundy Dr and Pico Blvd													
Barrington Ave and Olympic Blvd													
Barrington Ave and Exposition Blvd (N)													
Barrington Ave and Exposition Blvd (S)													
Barrington Ave and Pico Blvd													
Gateway Blvd/Pico Blvd and Exposition Blvd													
Sawtelle Blvd and Pico Blvd													
Sawtelle Blvd and Exposition Blvd													
Sawtelle Blvd and National Blvd			0		1					4	12		
Sawtelle Blvd and Palms Blvd					1						12		
Sawtelle Blvd and Venice Blvd													
Sawtelle Blvd and I-405 SB Ramps													
Sepulveda Blvd and Pico Blvd													
Sepulveda Blvd and Exposition Blvd													
Sepulveda Blvd and National Blvd	2			4	4	29			0	0			
Sepulveda Blvd and Palms Blvd		2		1			12	21	12			1	
Sepulveda Blvd and Charnock Rd		1					4	17				0	
Sepulveda Blvd and Venice Blvd		1		0			5	7	5			0	
Sepulveda Blvd and I-405 NB Ramps													
Sepulveda Blvd and Washington Pl													
Washington Pl and Washington Blvd													
Military Ave and Exposition Blvd													
Girard Ave and Venice Blvd													
Westwood Blvd and Exposition Blvd (N)													
Westwood Blvd and Exposition Blvd (S)													
Overland Ave and Ashby Ave													
Overland Ave and Northvale Rd													
Overland Ave and National Blvd/I-10 WB Ramps													
Overland Ave and I-10 EB On-Ramp													
Overland Ave and National Blvd/National Pl													
I-10 EB Off Ramp and National Blvd													
Overland Ave and Venice Blvd													
Overland Ave and Washington Blvd													
Motor Ave and National Blvd													
Motor Ave and Venice Blvd													
Motor Ave and Washington Blvd													
Clarington Ave and Venice Blvd													
Clarington Ave/Madison Ave and Washington Blvd													
Palms Blvd/National Blvd and Exposition Blvd/National Blvd													
Hughes Ave and Venice Blvd													
Hughes Ave/Duquesne Ave and Washington Blvd													
Manning Ave/I-10 WB and National Blvd													
Culver Blvd and Washington Blvd													
Bagley Ave and Exposition Blvd													
Bagley Ave/Main St and Venice Blvd													
Culver Blvd and Washington Blvd/Main St													
Culver Blvd and Venice Blvd													
Sawtelle Blvd and Washington Pl													
Sepulveda Blvd and Queensland St		4					4	50				0	
Sepulveda Blvd and Rose Ave		4					4	46				0	
Sepulveda Blvd and Washington Blvd													
Military Ave and Venice Blvd													
Girard Ave and Washington Blvd													
Robertsons Blvd/Higuera St and Washington Blvd													

Westwood-Distribution

2030 DISTRIBUTION (Inbound %s)	
1	100%

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2030 DISTRIBUTION (Outbound %s)	

	INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
		L	T	R	L	T	R	L	T	R	L	T	R
1	4th St and Colorado Ave												
2	4th St/I-10 WB and Olympic Blvd												
3	4th St/I-10 EB and Olympic Blvd												
4	Lincoln Blvd and Colorado Ave												
5	Lincoln Blvd/I-10 WB and Olympic Blvd												
6	Lincoln Blvd/I-10 EB and Olympic Blvd												
7	11th St and Colorado Ave												
8	11th St (N) and Olympic Blvd												
9	11th St (S) and Olympic Blvd												
10	14th St and Colorado Ave												
11	14th St and Olympic Blvd												
12	17th St and Colorado Ave												
13	17th St and Olympic Blvd												
14	20th St and Colorado Ave												
15	20th St and Olympic Blvd												
16	Cloverfield Blvd and Colorado Ave												
17	Cloverfield Blvd and Olympic Blvd												
18	26th St and Colorado Ave												
19	26th St and Olympic Blvd												
20	Stewart St and Colorado Ave												
21	Stewart St and Olympic Blvd												
22	Centinela Ave (W) and Olympic Blvd												
23	Centinela Ave (E) and Olympic Blvd												
24	Centinela Ave and Exposition Blvd												
25	Centinela Ave and Pico Blvd												
26	Bundy Dr and Olympic Blvd												
27	Bundy Dr and Exposition Blvd												
28	Bundy Dr and Pico Blvd												
29	Barrington Ave and Olympic Blvd												
30	Barrington Ave and Exposition Blvd (N)												
31	Barrington Ave and Exposition Blvd (S)												
32	Barrington Ave and Pico Blvd												
33	Gateway Blvd/Pico Blvd and Exposition Blvd												
34	Sawtelle Blvd and Pico Blvd												
35	Sawtelle Blvd and Exposition Blvd												
36	Sawtelle Blvd and National Blvd												
37	Sawtelle Blvd and Palms Blvd												
38	Sawtelle Blvd and Venice Blvd												
39	Sawtelle Blvd and I-405 SB Ramps												
40	Sepulveda Blvd and Pico Blvd												
41	Sepulveda Blvd and Exposition Blvd												
42	Sepulveda Blvd and National Blvd												
43	Sepulveda Blvd and Palms Blvd												
44	Sepulveda Blvd and Charnock Rd												
45	Sepulveda Blvd and Venice Blvd												
46	Sepulveda Blvd and I-405 NB Ramps												
47	Sepulveda Blvd and Washington Pl												
48	Washington Pl and Washington Blvd												
49	Military Ave and Exposition Blvd												
50	Girard Ave and Venice Blvd												
51	Westwood Blvd and Exposition Blvd (N)	5	10										50
52	Westwood Blvd and Exposition Blvd (S)												15
53	Overland Ave and Ashby Ave				25	5	5						
54	Overland Ave and Northvale Rd							5					
55	Overland Ave and National Blvd/I-10 WB Ramps							10		5			
56	Overland Ave and I-10 EB On-Ramp							10					
57	Overland Ave and National Blvd/National Pl							10					
58	I-10 EB Off Ramp and National Blvd												
59	Overland Ave and Venice Blvd												
60	Overland Ave and Washington Blvd												
61	Motor Ave and National Blvd												
62	Motor Ave and Venice Blvd												
63	Motor Ave and Washington Blvd												
64	Clarington Ave and Venice Blvd												
65	Clarington Ave/Madison Ave and Washington Blvd												
66	Palms Blvd/National Blvd and Exposition Blvd/National Blvd												
67	Hughes Ave and Venice Blvd												
68	Hughes Ave/Duquesne Ave and Washington Blvd												
69	Manning Ave/I-10 WB and National Blvd												
70	Culver Blvd and Washington Blvd												
71	Bagley Ave and Exposition Blvd												
72	Bagley Ave/Main St and Venice Blvd												
73	Culver Blvd and Washington Blvd/Main St												
74	Culver Blvd and Venice Blvd												
75	Sawtelle Blvd and Washington Pl												
76	Sepulveda Blvd and Queensland St												
77	Sepulveda Blvd and Rose Ave												
78	Sepulveda Blvd and Washington Blvd												
79	Military Ave and Venice Blvd												
80	Girard Ave and Washington Blvd												
81	Robertsons Blvd/Higuera St and Washington Blvd												
82	Sepulveda Blvd and Olympic Blvd												
87	Westwood Blvd and Pico Blvd	5	5										
89	Overland Ave and Pico Blvd		5	20									
90	Bagley Ave and National Blvd												

Westwood-Assignment AM

2030 ASSIGNMENT (Inbound)

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2030 ASSIGNMENT (Outbound)

[illegible]

2030 ASSIGNMENT (Total)	

INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
4th St and Colorado Ave												
4th St/I-10 WB and Olympic Blvd												
4th St/I-10 EB and Olympic Blvd												
Lincoln Blvd and Colorado Ave												
Lincoln Blvd/I-10 WB and Olympic Blvd												
Lincoln Blvd/I-10 EB and Olympic Blvd												
11th St and Colorado Ave												
11th St (N) and Olympic Blvd												
11th St (S) and Olympic Blvd												
14th St and Colorado Ave												
14th St and Olympic Blvd												
17th St and Colorado Ave												
17th St and Olympic Blvd												
20th St and Colorado Ave												
20th St and Olympic Blvd												
Cloverfield Blvd and Colorado Ave												
Cloverfield Blvd and Olympic Blvd												
26th St and Colorado Ave												
26th St and Olympic Blvd												
Stewart St and Colorado Ave												
Stewart St and Olympic Blvd												
Centinela Ave (W) and Olympic Blvd												
Centinela Ave (E) and Olympic Blvd												
Centinela Ave and Exposition Blvd												
Centinela Ave and Pico Blvd												
Bundy Dr and Olympic Blvd												
Bundy Dr and Exposition Blvd												
Bundy Dr and Pico Blvd												
Barrington Ave and Olympic Blvd												
Barrington Ave and Exposition Blvd (N)												
Barrington Ave and Exposition Blvd (S)												
Barrington Ave and Pico Blvd												
Gateway Blvd/Pico Blvd and Exposition Blvd												
Sawtelle Blvd and Pico Blvd												
Sawtelle Blvd and Exposition Blvd												
Sawtelle Blvd and National Blvd												
Sawtelle Blvd and Palms Blvd												
Sawtelle Blvd and Venice Blvd												
Sawtelle Blvd and I-405 SB Ramps												
Sepulveda Blvd and Pico Blvd												
Sepulveda Blvd and Exposition Blvd												
Sepulveda Blvd and National Blvd												
Sepulveda Blvd and Palms Blvd												
Sepulveda Blvd and Chamock Rd												
Sepulveda Blvd and Venice Blvd												
Sepulveda Blvd and I-405 NB Ramps												
Sepulveda Blvd and Washington Pl												
Washington Pl and Washington Blvd												
Military Ave and Exposition Blvd												
Girard Ave and Venice Blvd												
Westwood Blvd and Exposition Blvd (N)	1	1				2		8				6
Westwood Blvd and Exposition Blvd (S)			12			2		10				2
Overland Ave and Ashby Ave	4				3	1	12		19		4	
Overland Ave and Northvale Rd								1	39			
Overland Ave and National Blvd/I-10 WB Ramps		8			4			1	1			
Overland Ave and I-10 EB On-Ramp		8						1				
Overland Ave and National Blvd/National Pl		8						1				
I-10 EB Off Ramp and National Blvd												
Overland Ave and Venice Blvd												
Overland Ave and Washington Blvd												
Motor Ave and National Blvd												
Motor Ave and Venice Blvd												
Motor Ave and Washington Blvd												
Clarrington Ave and Venice Blvd												
Clarrington Ave/Madison Ave and Washington Blvd												
Palms Blvd/National Blvd and Exposition Blvd/National Blvd												
Hughes Ave and Venice Blvd												
Hughes Ave/Duquesne Ave and Washington Blvd												
Manning Ave/I-10 WB and National Blvd												
Culver Blvd and Washington Blvd												
Bagley Ave and Exposition Blvd												
Bagley Ave/Main St and Venice Blvd												
Culver Blvd and Washington Blvd/Main St												
Culver Blvd and Venice Blvd												
Sawtelle Blvd and Washington Pl												
Sepulveda Blvd and Queensland St												
Sepulveda Blvd and Rose Ave												
Sepulveda Blvd and Washington Blvd												
Military Ave and Venice Blvd												
Girard Ave and Washington Blvd												
Robertsons Blvd/Higuera St and Washington Blvd												
Sepulveda Blvd and Olympic Blvd												
Westwood Blvd and Pico Blvd	1	1				4		4				
Overland Ave and Pico Blvd		1	3					4		16		
Bagley Ave and National Blvd												

Westwood-Assignment PM

2030 ASSIGNMENT (Inbound)

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2030 ASSIGNMENT (Outbound)

[illegible]

2030 ASSIGNMENT (Total)	

	INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
		L	T	R	L	T	R	L	T	R	L	T	R
1	4th St and Colorado Ave												
2	4th St/I-10 WB and Olympic Blvd												
3	4th St/I-10 EB and Olympic Blvd												
4	Lincoln Blvd and Colorado Ave												
5	Lincoln Blvd/I-10 WB and Olympic Blvd												
6	Lincoln Blvd/I-10 EB and Olympic Blvd												
7	11th St and Colorado Ave												
8	11th St (N) and Olympic Blvd												
9	11th St (S) and Olympic Blvd												
10	14th St and Colorado Ave												
11	14th St and Olympic Blvd												
12	17th St and Colorado Ave												
13	17th St and Olympic Blvd												
14	20th St and Colorado Ave												
15	20th St and Olympic Blvd												
16	Cloverfield Blvd and Colorado Ave												
17	Cloverfield Blvd and Olympic Blvd												
18	26th St and Colorado Ave												
19	26th St and Olympic Blvd												
20	Stewart St and Colorado Ave												
21	Stewart St and Olympic Blvd												
22	Centinela Ave (W) and Olympic Blvd												
23	Centinela Ave (E) and Olympic Blvd												
24	Centinela Ave and Exposition Blvd												
25	Centinela Ave and Pico Blvd												
26	Bundy Dr and Olympic Blvd												
27	Bundy Dr and Exposition Blvd												
28	Bundy Dr and Pico Blvd												
29	Barrington Ave and Olympic Blvd												
30	Barrington Ave and Exposition Blvd (N)												
31	Barrington Ave and Exposition Blvd (S)												
32	Barrington Ave and Pico Blvd												
33	Gateway Blvd/Pico Blvd and Exposition Blvd												
34	Sawtelle Blvd and Pico Blvd												
35	Sawtelle Blvd and Exposition Blvd												
36	Sawtelle Blvd and National Blvd												
37	Sawtelle Blvd and Palms Blvd												
38	Sawtelle Blvd and Venice Blvd												
39	Sawtelle Blvd and I-405 SB Ramps												
40	Sepulveda Blvd and Pico Blvd												
41	Sepulveda Blvd and Exposition Blvd												
42	Sepulveda Blvd and National Blvd												
43	Sepulveda Blvd and Palms Blvd												
44	Sepulveda Blvd and Charnock Rd												
45	Sepulveda Blvd and Venice Blvd												
46	Sepulveda Blvd and I-405 NB Ramps												
47	Sepulveda Blvd and Washington Pl												
48	Washington Pl and Washington Blvd												
49	Military Ave and Exposition Blvd												
50	Girard Ave and Venice Blvd												
51	Westwood Blvd and Exposition Blvd (N)	4	7				0		1				37
52	Westwood Blvd and Exposition Blvd (S)			1			0		1				11
53	Overland Ave and Ashby Ave	0			19	4	5		2		0		
54	Overland Ave and Northvale Rd								4				
55	Overland Ave and National Blvd/I-10 WB Ramps		1		0				7	4			
56	Overland Ave and I-10 EB On-Ramp		1						7				
57	Overland Ave and National Blvd/National Pl		1						7				
58	I-10 EB Off Ramp and National Blvd												
59	Overland Ave and Venice Blvd												
60	Overland Ave and Washington Blvd												
61	Motor Ave and National Blvd												
62	Motor Ave and Venice Blvd												
63	Motor Ave and Washington Blvd												
64	Clarington Ave and Venice Blvd												
65	Clarington Ave/Madison Ave and Washington Blvd												
66	Palms Blvd/National Blvd and Exposition Blvd/National Blvd												
67	Hughes Ave and Venice Blvd												
68	Hughes Ave/Duquesne Ave and Washington Blvd												
69	Manning Ave/I-10 WB and National Blvd												
70	Culver Blvd and Washington Blvd												
71	Bagley Ave and Exposition Blvd												
72	Bagley Ave/Main St and Venice Blvd												
73	Culver Blvd and Washington Blvd/Main St												
74	Culver Blvd and Venice Blvd												
75	Sawtelle Blvd and Washington Pl												
76	Sepulveda Blvd and Queensland St												
77	Sepulveda Blvd and Rose Ave												
78	Sepulveda Blvd and Washington Blvd												
79	Military Ave and Venice Blvd												
80	Girard Ave and Washington Blvd												
81	Robertsons Blvd/Higuera St and Washington Blvd												
87	Sepulveda Blvd and Olympic Blvd												
88	Westwood Blvd and Pico Blvd	4	4				0		0				
89	Overland Ave and Pico Blvd		4	15					0		2		
90	Bagley Ave and National Blvd												

Venice and Robertson-Distribution

2030 DISTRIBUTION (Inbound %s)

	INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
		L	T	R	L	T	R	L	T	R	L	T	R
1	4th St and Colorado Ave												
2	4th St/I-10 WB and Olympic Blvd												
3	4th St/I-10 EB and Olympic Blvd												
4	Lincoln Blvd and Colorado Ave												
5	Lincoln Blvd/I-10 WB and Olympic Blvd												
6	Lincoln Blvd/I-10 EB and Olympic Blvd												
7	11th St and Colorado Ave												
8	11th St (N) and Olympic Blvd												
9	11th St (S) and Olympic Blvd												
10	14th St and Colorado Ave												
11	14th St and Olympic Blvd												
12	17th St and Colorado Ave												
13	17th St and Olympic Blvd												
14	20th St and Colorado Ave												
15	20th St and Olympic Blvd												
16	Cloverfield Blvd and Colorado Ave												
17	Cloverfield Blvd and Olympic Blvd												
18	26th St and Colorado Ave												
19	26th St and Olympic Blvd												
20	Stewart St and Colorado Ave												
21	Stewart St and Olympic Blvd												
22	Centinela Ave (W) and Olympic Blvd												
23	Centinela Ave (E) and Olympic Blvd												
24	Centinela Ave and Exposition Blvd												
25	Centinela Ave and Pico Blvd												
26	Bundy Dr and Olympic Blvd												
27	Bundy Dr and Exposition Blvd												
28	Bundy Dr and Pico Blvd												
29	Barrington Ave and Olympic Blvd												
30	Barrington Ave and Exposition Blvd (N)												
31	Barrington Ave and Exposition Blvd (S)												
32	Barrington Ave and Pico Blvd												
33	Gateway Blvd/Pico Blvd and Exposition Blvd												
34	Sawtelle Blvd and Pico Blvd												
35	Sawtelle Blvd and Exposition Blvd												
36	Sawtelle Blvd and National Blvd												
37	Sawtelle Blvd and Palms Blvd												
38	Sawtelle Blvd and Venice Blvd												
39	Sawtelle Blvd and I-405 SB Ramps												
40	Sepulveda Blvd and Pico Blvd												
41	Sepulveda Blvd and Exposition Blvd												
42	Sepulveda Blvd and National Blvd												
43	Sepulveda Blvd and Palms Blvd												
44	Sepulveda Blvd and Charnock Rd												
45	Sepulveda Blvd and Venice Blvd												
46	Sepulveda Blvd and I-405 NB Ramps												
47	Sepulveda Blvd and Washington Pl												
48	Washington Pl and Washington Blvd												
49	Military Ave and Exposition Blvd												
50	Girard Ave and Venice Blvd												
51	Westwood Blvd and Exposition Blvd (N)												
52	Westwood Blvd and Exposition Blvd (S)												
53	Overland Ave and Ashby Ave												
54	Overland Ave and Northvale Rd												
55	Overland Ave and National Blvd/I-10 WB Ramps												
56	Overland Ave and I-10 EB On-Ramp												
57	Overland Ave and National Blvd/National Pl												
58	I-10 EB Off Ramp and National Blvd												
59	Overland Ave and Venice Blvd												
60	Overland Ave and Washington Blvd												
61	Motor Ave and National Blvd				5			5					
62	Motor Ave and Venice Blvd												
63	Motor Ave and Washington Blvd												
64	Clarrington Ave and Venice Blvd												
65	Clarrington Ave/Madison Ave and Washington Blvd												
66	Palms Blvd/National Blvd and Exposition Blvd/National Blvd			5	10			10					
67	Hughes Ave and Venice Blvd												
68	Hughes Ave/Duquesne Ave and Washington Blvd												
69	Manning Ave/I-10 WB and National Blvd					5		5					
70	Culver Blvd and Washington Blvd												
71	Bagley Ave and Exposition Blvd			45	25			15					
72	Bagley Ave/Main St and Venice Blvd		20		15								
73	Culver Blvd and Washington Blvd/Main St		5		15								
74	Culver Blvd and Venice Blvd											15	
75	Sawtelle Blvd and Washington Pl												
76	Sepulveda Blvd and Queensland St												
77	Sepulveda Blvd and Rose Ave												
78	Sepulveda Blvd and Washington Blvd												
79	Military Ave and Venice Blvd												
80	Girard Ave and Washington Blvd												
81	Robertsons Blvd/Higuera St and Washington Blvd												
87	Sepulveda Blvd and Olympic Blvd												
88	Westwood Blvd and Pico Blvd												
89	Overland Ave and Pico Blvd												
90	Bagley Ave and National Blvd							15					

Venice and Robertson-Assignment AM

2030 ASSIGNMENT (Inbound)

	INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
		L	T	R	L	T	R	L	T	R	L	T	R
1	4th St and Colorado Ave												
2	4th St/I-10 WB and Olympic Blvd												
3	4th St/I-10 EB and Olympic Blvd												
4	Lincoln Blvd and Colorado Ave												
5	Lincoln Blvd/I-10 WB and Olympic Blvd												
6	Lincoln Blvd/I-10 EB and Olympic Blvd												
7	11th St and Colorado Ave												
8	11th St (N) and Olympic Blvd												
9	11th St (S) and Olympic Blvd												
10	14th St and Colorado Ave												
11	14th St and Olympic Blvd												
12	17th St and Colorado Ave												
13	17th St and Olympic Blvd												
14	20th St and Colorado Ave												
15	20th St and Olympic Blvd												
16	Cloverfield Blvd and Colorado Ave												
17	Cloverfield Blvd and Olympic Blvd												
18	26th St and Colorado Ave												
19	26th St and Olympic Blvd												
20	Stewart St and Colorado Ave												
21	Stewart St and Olympic Blvd												
22	Centinela Ave (W) and Olympic Blvd												
23	Centinela Ave (E) and Olympic Blvd												
24	Centinela Ave and Exposition Blvd												
25	Centinela Ave and Pico Blvd												
26	Bundy Dr and Olympic Blvd												
27	Bundy Dr and Exposition Blvd												
28	Bundy Dr and Pico Blvd												
29	Barrington Ave and Olympic Blvd												
30	Barrington Ave and Exposition Blvd (N)												
31	Barrington Ave and Exposition Blvd (S)												
32	Barrington Ave and Pico Blvd												
33	Gateway Blvd/Pico Blvd and Exposition Blvd												
34	Sawtelle Blvd and Pico Blvd												
35	Sawtelle Blvd and Exposition Blvd												
36	Sawtelle Blvd and National Blvd												
37	Sawtelle Blvd and Palms Blvd												
38	Sawtelle Blvd and Venice Blvd												
39	Sawtelle Blvd and I-405 SB Ramps												
40	Sepulveda Blvd and Pico Blvd												
41	Sepulveda Blvd and Exposition Blvd												
42	Sepulveda Blvd and National Blvd												
43	Sepulveda Blvd and Palms Blvd												
44	Sepulveda Blvd and Charnock Rd												
45	Sepulveda Blvd and Venice Blvd												
46	Sepulveda Blvd and I-405 NB Ramps												
47	Sepulveda Blvd and Washington Pl												
48	Washington Pl and Washington Blvd												
49	Military Ave and Exposition Blvd												
50	Girard Ave and Venice Blvd												
51	Westwood Blvd and Exposition Blvd (N)												
52	Westwood Blvd and Exposition Blvd (S)												
53	Overland Ave and Ashby Ave												
54	Overland Ave and Northvale Rd												
55	Overland Ave and National Blvd/I-10 WB Ramps												
56	Overland Ave and I-10 EB On-Ramp												
57	Overland Ave and National Blvd/National Pl												
58	I-10 EB Off Ramp and National Blvd												
59	Overland Ave and Venice Blvd												
60	Overland Ave and Washington Blvd												
61	Motor Ave and National Blvd				2			2					
62	Motor Ave and Venice Blvd												
63	Motor Ave and Washington Blvd												
64	Clarrington Ave and Venice Blvd												
65	Clarrington Ave/Madison Ave and Washington Blvd												
66	Palms Blvd/National Blvd and Exposition Blvd/National Blvd			2		3			3				
67	Hughes Ave and Venice Blvd												
68	Hughes Ave/Duquesne Ave and Washington Blvd												
69	Manning Ave/I-10 WB and National Blvd						2			2			
70	Culver Blvd and Washington Blvd												
71	Bagley Ave and Exposition Blvd			14		8			5				
72	Bagley Ave/Main St and Venice Blvd		6			5							
73	Culver Blvd and Washington Blvd/Main St		2			5							
74	Culver Blvd and Venice Blvd											5	
75	Sawtelle Blvd and Washington Pl												
76	Sepulveda Blvd and Queenstand St												
77	Sepulveda Blvd and Rose Ave												
78	Sepulveda Blvd and Washington Blvd												
79	Military Ave and Venice Blvd												
80	Girard Ave and Washington Blvd												
81	Robertsons Blvd/Higuera St and Washington Blvd												
87	Sepulveda Blvd and Olympic Blvd												
88	Westwood Blvd and Pico Blvd												
89	Overland Ave and Pico Blvd												
90	Bagley Ave and National Blvd								5				

2030 ASSIGNMENT (Outbound)

	INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			
		L	T	R	L	T	R	L	T	R	L	T	R	
	4th St and Colorado Ave													
	4th St/I-10 WB and Olympic Blvd													
	4th St/I-10 EB and Olympic Blvd													
	Lincoln Blvd and Colorado Ave													
	Lincoln Blvd/I-10 WB and Olympic Blvd													
	Lincoln Blvd/I-10 EB and Olympic Blvd													
	11th St and Colorado Ave													
	11th St (N) and Olympic Blvd													
	11th St (S) and Olympic Blvd													
	14th St and Colorado Ave													
	14th St and Olympic Blvd													
	17th St and Colorado Ave													
	17th St and Olympic Blvd													
	20th St and Colorado Ave													
	20th St and Olympic Blvd													
	Cloverfield Blvd and Colorado Ave													
	Cloverfield Blvd and Olympic Blvd													
	26th St and Colorado Ave													
	26th St and Olympic Blvd													
	Stewart St and Colorado Ave													
	Stewart St and Olympic Blvd													
	Centinela Ave (W) and Olympic Blvd													
	Centinela Ave (E) and Olympic Blvd													
	Centinela Ave and Exposition Blvd													
	Centinela Ave and Pico Blvd													
	Bundy Dr and Olympic Blvd													
	Bundy Dr and Exposition Blvd													
	Bundy Dr and Pico Blvd													
	Barrington Ave and Olympic Blvd													
	Barrington Ave and Exposition Blvd (N)													
	Barrington Ave and Exposition Blvd (S)													
	Barrington Ave and Pico Blvd													
	Gateway Blvd/Pico Blvd and Exposition Blvd													
	Sawtelle Blvd and Pico Blvd													
	Sawtelle Blvd and Exposition Blvd													
	Sawtelle Blvd and National Blvd													
	Sawtelle Blvd and Palms Blvd													
	Sawtelle Blvd and Venice Blvd													
	Sawtelle Blvd and I-405 SB Ramps													
	Sepulveda Blvd and Pico Blvd													
	Sepulveda Blvd and Exposition Blvd													
	Sepulveda Blvd and National Blvd													
	Sepulveda Blvd and Palms Blvd													
	Sepulveda Blvd and Chamcock Rd													
	Sepulveda Blvd and Venice Blvd													
	Sepulveda Blvd and I-405 NB Ramps													
	Sepulveda Blvd and Washington Pl													
	Washington Pl and Washington Blvd													
	Military Ave and Exposition Blvd													
	Girard Ave and Venice Blvd													
	Westwood Blvd and Exposition Blvd (N)													
	Westwood Blvd and Exposition Blvd (S)													
	Overland Ave and Ashby Ave													
	Overland Ave and Northvale Rd													
	Overland Ave and National Blvd/I-10 WB Ramps													
	Overland Ave and I-10 EB On-Ramp													
	Overland Ave and National Blvd/National Pl													
	I-10 EB Off Ramp and National Blvd													
	Overland Ave and Venice Blvd													
	Overland Ave and Washington Blvd													
	Motor Ave and National Blvd											0	0	
	Motor Ave and Venice Blvd													
	Motor Ave and Washington Blvd													
	Clarington Ave and Venice Blvd													
	Clarington Ave/Madison Ave and Washington Blvd													
	Palms Blvd/National Blvd and Exposition Blvd/National Blvd											0	1	1
	Hughes Ave and Venice Blvd													
	Hughes Ave/Duquesne Blvd and Washington Blvd													
	Manning Ave/I-10 WB and National Blvd	0	0											
	Culver Blvd and Washington Blvd													
	Bagley Ave and Exposition Blvd											2	1	1
	Bagley Ave/Main St and Venice Blvd								1	1				
	Culver Blvd and Washington Blvd/Main St								0	1				
	Culver Blvd and Venice Blvd					1								
	Sawtelle Blvd and Washington Pl													
	Sepulveda Blvd and Queensland St													
	Sepulveda Blvd and Rose Ave													
	Sepulveda Blvd and Washington Blvd													
	Military Ave and Venice Blvd													
	Girard Ave and Washington Blvd													
	Robertsons Blvd/Higuera St and Washington Blvd													
	Sepulveda Blvd and Olympic Blvd													
	Westwood Blvd and Pico Blvd													
	Overland Ave and Pico Blvd													
	Bagley Ave and National Blvd		1											

2030 ASSIGNMENT (Total)													
INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			
	L	T	R	L	T	R	L	T	R	L	T	R	
1 4th St and Colorado Ave													
2 4th St/I-10 WB and Olympic Blvd													
3 4th St/I-10 EB and Olympic Blvd													
4 Lincoln Blvd and Colorado Ave													
5 Lincoln Blvd/I-10 WB and Olympic Blvd													
6 Lincoln Blvd/I-10 EB and Olympic Blvd													
7 11th St and Colorado Ave													
8 11th St (N) and Olympic Blvd													
9 11th St (S) and Olympic Blvd													
10 14th St and Colorado Ave													
11 14th St and Olympic Blvd													
12 17th St and Colorado Ave													
13 17th St and Olympic Blvd													
14 20th St and Colorado Ave													
15 20th St and Olympic Blvd													
16 Cloverfield Blvd and Colorado Ave													
17 Cloverfield Blvd and Olympic Blvd													
18 26th St and Colorado Ave													
19 26th St and Olympic Blvd													
20 Stewart St and Colorado Ave													
21 Stewart St and Olympic Blvd													
22 Centinela Ave (W) and Olympic Blvd													
23 Centinela Ave (E) and Olympic Blvd													
24 Centinela Ave and Exposition Blvd													
25 Centinela Ave and Pico Blvd													
26 Bundy Dr and Olympic Blvd													
27 Bundy Dr and Exposition Blvd													
28 Bundy Dr and Pico Blvd													
29 Barrington Ave and Olympic Blvd													
30 Barrington Ave and Exposition Blvd (N)													
31 Barrington Ave and Exposition Blvd (S)													
32 Barrington Ave and Pico Blvd													
33 Gateway Blvd/Pico Blvd and Exposition Blvd													
34 Sawtelle Blvd and Pico Blvd													
35 Sawtelle Blvd and Exposition Blvd													
36 Sawtelle Blvd and National Blvd													
37 Sawtelle Blvd and Palms Blvd													
38 Sawtelle Blvd and Venice Blvd													
39 Sawtelle Blvd and I-405 SB Ramps													
40 Sepulveda Blvd and Pico Blvd													
41 Sepulveda Blvd and Exposition Blvd													
42 Sepulveda Blvd and National Blvd													
43 Sepulveda Blvd and Palms Blvd													
44 Sepulveda Blvd and Charnock Rd													
45 Sepulveda Blvd and Venice Blvd													
46 Sepulveda Blvd and I-405 NB Ramps													
47 Sepulveda Blvd and Washington Pl													
48 Washington Pl and Washington Blvd													
49 Military Ave and Exposition Blvd													
50 Girard Ave and Venice Blvd													
51 Westwood Blvd and Exposition Blvd (N)													
52 Westwood Blvd and Exposition Blvd (S)													
53 Overland Ave and Ashby Ave													
54 Overland Ave and Northvale Rd													
55 Overland Ave and National Blvd/I-10 WB Ramps													
56 Overland Ave and I-10 EB On-Ramp													
57 Overland Ave and National Blvd/National Pl													
58 I-10 EB Off Ramp and National Blvd													
59 Overland Ave and Venice Blvd													
60 Overland Ave and Washington Blvd													
61 Motor Ave and National Blvd					2			2			0		0
62 Motor Ave and Venice Blvd													
63 Motor Ave and Washington Blvd													
64 Clarington Ave and Venice Blvd													
65 Clarington Ave/Madison Ave and Washington Blvd													
66 Palms Blvd/National Blvd and Exposition Blvd/National Blvd			2		3			3			0	1	1
67 Hughes Ave and Venice Blvd													
68 Hughes Ave/Duquesne Ave and Washington Blvd													
69 Manning Ave/I-10 WB and National Blvd	0	0				2		2					
70 Culver Blvd and Washington Blvd													
71 Bagley Ave and Exposition Blvd			14		8			5			2	1	1
72 Bagley Ave/Main St and Venice Blvd		6			5				1		1		
73 Culver Blvd and Washington Blvd/Main St		2			5				0		1		
74 Culver Blvd and Venice Blvd					1							5	
75 Sawtelle Blvd and Washington Pl													
76 Sepulveda Blvd and Queensland St													
77 Sepulveda Blvd and Rose Ave													
78 Sepulveda Blvd and Washington Blvd													
79 Military Ave and Venice Blvd													
80 Girard Ave and Washington Blvd													
81 Robertsons Blvd/Higuera St and Washington Blvd													
87 Sepulveda Blvd and Olympic Blvd													
88 Westwood Blvd and Pico Blvd													
89 Overland Ave and Pico Blvd													
90 Bagley Ave and National Blvd		1						5					

Venice and Robertson-Assignment PM

2030 ASSIGNMENT (Inbound)

	INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
		L	T	R	L	T	R	L	T	R	L	T	R
1	4th St and Colorado Ave												
2	4th St/I-10 WB and Olympic Blvd												
3	4th St/I-10 EB and Olympic Blvd												
4	Lincoln Blvd and Colorado Ave												
5	Lincoln Blvd/I-10 WB and Olympic Blvd												
6	Lincoln Blvd/I-10 EB and Olympic Blvd												
7	11th St and Colorado Ave												
8	11th St (N) and Olympic Blvd												
9	11th St (S) and Olympic Blvd												
10	14th St and Colorado Ave												
11	14th St and Olympic Blvd												
12	17th St and Colorado Ave												
13	17th St and Olympic Blvd												
14	20th St and Colorado Ave												
15	20th St and Olympic Blvd												
16	Cloverfield Blvd and Colorado Ave												
17	Cloverfield Blvd and Olympic Blvd												
18	26th St and Colorado Ave												
19	26th St and Olympic Blvd												
20	Stewart St and Colorado Ave												
21	Stewart St and Olympic Blvd												
22	Centinela Ave (W) and Olympic Blvd												
23	Centinela Ave (E) and Olympic Blvd												
24	Centinela Ave and Exposition Blvd												
25	Centinela Ave and Pico Blvd												
26	Bundy Dr and Olympic Blvd												
27	Bundy Dr and Exposition Blvd												
28	Bundy Dr and Pico Blvd												
29	Barrington Ave and Olympic Blvd												
30	Barrington Ave and Exposition Blvd (N)												
31	Barrington Ave and Exposition Blvd (S)												
32	Barrington Ave and Pico Blvd												
33	Gateway Blvd/Pico Blvd and Exposition Blvd												
34	Sawtelle Blvd and Pico Blvd												
35	Sawtelle Blvd and Exposition Blvd												
36	Sawtelle Blvd and National Blvd												
37	Sawtelle Blvd and Palms Blvd												
38	Sawtelle Blvd and Venice Blvd												
39	Sawtelle Blvd and I-405 SB Ramps												
40	Sepulveda Blvd and Pico Blvd												
41	Sepulveda Blvd and Exposition Blvd												
42	Sepulveda Blvd and National Blvd												
43	Sepulveda Blvd and Palms Blvd												
44	Sepulveda Blvd and Charnock Rd												
45	Sepulveda Blvd and Venice Blvd												
46	Sepulveda Blvd and I-405 NB Ramps												
47	Sepulveda Blvd and Washington Pl												
48	Washington Pl and Washington Blvd												
49	Military Ave and Exposition Blvd												
50	Girard Ave and Venice Blvd												
51	Westwood Blvd and Exposition Blvd (N)												
52	Westwood Blvd and Exposition Blvd (S)												
53	Overland Ave and Ashby Ave												
54	Overland Ave and Northvale Rd												
55	Overland Ave and National Blvd/I-10 WB Ramps												
56	Overland Ave and I-10 EB On-Ramp												
57	Overland Ave and National Blvd/National Pl												
58	I-10 EB Off Ramp and National Blvd												
59	Overland Ave and Venice Blvd												
60	Overland Ave and Washington Blvd												
61	Motor Ave and National Blvd				0			0					
62	Motor Ave and Venice Blvd												
63	Motor Ave and Washington Blvd												
64	Clarington Ave and Venice Blvd												
65	Clarington Ave/Madison Ave and Washington Blvd												
66	Palms Blvd/National Blvd and Exposition Blvd/National Blvd			0		0			0				
67	Hughes Ave and Venice Blvd												
68	Hughes Ave/Duquesne Ave and Washington Blvd												
69	Manning Ave/I-10 WB and National Blvd						0			0			
70	Culver Blvd and Washington Blvd												
71	Bagley Ave and Exposition Blvd			2		1			1				
72	Bagley Ave/Main St and Venice Blvd		1			1							
73	Culver Blvd and Washington Blvd/Main St		0			1							
74	Culver Blvd and Venice Blvd											1	
75	Sawtelle Blvd and Washington Pl												
76	Sepulveda Blvd and Queenstand St												
77	Sepulveda Blvd and Rose Ave												
78	Sepulveda Blvd and Washington Blvd												
79	Military Ave and Venice Blvd												
80	Girard Ave and Washington Blvd												
81	Robertsons Blvd/Higuera St and Washington Blvd												
87	Sepulveda Blvd and Olympic Blvd												
88	Westwood Blvd and Pico Blvd												
89	Overland Ave and Pico Blvd												
90	Bagley Ave and National Blvd								1				

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2030 ASSIGNMENT (Total)													
INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			
	L	T	R	L	T	R	L	T	R	L	T	R	
4th St and Colorado Ave													
4th St/I-10 WB and Olympic Blvd													
4th St/I-10 EB and Olympic Blvd													
Lincoln Blvd and Colorado Ave													
Lincoln Blvd/I-10 WB and Olympic Blvd													
Lincoln Blvd/I-10 EB and Olympic Blvd													
11th St and Colorado Ave													
11th St (N) and Olympic Blvd													
11th St (S) and Olympic Blvd													
14th St and Colorado Ave													
14th St and Olympic Blvd													
17th St and Colorado Ave													
17th St and Olympic Blvd													
20th St and Colorado Ave													
20th St and Olympic Blvd													
Cloverfield Blvd and Colorado Ave													
Cloverfield Blvd and Olympic Blvd													
26th St and Colorado Ave													
26th St and Olympic Blvd													
Stewart St and Colorado Ave													
Stewart St and Olympic Blvd													
Centinela Ave (W) and Olympic Blvd													
Centinela Ave (E) and Olympic Blvd													
Centinela Ave and Exposition Blvd													
Centinela Ave and Pico Blvd													
Bundy Dr and Olympic Blvd													
Bundy Dr and Exposition Blvd													
Bundy Dr and Pico Blvd													
Barrington Ave and Olympic Blvd													
Barrington Ave and Exposition Blvd (N)													
Barrington Ave and Exposition Blvd (S)													
Barrington Ave and Pico Blvd													
Gateway Blvd/Pico Blvd and Exposition Blvd													
Sawtelle Blvd and Pico Blvd													
Sawtelle Blvd and Exposition Blvd													
Sawtelle Blvd and National Blvd													
Sawtelle Blvd and Palms Blvd													
Sawtelle Blvd and Venice Blvd													
Sawtelle Blvd and I-405 SB Ramps													
Sepulveda Blvd and Pico Blvd													
Sepulveda Blvd and Exposition Blvd													
Sepulveda Blvd and National Blvd													
Sepulveda Blvd and Palms Blvd													
Sepulveda Blvd and Charnock Rd													
Sepulveda Blvd and Venice Blvd													
Sepulveda Blvd and I-405 NB Ramps													
Sepulveda Blvd and Washington Pl													
Washington Pl and Washington Blvd													
Military Ave and Exposition Blvd													
Girard Ave and Venice Blvd													
Westwood Blvd and Exposition Blvd (N)													
Westwood Blvd and Exposition Blvd (S)													
Overland Ave and Ashby Ave													
Overland Ave and Northvale Rd													
Overland Ave and National Blvd/I-10 WB Ramps													
Overland Ave and I-10 EB On-Ramp													
Overland Ave and National Blvd/National Pl													
I-10 EB Off Ramp and National Blvd													
Overland Ave and Venice Blvd													
Overland Ave and Washington Blvd													
Motor Ave and National Blvd					0			0			2		2
Motor Ave and Venice Blvd													
Motor Ave and Washington Blvd													
Clarington Ave and Venice Blvd													
Clarington Ave/Madison Ave and Washington Blvd													
Palms Blvd/National Blvd and Exposition Blvd/National Blvd			0		0			0			2	3	3
Hughes Ave and Venice Blvd													
Hughes Ave/Duquesne Ave and Washington Blvd													
Manning Ave/I-10 WB and National Blvd	2	2				0		0					
Culver Blvd and Washington Blvd													
Bagley Ave and Exposition Blvd			2		1		1			14	8		5
Bagley Ave/Main St and Venice Blvd		1		1				6	5				
Culver Blvd and Washington Blvd/Main St		0		1				2	5				
Culver Blvd and Venice Blvd					5						1		
Sawtelle Blvd and Washington Pl													
Sepulveda Blvd and Queensland St													
Sepulveda Blvd and Rose Ave													
Sepulveda Blvd and Washington Blvd													
Military Ave and Venice Blvd													
Girard Ave and Washington Blvd													
Robertsons Blvd/Higuera St and Washington Blvd													
Sepulveda Blvd and Olympic Blvd													
Westwood Blvd and Pico Blvd													
Overland Ave and Pico Blvd													
Bagley Ave and National Blvd		5						1					

Total-Assign 1,2,3 AM

2030 ASSIGNMENT (Total)

	INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
		L	T	R	L	T	R	L	T	R	L	T	R
1	4th St and Colorado Ave			34		17		34			6	3	4
2	4th St/I-10 WB and Olympic Blvd		34						6				
3	4th St/I-10 EB and Olympic Blvd		34						6				
4	Lincoln Blvd and Colorado Ave				1	1	3			6		6	
5	Lincoln Blvd/I-10 WB and Olympic Blvd							3				17	
6	Lincoln Blvd/I-10 EB and Olympic Blvd												
7	11th St and Colorado Ave												
8	11th St (N) and Olympic Blvd												
9	11th St (S) and Olympic Blvd												
10	14th St and Colorado Ave												
11	14th St and Olympic Blvd												
12	17th St and Colorado Ave												
13	17th St and Olympic Blvd												
14	20th St and Colorado Ave												
15	20th St and Olympic Blvd												
16	Cloverfield Blvd and Colorado Ave												
17	Cloverfield Blvd and Olympic Blvd												
18	26th St and Colorado Ave												
19	26th St and Olympic Blvd												
20	Stewart St and Colorado Ave												
21	Stewart St and Olympic Blvd												
22	Centinela Ave (W) and Olympic Blvd					5		5				1	1
23	Centinela Ave (E) and Olympic Blvd	2				10							
24	Centinela Ave and Exposition Blvd										4		2
25	Centinela Ave and Pico Blvd			10		15			2	3			
26	Bundy Dr and Olympic Blvd		3	3			10		15				
27	Bundy Dr and Exposition Blvd	10								25	5		6
28	Bundy Dr and Pico Blvd			15	10	15		3	3				
29	Barrington Ave and Olympic Blvd				3				20				
30	Barrington Ave and Exposition Blvd (N)								20				
31	Barrington Ave and Exposition Blvd (S)	15								20			
32	Barrington Ave and Pico Blvd		15			3							
33	Gateway Blvd/Pico Blvd and Exposition Blvd												
34	Sawtelle Blvd and Pico Blvd		8					47					
35	Sawtelle Blvd and Exposition Blvd			18	6			47			3	1	8
36	Sawtelle Blvd and National Blvd												
37	Sawtelle Blvd and Palms Blvd												
38	Sawtelle Blvd and Venice Blvd												
39	Sawtelle Blvd and I-405 SB Ramps												
40	Sepulveda Blvd and Pico Blvd		5					30					
41	Sepulveda Blvd and Exposition Blvd	6			5	2	1			30		12	
42	Sepulveda Blvd and National Blvd												
43	Sepulveda Blvd and Palms Blvd												
44	Sepulveda Blvd and Charnock Rd												
45	Sepulveda Blvd and Venice Blvd												
46	Sepulveda Blvd and I-405 NB Ramps												
47	Sepulveda Blvd and Washington Pl												
48	Washington Pl and Washington Blvd												
49	Military Ave and Exposition Blvd				1	1				6		6	
50	Girard Ave and Venice Blvd												
51	Westwood Blvd and Exposition Blvd (N)	1	1				2		8				6
52	Westwood Blvd and Exposition Blvd (S)			12			2		10				2
53	Overland Ave and Ashby Ave	4			3	1	12		19		4		
54	Overland Ave and Northvale Rd								1	39			
55	Overland Ave and National Blvd/I-10 WB Ramps		8		4				1	1			
56	Overland Ave and I-10 EB On-Ramp		8						1				
57	Overland Ave and National Blvd/National Pl		8						1				
58	I-10 EB Off Ramp and National Blvd												
59	Overland Ave and Venice Blvd												
60	Overland Ave and Washington Blvd												
61	Motor Ave and National Blvd				2			2				0	0
62	Motor Ave and Venice Blvd												
63	Motor Ave and Washington Blvd												
64	Clarrington Ave and Venice Blvd												
65	Clarrington Ave/Madison Ave and Washington Blvd												
66	Palms Blvd/National Blvd and Exposition Blvd/National Blvd			2		3		3			0	1	1
67	Hughes Ave and Venice Blvd												
68	Hughes Ave/Duquesne Ave and Washington Blvd												
69	Manning Ave/I-10 WB and National Blvd	0	0				2		2				
70	Culver Blvd and Washington Blvd												
71	Bagley Ave and Exposition Blvd			14		8		5			2	1	1
72	Bagley Ave/Main St and Venice Blvd		6		5				1	1			
73	Culver Blvd and Washington Blvd/Main St		2		5				0	1			
74	Culver Blvd and Venice Blvd					1						5	
75	Sawtelle Blvd and Washington Pl												
76	Sepulveda Blvd and Queensland St												
77	Sepulveda Blvd and Rose Ave												
78	Sepulveda Blvd and Washington Blvd												
79	Military Ave and Venice Blvd												
80	Girard Ave and Washington Blvd												
81	Robertsons Blvd/Higuera St and Washington Blvd												
87	Sepulveda Blvd and Olympic Blvd		4	1					24		6		
88	Westwood Blvd and Pico Blvd	1	1				4		4				
89	Overland Ave and Pico Blvd		1	3					4		16		
90	Bagley Ave and National Blvd		1						5				

Total-Assign 1,2,3 PM

2030 ASSIGNMENT (Total)

	INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
		L	T	R	L	T	R	L	T	R	L	T	R
1	4th St and Colorado Ave			4		2		4			33	16	22
2	4th St/I-10 WB and Olympic Blvd		4						33				
3	4th St/I-10 EB and Olympic Blvd		4						33				
4	Lincoln Blvd and Colorado Ave				5	5	16			1		1	
5	Lincoln Blvd/I-10 WB and Olympic Blvd							16				2	
6	Lincoln Blvd/I-10 EB and Olympic Blvd												
7	11th St and Colorado Ave												
8	11th St (N) and Olympic Blvd												
9	11th St (S) and Olympic Blvd												
10	14th St and Colorado Ave												
11	14th St and Olympic Blvd												
12	17th St and Colorado Ave												
13	17th St and Olympic Blvd												
14	20th St and Colorado Ave												
15	20th St and Olympic Blvd												
16	Cloverfield Blvd and Colorado Ave												
17	Cloverfield Blvd and Olympic Blvd												
18	26th St and Colorado Ave												
19	26th St and Olympic Blvd												
20	Stewart St and Colorado Ave												
21	Stewart St and Olympic Blvd												
22	Centinela Ave (W) and Olympic Blvd					1		1				5	5
23	Centinela Ave (E) and Olympic Blvd	10				1							
24	Centinela Ave and Exposition Blvd										24		10
25	Centinela Ave and Pico Blvd			1		2			10	14			
26	Bundy Dr and Olympic Blvd		14	19			1		2				
27	Bundy Dr and Exposition Blvd	1								3	29		34
28	Bundy Dr and Pico Blvd			2	1	2		14	14				
29	Barrington Ave and Olympic Blvd					19			2				
30	Barrington Ave and Exposition Blvd (N)								2				
31	Barrington Ave and Exposition Blvd (S)	2								2			
32	Barrington Ave and Pico Blvd		2				14						
33	Gateway Blvd/Pico Blvd and Exposition Blvd												
34	Sawtelle Blvd and Pico Blvd		45						6				
35	Sawtelle Blvd and Exposition Blvd			2		1		6			17	6	45
36	Sawtelle Blvd and National Blvd												
37	Sawtelle Blvd and Palms Blvd												
38	Sawtelle Blvd and Venice Blvd												
39	Sawtelle Blvd and I-405 SB Ramps												
40	Sepulveda Blvd and Pico Blvd		28						4				
41	Sepulveda Blvd and Exposition Blvd	1			28	11	6			4		1	
42	Sepulveda Blvd and National Blvd												
43	Sepulveda Blvd and Palms Blvd												
44	Sepulveda Blvd and Charnock Rd												
45	Sepulveda Blvd and Venice Blvd												
46	Sepulveda Blvd and I-405 NB Ramps												
47	Sepulveda Blvd and Washington Pl												
48	Washington Pl and Washington Blvd												
49	Military Ave and Exposition Blvd				6	6				1		1	
50	Girard Ave and Venice Blvd												
51	Westwood Blvd and Exposition Blvd (N)	4	7				0		1				37
52	Westwood Blvd and Exposition Blvd (S)			1			0		1				11
53	Overland Ave and Ashby Ave	0			19	4	5				0		
54	Overland Ave and Northvale Rd								4	5			
55	Overland Ave and National Blvd/I-10 WB Ramps		1		0				7	4			
56	Overland Ave and I-10 EB On-Ramp		1						7				
57	Overland Ave and National Blvd/National Pl		1						7				
58	I-10 EB Off Ramp and National Blvd												
59	Overland Ave and Venice Blvd												
60	Overland Ave and Washington Blvd												
61	Motor Ave and National Blvd					0		0				2	2
62	Motor Ave and Venice Blvd												
63	Motor Ave and Washington Blvd												
64	Clarrington Ave and Venice Blvd												
65	Clarrington Ave/Madison Ave and Washington Blvd												
66	Palms Blvd/National Blvd and Exposition Blvd/National Blvd			0		0		0			2	3	3
67	Hughes Ave and Venice Blvd												
68	Hughes Ave/Duquesne Ave and Washington Blvd												
69	Manning Ave/I-10 WB and National Blvd	2	2				0		0				
70	Culver Blvd and Washington Blvd												
71	Bagley Ave and Exposition Blvd			2		1		1			14	8	5
72	Bagley Ave/Main St and Venice Blvd		1		1				6	5			
73	Culver Blvd and Washington Blvd/Main St		0		1				2	5			
74	Culver Blvd and Venice Blvd					5						1	
75	Sawtelle Blvd and Washington Pl												
76	Sepulveda Blvd and Queensland St												
77	Sepulveda Blvd and Rose Ave												
78	Sepulveda Blvd and Washington Blvd												
79	Military Ave and Venice Blvd												
80	Girard Ave and Washington Blvd												
81	Robertsons Blvd/Higuera St and Washington Blvd												
87	Sepulveda Blvd and Olympic Blvd		23	6					3		1		
88	Westwood Blvd and Pico Blvd	4	4				0		0				
89	Overland Ave and Pico Blvd		4	15					0		2		
90	Bagley Ave and National Blvd		5						1				

Total-Assign 1a,2,3 AM

2030 ASSIGNMENT (Total)

[illegible]

2030 ASSIGNMENT (Total)

[illegible]

2030 ASSIGNMENT (Total)	

[illegible]

2030 ASSIGNMENT (Total)	

	INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
		L	T	R	L	T	R	L	T	R	L	T	R
1	4th St and Colorado Ave	22	2	5	0	3	0	5	0	0	0	0	0
2	4th St/I-10 WB and Olympic Blvd	0	49	0	0	0	0	0	0	0	0	0	0
3	4th St/I-10 EB and Olympic Blvd	0	49	0	0	0	0	0	0	0	0	0	0
4	Lincoln Blvd and Colorado Ave	0	0	0	0	11	98	0	1	0	1	0	0
5	Lincoln Blvd/I-10 WB and Olympic Blvd	0	0	0	0	0	0	0	65	34	0	0	0
6	Lincoln Blvd/I-10 EB and Olympic Blvd	0	0	0	0	0	0	0	65	0	0	0	0
7	11th St and Colorado Ave	0	3	0	0	11	0	0	0	0	0	0	0
8	11th St (N) and Olympic Blvd	0	0	0	0	0	0	0	0	0	3	0	3
9	11th St (S) and Olympic Blvd	0	0	0	0	0	0	0	3	0	0	0	0
10	14th St and Colorado Ave	0	3	0	0	11	0	0	0	0	0	0	0
11	14th St and Olympic Blvd	0	0	0	0	0	0	0	0	0	10	5	3
12	17th St and Colorado Ave	0	0	0	13	5	0	0	0	0	1	0	0
13	17th St and Olympic Blvd	0	0	0	1	5	3	0	0	1	0	1	0
14	20th St and Colorado Ave	0	0	0	3	3	0	0	0	0	0	0	0
15	20th St and Olympic Blvd	0	0	0	0	3	3	0	0	0	0	0	0
16	Cloverfield Blvd and Colorado Ave	0	0	0	1	1	0	0	0	0	0	0	0
17	Cloverfield Blvd and Olympic Blvd	0	0	0	0	0	3	0	0	0	0	0	0
18	26th St and Colorado Ave	0	0	0	0	0	0	0	0	0	0	0	0
19	26th St and Olympic Blvd	0	0	0	0	0	0	0	0	0	0	0	0
20	Stewart St and Colorado Ave	0	0	0	0	0	0	0	0	0	0	0	0
21	Stewart St and Olympic Blvd	0	0	0	0	0	0	0	0	0	0	0	0
22	Centinela Ave (W) and Olympic Blvd	0	0	0	0	0	0	0	0	0	0	0	0
23	Centinela Ave (E) and Olympic Blvd	0	0	0	0	0	0	0	0	0	0	0	0
24	Centinela Ave and Exposition Blvd	0	0	0	0	0	0	0	0	0	0	0	0
25	Centinela Ave and Pico Blvd	0	0	0	0	0	0	0	0	0	0	0	0
26	Bundy Dr and Olympic Blvd	0	0	0	0	0	0	0	0	0	0	0	0
27	Bundy Dr and Exposition Blvd	22	0	0	0	0	0	0	0	0	0	0	0
28	Bundy Dr and Pico Blvd	0	0	0	0	0	0	0	0	0	0	0	0
29	Barrington Ave and Olympic Blvd	0	0	0	0	0	0	0	0	0	0	0	0
30	Barrington Ave and Exposition Blvd (N)	0	0	0	0	0	0	0	0	0	0	0	0
31	Barrington Ave and Exposition Blvd (S)	0	0	0	0	0	0	0	0	0	0	0	0
32	Barrington Ave and Pico Blvd	0	0	0	0	0	0	0	0	0	0	0	0
33	Gateway Blvd/Pico Blvd and Exposition Blvd	0	0	0	0	0	0	0	0	0	0	0	0
34	Sawtelle Blvd and Pico Blvd	0	0	0	0	0	0	0	0	0	0	0	0
35	Sawtelle Blvd and Exposition Blvd	0	0	0	0	0	0	0	0	0	0	0	0
36	Sawtelle Blvd and National Blvd	0	0	0	0	0	0	0	0	0	0	0	0
37	Sawtelle Blvd and Palms Blvd	0	0	0	0	0	0	0	0	0	0	0	0
38	Sawtelle Blvd and Venice Blvd	0	0	0	0	0	0	0	0	0	0	0	0
39	Sawtelle Blvd and I-405 SB Ramps	0	0	0	0	0	0	0	0	0	0	0	0
40	Sepulveda Blvd and Pico Blvd	0	0	0	0	0	0	0	0	0	0	0	0
41	Sepulveda Blvd and Exposition Blvd	0	0	0	0	0	0	0	0	0	0	0	0
42	Sepulveda Blvd and National Blvd	0	0	0	0	0	0	0	0	0	0	0	0
43	Sepulveda Blvd and Palms Blvd	0	0	0	0	0	0	0	0	0	0	0	0
44	Sepulveda Blvd and Charnock Rd	0	0	0	0	0	0	0	0	0	0	0	0
45	Sepulveda Blvd and Venice Blvd	0	0	0	0	0	0	0	0	0	0	0	0
46	Sepulveda Blvd and I-405 NB Ramps	0	0	0	0	0	0	0	0	0	0	0	0
47	Sepulveda Blvd and Washington Pl	0	0	0	0	0	0	0	0	0	0	0	0
48	Washington Pl and Washington Blvd	0	0	0	0	0	0	0	0	0	0	0	0
49	Military Ave and Exposition Blvd	0	0	0	0	0	0	0	0	0	0	0	0
50	Girard Ave and Venice Blvd	0	0	0	0	0	0	0	0	0	0	0	0
51	Westwood Blvd and Exposition Blvd (N)	0	0	0	0	0	0	0	0	0	0	0	0
52	Westwood Blvd and Exposition Blvd (S)	0	0	0	0	0	0	0	0	0	0	0	0
53	Overland Ave and Ashby Ave	0	0	0	0	0	0	0	0	0	0	0	0
54	Overland Ave and Northvale Rd	0	0	0	0	0	0	0	0	0	0	0	0
55	Overland Ave and National Blvd/I-10 WB Ramps	0	0	0	0	0	0	0	0	0	0	0	0
56	Overland Ave and I-10 EB On-Ramp	0	0	0	0	0	0	0	0	0	0	0	0
57	Overland Ave and National Blvd/National Pl	0	0	0	0	0	0	0	0	0	0	0	0
58	I-10 EB Off Ramp and National Blvd	0	0	0	0	0	0	0	0	0	0	0	0
59	Overland Ave and Venice Blvd	0	0	0	0	0	0	0	0	0	0	0	0
60	Overland Ave and Washington Blvd	0	0	0	0	0	0	0	0	0	0	0	0
61	Motor Ave and National Blvd	0	0	0	0	0	0	0	0	0	0	0	0
62	Motor Ave and Venice Blvd	0	0	0	0	0	0	0	0	0	0	0	0
63	Motor Ave and Washington Blvd	0	0	0	0	0	0	0	0	0	0	0	0
64	Clarington Ave and Venice Blvd	0	0	0	0	0	0	0	0	0	0	0	0
65	Clarington Ave/Madison Ave and Washington Blvd	0	0	0	0	0	0	0	0	0	0	0	0
66	Palms Blvd/National Blvd and Exposition Blvd/National Blvd	0	0	0	0	0	0	0	0	0	0	0	0
67	Hughes Ave and Venice Blvd	0	0	0	0	0	0	0	0	0	0	0	0
68	Hughes Ave/Duquesne Ave and Washington Blvd	0	0	0	0	0	0	0	0	0	0	0	0
69	Manning Ave/I-10 WB and National Blvd	0	0	0	0	0	0	0	0	0	0	0	0
70	Culver Blvd and Washington Blvd	0	0	0	0	0	0	0	0	0	0	0	0
71	Bagley Ave and Exposition Blvd	0	0	0	0	0	0	0	0	0	0	0	0
72	Bagley Ave/Main St and Venice Blvd	0	0	0	0	0	0	0	0	0	0	0	0
73	Culver Blvd and Washington Blvd/Main St	0	0	0	0	0	0	0	0	0	0	0	0
74	Culver Blvd and Venice Blvd	0	0	0	0	0	0	0	0	0	0	0	0
75	Sawtelle Blvd and Washington Pl	0	0	0	0	0	0	0	0	0	0	0	0
76	Sepulveda Blvd and Queensland St	0	0	0	0	0	0	0	0	0	0	0	0
77	Sepulveda Blvd and Rose Ave	0	0	0	0	0	0	0	0	0	0	0	0
78	Sepulveda Blvd and Washington Blvd	0	0	0	0	0	0	0	0	0	0	0	0
79	Military Ave and Venice Blvd	0	0	0	0	0	0	0	0	0	0	0	0
80	Girard Ave and Washington Blvd	0	0	0	0	0	0	0	0	0	0	0	0
81	Robertsons Blvd/Higuera St and Washington Blvd	0	0	0	0	0	0	0	0	0	0	0	0
82	20th St and Broadway	0	3	0	0	0	0	0	0	0	0	0	0
83	14th St and Broadway	0	3	0	0	0	0	0	0	0	0	0	0
84	Lincoln Blvd and Broadway	0	0	0	0	0	0	0	1	0	0	0	0
85	4th St and Broadway	0	22	0	0	0	0	0	5	0	0	0	0
86	Main St and Colorado Ave	0	0	0	0	0	0	0	0	0	0	0	0

Appendix D – Grade Crossing Analysis

TECHNICAL MEMORANDUM

To: Monica Born, Stephen Polechronis
Cc: Ann Jamison, Laura Mohr
From: Viggen Davidian, Shaumik Pal
Date: January 22, 2008
Subject: Exposition Light Rail Transit Project– Phase 2
Evaluation of Grade Crossing based on Metro Grade Crossing Policy: Exposition Right-of-Way Alignment
P/J Number: J07-1606

This memorandum summarizes the initial screening (Milestone 1) and detailed analysis results (Milestone 2 and 3) of the proposed grade crossings along the Exposition Right-of-Way (ROW) alignment for the Exposition Light Rail Transit Project (Phase 2). The analysis was performed using the methodology outlined in the *Metro Grade Crossing Policy for Light Rail Transit (December, 2003)*.

The recommended policy includes three levels of review before a final decision is reached. The first level is *Milestone 1 – Initial Screening*, which is a planning level review resulting in classifying the crossings into one of the following three categories:

- At-grade operation should be feasible
- Possible at-grade operation (further engineering study required to define at-grade operation)
- Grade separation usually required (further engineering study required to define at-grade operation)

Milestone 2 involves detailed analysis of the crossings, and Milestone 3 involves verification to resolve technical and other issues. This memorandum summarizes the results for Milestone 1, Milestone 2 and Milestone 3.

Development of Forecast Year Volumes

The Metro Grade Crossing Policy states that the analysis should be performed using 20-year forecast volumes. Year 2030 forecast traffic volumes have been used for this analysis and are based upon results derived from the Metro travel demand model. The forecast traffic volumes also include vehicular traffic assignments to transit stations. Tables 1 and 2 show the projected year 2030 turning movement peak-hour traffic volumes at the intersections along the alignment for both AM and PM peak hours, respectively.

Milestone 1 - Initial Screening

The Metro Grade Crossing Policy states that, depending upon the alignment of the LRT tracks (i.e. mid-block, side running or median running), turning movement data must be incorporated into the analysis. The previously referenced Tables 1 and 2 show the projected 2030 link volumes and the number of lanes used in the Milestone 1 analysis to develop maximum per-lane volume, as required in the guidelines. The maximum per-lane cross-street volume is the directional traffic volume of the roadway crossing the tracks that is highest, based upon the roadway direction and time of day. The steps to develop the Milestone 1 results are based on guidelines outlined in *Appendix A – Policy Support* of the MTA Grade Crossing Policy. It should be noted that the cross-street volumes have been taken from intersection approach leg of the nearest intersection.

Figure 1 illustrates the initial screening results (AM and PM peak hours) for the 14 locations along the Exposition right-of-way alignment. Based on a combined a.m. and p.m. peak hour analysis, 4 of the crossings were identified where at-grade operation should be feasible and 10 crossings were identified where further engineering studies were required. These are summarized below:

At-Grade Operation feasible:

- Bagley Avenue
- Military Avenue
- 26th Street
- Cloverfield Boulevard (median crossing). However, the preliminary disposition of this crossing will be based upon the crossing at Cloverfield Boulevard/Olympic Boulevard, due to proximity of the intersection.

Detailed analysis required:

- Overland Avenue
- Westwood Boulevard
- Sepulveda Boulevard
- Sawtelle Boulevard
- Pico Boulevard / Gateway Boulevard
- Barrington Avenue
- Bundy Drive
- Centinela Avenue
- Stewart Street
- Cloverfield Boulevard

Table 1: Milestone 1 Year 2030 AM Volumes

North-South	Volumes Taken From Intersection	Turning Movement Volumes												Link Volumes				No. of lanes				Maximum Per Lane Cross-Street Volume
		Northbound			Southbound			Eastbound			Westbound			South Leg		North Leg		South Leg		North Leg		
		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	App.	Dep.	App.	Dep.	App.	Dep.	App.	Dep.	
Bagley Ave	Bagley Ave./Exposition Blvd (North Leg)	52	242	13	22	177	79	160	67	20	12	101	66	307	210	278	469	1	1	1	1	469
Overland Ave	Overland Ave./Northvale Rd (South Leg)	0	2020	82	22	1465	0	0	0	0	53	0	52	2102	1517	1487	2071	2	2	2	2	1051
Westwood Blvd	Westwood Blvd./Exposition Blvd (S) (North Leg)	91	1172	1	0	593	29	65	0	70	0	0	1	1264	663	622	1238	2	2	2	1	1238
Military Ave	Military Ave./Exposition Blvd (North Leg)	92	247	8	13	48	41	89	98	18	7	94	26	347	73	103	361	1	1	1	1	361
Sepulveda Blvd	Sepulveda Blvd./Exposition Blvd (North Leg)	109	1795	27	37	582	31	61	112	67	16	121	108	1931	665	650	1964	3	2	2	2	982
Sawtelle Blvd	Sawtelle Blvd./ Exposition Blvd (North Leg)	21	1013	73	142	581	11	11	10	96	14	11	277	1107	692	734	1302	3	2	2	2	651
Gateway Blvd	Gateway Blvd/Pico Blvd (East Leg)	0	0	1521	0	0	0	0	1211	44	866	1166	0	1521	910	0	0	2	2	0	1	911
Barrington Ave	Barrington Ave./Olympic Blvd (South Leg)	472	944	251	362	572	77	32	1296	80	80	1892	181	1666	733	1011	1156	2	2	3	2	833
Bundy Dr	Bundy Dr./Olympic Blvd (South Leg)	312	1274	300	393	1219	146	182	600	214	244	1592	460	1886	1678	1759	1916	2	2	3	2	943
Centinela Ave	Centinela Ave./Olympic Blvd (South Leg)	966	0	155	0	0	0	0	816	635	186	1847	0	1121	820	0	0	1	1	1	2	1121
Stewart St	Stewart St./Olympic Blvd (South Leg)	100	325	98	88	151	63	62	938	60	78	1244	208	523	289	303	595	2	1	3	2	289
26th St	26th St./Olympic Blvd (South Leg)	11	298	59	225	0	343	100	759	0	0	907	456	368	0	567	854	2	0	4	2	184
Cloverfield Blvd	Cloverfield Blvd./Olympic Blvd (South Leg)	322	1582	49	93	754	28	164	630	358	304	654	201	1953	1416	876	1947	3	3	5	3	651
Cloverfield Blvd	Cloverfield Blvd./Olympic Blvd (East Leg)	322	1582	49	93	754	28	164	630	358	304	654	201	1953	1416	876	1947	5	3	5	3	494

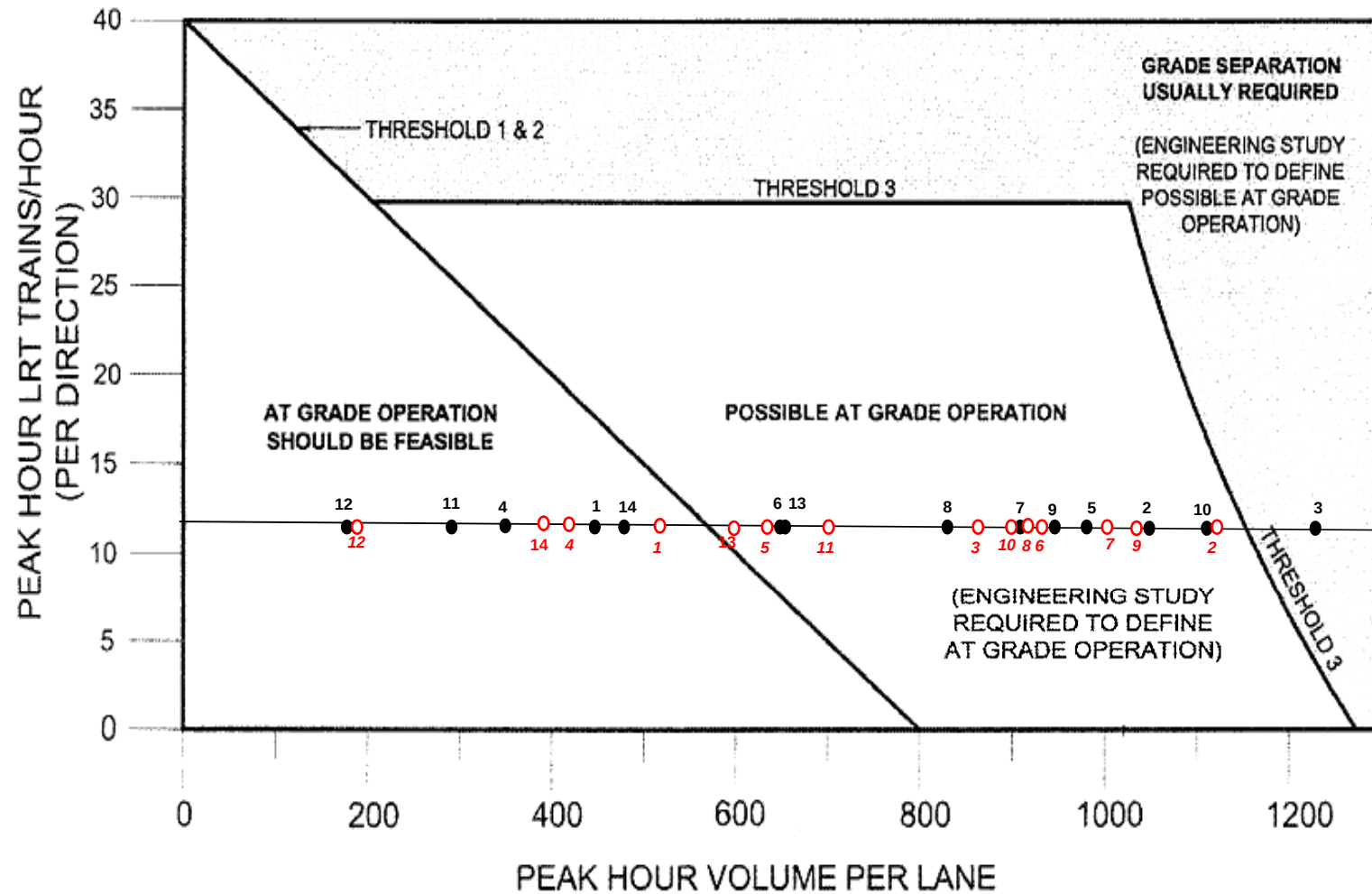
Table 2: Milestone 1 Year 2030 PM Volumes

North-South	Volumes Taken From Intersection	Turning Movement Volumes												Link Volumes				No. of lanes				Maximum Per Lane Cross- Street Volume
		Northbound			Southbound			Eastbound			Westbound			South Leg		North Leg		South Leg		North Leg		
		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	App.	Dep.	App.	Dep.	App.	Dep.	App.	Dep.	
Bagley Ave.	Bagley Ave./Exposition Blvd (North Leg)	19	179	34	79	323	101	197	148	86	15	88	149	232	424	503	524	1	1	1	1	524
Overland Ave.	Overland Ave./Northvale Rd (South Leg)	0	1752	77	24	2248	0	0	0	0	9	0	21	1829	2257	2272	1773	2	2	2	2	1128
Westwood Blvd.	Westwood Blvd./Exposition Blvd (S) (North Leg)	50	731	1	10	1675	54	75	0	226	0	0	0	782	1901	1739	806	2	2	2	1	865
Military Ave.	Military Ave./Exposition Blvd (North Leg)	19	84	6	36	328	50	42	283	78	9	82	1	108	415	414	127	1	1	1	1	414
Sepulveda Blvd.	Sepulveda Blvd./Exposition Blvd (North Leg)	76	1131	23	101	1023	61	67	206	180	32	72	53	1230	1234	1184	1251	3	2	2	2	626
Sawtelle Blvd.	Sawtelle Blvd./ Exposition Blvd (North Leg)	7	884	123	300	1571	31	14	46	167	44	15	140	1014	1781	1902	1037	3	2	2	2	951
Gateway Blvd.	Gateway Blvd/Pico Blvd (East Leg)	0	0	1099	0	0	0	0	1919	4	1156	1557	0	1099	1159	0	0	2	2	0	1	1006
Barrington Ave.	Barrington Ave./Olympic Blvd (South Leg)	176	627	96	196	1265	60	55	1149	370	176	1684	173	900	1812	1522	855	2	2	3	2	906
Bundy Dr.	Bundy Dr./Olympic Blvd (South Leg)	167	1448	338	326	1385	125	195	828	354	293	1345	368	1953	2032	1837	2011	2	2	3	2	1016
Centinela Ave.	Centinela Ave./Olympic Blvd (South Leg)	442	0	155	0	0	0	0	1386	765	135	1789	0	597	900	0	0	1	1	1	2	900
Stewart St.	Stewart St./Olympic Blvd (South Leg)	49	247	73	161	410	116	74	1108	145	151	1025	102	369	706	687	423	2	1	3	2	706
26th St.	26th St./Olympic Blvd (South Leg)	18	312	60	440	0	317	59	871	0	0	1302	211	390	0	757	582	2	0	4	2	195
Cloverfield Blvd.	Cloverfield Blvd./Olympic Blvd (South Leg)	203	799	44	98	1107	43	75	450	343	355	842	110	1046	1805	1248	984	3	3	5	3	602
Cloverfield Blvd.	Cloverfield Blvd./Olympic Blvd (West Leg)	203	799	44	98	1107	43	75	450	343	355	842	110	1046	1805	1248	984	5	3	5	3	397

Notes: N/A – Not Applicable, App. – Approach Volume, Dep. – Departure Volume, NBL – Northbound left, NBT – Northbound Through, NBR – Northbound Right, SBL – Southbound left, SBT – Southbound Through, SBR – Southbound Right, EBL – Eastbound left, EBT – Eastbound Through, EBR – Eastbound Right, WBL – Westbound left, WBT – Westbound Through, WBR – Westbound Right.

Approach and Departure volumes include all turning movements

Figure 1 - Milestone 1 Grade Crossing Evaluation



NOTES:

- ROADWAY VOLUME IS PEAK HOUR, HIGHEST PER LANE FLOW RATE
- ADAPTED FROM INSTITUTE OF TRANSPORTATION ENGINEERS INFORMATIONAL REPORT, LIGHT RAIL TRANSIT GRADE SEPARATION GUIDELINES, 1992, THRESHOLD 1 AND THRESHOLD 2 COMBINED.

xx ● AM Peak
xx ○ PM Peak

Locations

1. Bagley Ave	4. Military Ave	7. Gateway Blvd	10. Centinela Ave	13. Cloverfield Blvd
2. Overland Ave	5. Sepulveda Blvd	8. Barrington Ave	11. Stewart Street	14. West of Cloverfield Blvd (Median)
3. Westwood Blvd	6. Sawtelle Blvd	9. Bundy Drive	12. 26th Street	

Milestone 2 and 3 – Detailed Analysis

Rail Operations Check

The Exposition right-of-way (ROW) alignment segment of the Exposition LRT Extension would extend from ½-mile west of Cloverfield Boulevard to the intersection of Venice and Robertson Boulevards (the terminus of the Phase 1 project). The LRT extension would operate within the Exposition rail corridor ROW and intersect roadways at grade crossings that would be gated and provided with visual and audible warning devices. The crossing operation at these grade crossings would be by activation of the gates upon detection of arriving trains. In the event that traffic signals are in the vicinity of the grade crossings, pre-emption or priority may be provided to give a “track clear green” phase extension to clear vehicles that may be idling on the crossing at the time of train arrival.

The proposed rail operations plan assumes 6 to 12 trains per hour in each direction and would yield 12 to 24 train crossings per hour in both directions. The duration for each train to clear an intersection would be based upon timing as shown in the Metro Grade Crossing Policy and would allow for approximately 40 seconds for each light rail vehicle (LRV) arrival, as computed below:

- 05 seconds random arrival delay (allowance)
- 20 seconds warning time (required by California Public Utilities Commission)
- 03 to 04 seconds train passage time (2 to 3 car train, 55 mph)
- 02 seconds clearance time (120 foot roadway right-of-way)
- 02 seconds checkout time (island circuit setback)
- 05 seconds gate up / car start up

Total Effective Gate Blockage Time - 37 to 38 seconds

The area of track through the road crossing plus about 50-75 feet from both sides of the crossing make up the island circuit area. The function of the island circuit is to keep the warning device(s), i.e. gates and flashers, active until the last car of the train leaves the island circuit. Time required to traverse the island circuit area is island circuit setback. Where the crossing is near a station, the train speed would be considerably lower—25 to 30 mph—and an additional 4 to 5 seconds would be added to the blockage time for a total duration of approximately 42 seconds.

Rail operations at most locations would not likely require special modifications to the operating speed or procedures needed to negotiate the crossings.

Traffic Operations Check

Based on the Detailed Evaluation Methodology presented in the Grade Crossing Policy, the following steps were conducted as part of the traffic operations check:

- Identification of Operational Volumes
- Computation of Influence Zone Queue
- Computation of Crossing Spillback Queue
- Evaluation of Cross Street Queues vs. Available Storage
- Computation of Controlling Intersection Level of Service (LOS)

- Evaluation of the impact of pre-emption on cross street traffic (analysis only required if the tracks are within a separate ROW and queues show that the controlling intersection queues interact with rail operations).

Operational Volumes

The operational volumes used in the detailed analysis were based upon the per lane volume which would be in direct conflict with the LRT crossing as developed in the Milestone 1 analysis. These were used to verify the Influence Zone and Crossing Spillback queues; these volumes were selected to be most representative of traffic levels at the grade crossings. These volumes included the application of specific growth factors to existing traffic counts to forecast year 2030 volumes. The growth factors were developed using highway assignment traffic forecasts obtained from the corresponding 2030 runs of the Metro's travel demand model for the Exposition LRT Extension Phase 2 project as compared to the base year model.

The projected volumes reflect the impact of cumulative regional traffic growth as well as project-induced traffic impacts generated by park and ride and drop-off (kiss-and-ride) activity at the proposed transit station parking facilities.

Influence Zone and Crossing Spillback Queues vs. Storage

The detailed analysis includes the operational analysis of potential queuing as well as field observation of conditions near the grade crossings. This topic addresses the operational analysis effort; the field observations are summarized under the initial safety check presented later in this memo.

Figure 2 illustrates two types of queuing that can occur between a grade crossing and a nearby signalized roadway intersection. The figure illustrates the Gate Spillback queue as a blockage of an upstream intersection by a queue generated by a crossing train blocking certain traffic movements (vehicles backing up from the tracks to an intersection). The Influence Zone queue is a blockage of a grade crossing by a queue developing from a downstream traffic signal during its red signal phase (vehicles backing up from a red light at an intersection to the tracks).

In accordance with the Metro Grade Crossing Policy, the queuing check was computed based upon per-lane volumes and the duration of the expected roadway blockage. Standard traffic engineering procedures dictate that the average peak-hour queue be extended by a factor of 1.5 to reflect a 90 percent queue, and the queue length was computed assuming a vehicle length of 22 feet. The 90 percent queue is the standard measurement for determining adequate queue storage. It should be noted that the peaking factor of 1.5 has been used in previous light rail project grade crossing analysis including Exposition Light Rail Transit Project - Phase I and the Foothill Extension for Metro Blue Line. The traffic volume used for the influence zone queue was based upon the volume measured at the downstream intersection, and the gate spillback queue considers the expected total roadway volume at the crossing (volumes taken from the approach leg of the nearest intersection).

The queues are calculated based on queue formula given in the Metro Grade Crossing Policy.

The results of the queuing analysis are presented in Tables 3 and 4 for the influence zone and spillback queues, respectively. Please note that these queue values do not reflect mitigation at the crossings, such as additional lanes, reduction in lanes or access, or a grade separation.

Figure 2: Influence Zone Queues and Spillback Queues

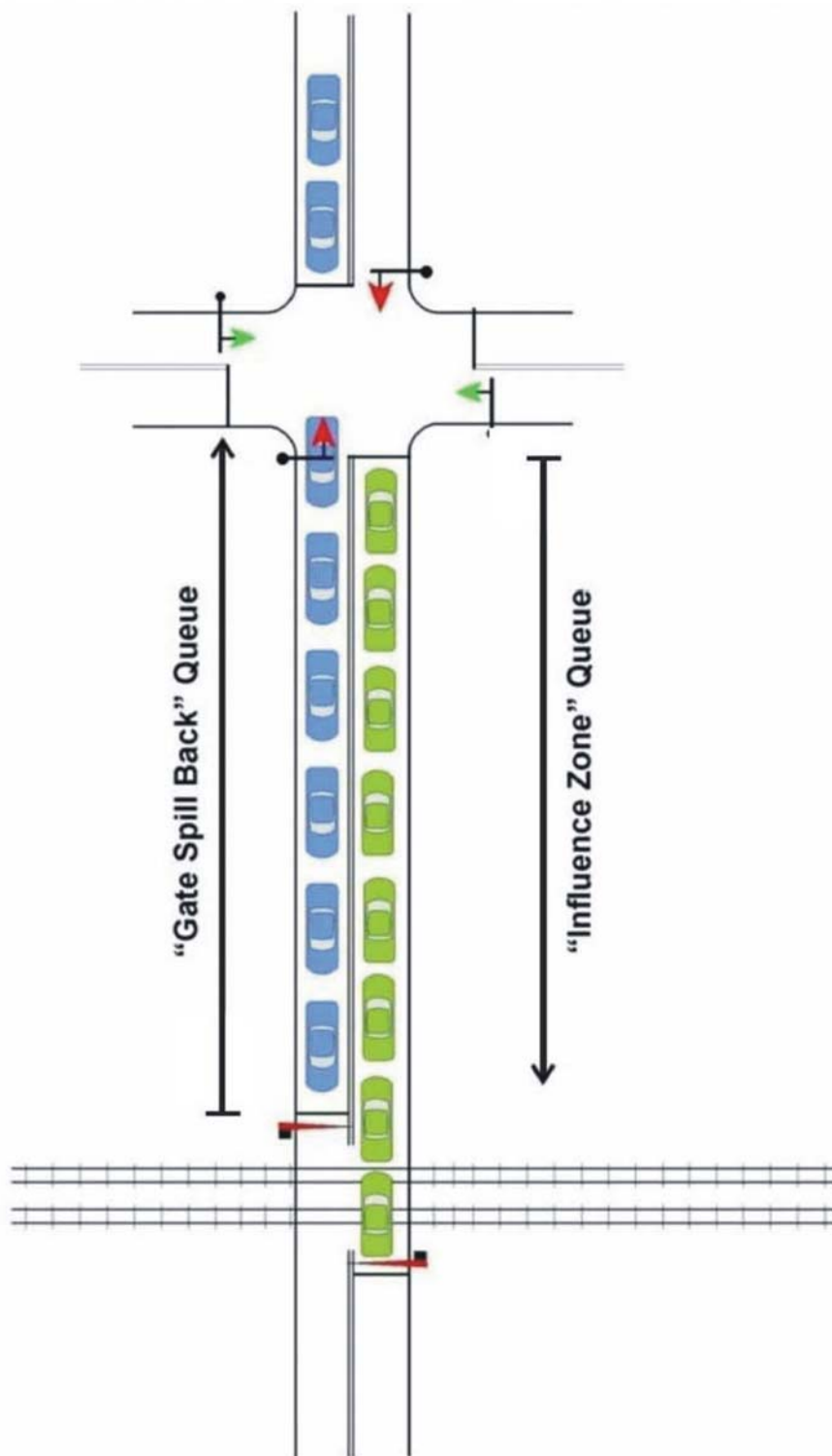


Table 3: Projected Influence Zone Queues (Year 2030) - With LRT Crossing (No Improvements)

Grade Crossing	Cross Street	Direction	Peak Hour	Queuing Analysis					Sufficient Queuing Storage
				Volume (veh/min)	Red Time (min)	Vehicles	Peak Queue (ft)	Available Storage (ft)	
Overland Ave	Ashby Ave	NB	AM	15.91	0.68	11	355	230	no
			PM	14.86	0.77	11	379		no
	Coventry Pl	SB	AM	13.35	0.68	9	298	580	yes
			PM	19.14	0.77	15	488		yes
Westwood Blvd	N/A*	NB							
	Coventry Pl	SB	AM	3.11	0.72	2	74	1,220	yes
			PM	10.91	0.72	8	261		yes
Sepulveda Blvd	Pico Blvd	NB	AM	10.16	1.04	11	349	550	yes
			PM	15.78	0.93	15	484		yes
	National Blvd	SB	AM	8.25	1.28	11	349	3,370	yes
			PM	17.69	1.92	34	1123		yes
Sawtelle Blvd	Pico Blvd	NB	AM	7.10	1.55	11	363	200	no
			PM	19.11	1.90	36	1200		no
	N/A*	SB							
Gateway Blvd	Pico Blvd/Corinth Ave	EB	AM	8.66	1.00	9	286	230	no
			PM	10.66	1.00	11	352		no
	Pico Blvd/Barrington Ave	WB	AM	7.96	1.00	8	263	1,290	yes
			PM	9.15	1.00	9	302		yes
Barrington Ave	Olympic Blvd	NB	AM	13.88	1.35	19	619	490	no
			PM	7.50	1.42	11	351		yes
	Pico Blvd	SB	AM	5.75	0.71	4	134	480	yes
			PM	15.35	0.91	14	463		no
Bundy Dr	Olympic Blvd	NB	AM	15.77	2.00	32	1042	250	no
			PM	16.55	2.00	33	1094		no
	Pico Blvd	SB	AM	10.65	1.57	17	551	1,030	yes
			PM	10.24	1.81	19	612		yes
Centinela Ave	Olympic Blvd	NB	AM	9.38	0.96	9	297	240	no
			PM	5.13	1.24	6	210		yes
	I-10 WB Ramps	SB	AM	12.68	0.83	11	347	1,010	yes
			PM	21.61	0.83	18	592		yes
Stewart St	Olympic Blvd	NB	AM	4.37	1.32	6	190	125	no
			PM	3.10	1.22	4	125		no
	N/A*	SB							
Cloverfield Blvd	Michigan Ave	SB	AM	10.34	0.58	9	297	670	yes
			PM	13.99	0.58	12	402		yes
	Colorado Ave	NB	AM	7.44	1.29	9	301	525	yes
			PM	6.51	1.19	8	252		yes

* N/A – Not Applicable

According to the influence zone queuing analysis results in the table, the following crossings do not have adequate queuing storage:

- Overland Ave
- Sawtelle Blvd
- Pico Blvd/Gateway Blvd
- Barrington Ave
- Bundy Dr
- Centinela Ave
- Stewart Ave

Table 4: Projected Gate Spillback Queues (Year 2030) - With LRT Crossing (No Improvements)

Grade Crossing	Cross Street	Direction	Peak Hour	Queuing Analysis					Sufficient Queuing Storage
				Volume (veh/min)	Red Time (min)	Vehicles	Peak Queue (ft)	Available Storage (ft)	
Overland Ave	Ashby Ave	SB	AM	11.59	0.93	11	356	230	no
			PM	18.47	0.93	17	567		no
	Coventry Pl	NB	AM	17.51	0.93	16	537	580	yes
			PM	15.24	0.93	14	468		yes
Westwood Blvd	N/A*	SB							
	Coventry Pl	NB	AM	16.81	0.93	16	516	1,220	yes
			PM	12.36	0.93	11	379		yes
Sepulveda Blvd	Pico Blvd	SB	AM	4.75	0.93	4	146	550	yes
			PM	17.67	0.93	16	542		no
	National Blvd	NB	AM	16.14	0.93	15	495	3,370	yes
			PM	10.25	0.93	10	315		yes
Sawtelle Blvd	Pico Blvd	SB	AM	7.21	0.93	7	221	200	no
			PM	9.72	0.93	9	298		no
	N/A*	NB							
Gateway Blvd/ Pico Blvd	Corinth Ave	WB	AM	9.99	0.93	9	307	335	yes
			PM	11.30	0.93	11	347		no
	Barrington Ave	EB	AM	7.37	0.93	7	226	1,290	yes
			PM	8.48	0.93	8	260		yes
Barrington Ave	Olympic Blvd	SB	AM	6.28	0.93	6	193	490	yes
			PM	15.12	0.93	14	464		yes
	Pico Blvd	NB	AM	13.88	0.93	13	426	480	yes
			PM	7.50	0.93	7	230		yes
Bundy Dr	Olympic Blvd	SB	AM	14.00	0.93	13	430	250	no
			PM	17.15	0.93	16	526		no
	Pico Blvd	NB	AM	15.77	0.93	15	484	1,030	yes
			PM	16.55	0.93	15	508		yes
Centinela Ave	Olympic Blvd	SB	AM	13.82	0.93	13	424	240	no
			PM	15.05	0.93	14	462		no
	I-10 WB Ramps	NB	AM	18.75	0.93	17	576	1,010	yes
			PM	10.27	0.93	10	315		yes
Stewart St	Olympic Blvd	SB	AM	4.87	0.93	5	149	110	no
			PM	11.78	0.93	11	362		no
	Exposition Blvd	NB	AM	5.56	0.93	5	171	290	yes
			PM	2.96	0.93	3	91		yes
Cloverfield Blvd	Colorado Ave	SB	AM	6.93	0.93	6	213	525	yes
			PM	6.44	0.93	6	198		yes
	Michigan Ave	NB	AM	14.54	0.93	14	446	670	yes
			PM	8.70	0.93	8	267		yes

* N/A – Not Applicable

According to the spillback queuing analysis results in the table, the following crossings do not have adequate queuing storage:

- Overland Ave
- Sepulveda Blvd
- Sawtelle Blvd
- Pico Blvd/Gateway Blvd
- Bundy Dr
- Centinela Ave
- Stewart Ave

The operational queuing check predicts that there may be influence zone and/or spillback queuing storage deficiencies at the following ROW crossings:

- Overland Ave
- Sepulveda Blvd
- Sawtelle Blvd
- Pico Blvd/Gateway Blvd
- Barrington Ave
- Bundy Dr
- Centinela Ave
- Stewart Ave

Although at Westwood Blvd the nearest signalized intersection is Westwood Boulevard/Coventry Place, which is too great a distance to have an impact on or from the crossing, but a single lane approach in the northbound direction will significantly add to the northbound delays. In addition, the frontage roadways (Exposition Boulevard North and South) immediately adjacent to the rail corridor on both sides complicate at-grade operation. Hence, mitigations need to be recommended at this location for it to operate at-grade safely.

Controlling Intersection Level of Service

As defined in the Metro Grade Crossing Policy, the controlling intersection is the most congested cross-street intersection in the vicinity of the crossing where traffic interacts with the grade crossing. The most congested intersection may not be operating at an unacceptable LOS, but would likely be either the closest signalized intersection or the intersection that would affect the potential operation of the crossing. The following intersections are close enough to interact with the grade crossing for each of the locations.

- Overland Ave/Ashby Ave
- Sepulveda Blvd/Pico Blvd
- Sepulveda Blvd/Exposition Boulevard
- Sawtelle Blvd/Pico Blvd
- Gateway Blvd/Pico Blvd/Exposition Blvd
- Barrington Ave/Olympic Blvd
- Barrington Ave/Pico Blvd
- Bundy Dr/Olympic Blvd
- Bundy Dr/Pico Blvd
- Centinela Ave (East)/Olympic Blvd
- Stewart St/Olympic Blvd
- Cloverfield Blvd/Olympic Blvd

As stated in the Metro Grade Crossing Policy, failure of the traffic operations check would include, but is not limited to the following:

- Insufficient available queuing storage resulting spillback and/or influence zone queues to/from adjacent intersections,
- The pre-emption of traffic signals required at adjacent or upstream/downstream intersections results in unacceptable levels of service,

- The implementation of priority rail treatment required at the crossing for rail operations purposes results in inadequate slack time for adjusting the controlling traffic signal, which must maintain coordination with other signals in the corridor,
- At a street-running location, there are no LRT-compatible phases and the LRT would need to have a separate phase, but the intersection is already operating at unacceptable LOS due to vehicular movements where no mitigation can be identified,
- At a location proposed for traffic “green-band” operation—where a series of traffic signals are coordinated for improved traffic throughput—no acceptable traffic signal timing plan can be identified to provide required phasing for LRT movement,
- If the controlling intersection is already at LOS E or F, it may not be possible to provide preemption or priority for LRT movements.

An operational analysis was conducted for the AM and PM peak hours using the Year 2030 traffic projections for the “with project” volumes. The volume-to-capacity (V/C) ratios, intersection delay, and intersection level of service (LOS) may differ somewhat from the assessments contained in the environmental document due to the refining of model traffic volumes. Table 5 summarizes the forecast 2030 intersection delay, V/C, and LOS calculated for the controlling intersection/s along the Exposition ROW alignment. Please note that these delay and LOS values do not reflect traffic mitigation at the crossings or at adjacent intersections. The table provides a summary of LOS, delay and V/C for both “No Build” and “with LRT” conditions.

Table 5: Year 2030 Operational LOS

Intersection	Control	Future 2030 No Build						Future 2030 With LRT Crossing (No Improvements)					
		AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
		LOS	Delay (Sec.)	V/C	LOS	Delay (Sec.)	V/C	LOS	Delay (Sec.)	V/C	LOS	Delay (Sec.)	V/C
17. Cloverfield Blvd and Olympic Blvd	Signal	D	47.6	0.78	D	39.3	0.77	E	55.6	0.82	D	42.6	0.81
21. Stewart St and Olympic Blvd	Signal	C	34.2	1.16	D	44.6	1.12	D	50	0.83	E	63.4	1.01
23. Centinela Ave(S) and Olympic Blvd	Signal	C	21.4	0.85	B	17.7	0.55	B	21.2	0.87	B	18.4	0.57
26. Bundy Dr and Olympic Blvd	Signal	F	217.6	1.25	F	95.3	1.19	F	216.0	1.25	F	93.5	1.18
28. Bundy Dr and Pico Blvd	Signal	E	62.8	1.72	D	48.7	1.27	E	60.6	1.72	D	48.7	1.27
29. Barrington Ave and Olympic Blvd	Signal	D	53.7	1.18	E	77.4	2.01	D	54.9	1.18	F	82.7	1.96
32. Barrington Ave and Pico Blvd	Signal	C	27.1	1.06	D	41.8	1.26	C	27.3	1.06	D	39.3	1.19
33. Gateway Blvd/Pico Blvd and Exposition Blvd	Signal	F	168.8	1.42	F	156.4	1.51	F	244.5	1.54	F	176.5	1.58
34. Sawtelle Blvd and Pico Blvd	Signal	F	134.1	1.72	F	131.8	1.61	F	130.9	1.72	F	134.1	1.62
40. Sepulveda Blvd and Pico Blvd	Signal	D	44.5	1.27	F	152.9	2.24	D	43.8	1.25	F	149.8	2.09
41. Sepulveda Blvd and Exposition Blvd	Signal	C	20.5	0.79	C	23.0	0.76	E	55.2	0.92	C	34.0	0.66
53. Overland Ave & Ashby Ave	Signal	C	20.1	0.87	D	37.1	1.00	C	28.9	0.91	D	49.1	1.05

Notes:

LOS = Level of Service, Delay = Average Vehicle Delay (Seconds), V/C = Volume-to-Capacity Ratio for Signalized Intersections

Many intersections would operate at LOS A through D with LRT operation along the Exposition ROW alignment assuming all crossings would operate at-grade. The intersections that are projected to operate at LOS E or F include:

- Cloverfield Blvd/Olympic Blvd
- Stewart St/Olympic Blvd
- Bundy Dr/Olympic Blvd
- Bundy Dr/Pico Blvd
- Barrington Ave/Olympic Blvd

- Pico Blvd/Gateway Blvd/Exposition Blvd
- Sawtelle Blvd/Pico Blvd
- Sepulveda Blvd/Pico Blvd
- Sepulveda Blvd/Exposition Blvd

It should be noted that six of these intersections would operate at LOS E or F both with and without rail operations. Three additional intersections are projected to operate at LOS E or F under “with LRT” conditions, Cloverfield Blvd/Olympic Blvd, Stewart St/Olympic Blvd, Sepulveda Blvd/Exposition Blvd.

A few issues to be noted include:

- At the intersection of Sepulveda Boulevard and Exposition Boulevard, protected left-turn phases would be required for the southbound and eastbound left-turn movements to allow for the safe operation of left-turns across the tracks. This intersection will also need to be preempted. The addition of these two left-turn phases would degrade the operation of this intersection from LOS C to E. Additionally, improvements are required to mitigate the spillback queues and are discussed later in the memorandum.
- At Cloverfield Boulevard, at-grade operations would require signal modifications and additional clearance time. Since, this intersection is already operating at saturated conditions; introduction of rail operations will worsen the operations.
- At Stewart Street, at-grade operations would require additional clearance time and will need to be preempted. Introduction of rail operations degrade the operation of this intersection from LOS D to E.
- Pico Blvd/Gateway Blvd/Exposition Blvd, at-grade operations would require signal modifications and additional clearance time. Since, this intersection is already operating at saturated conditions; introduction of rail operations will worsen the operations.
- Although traffic operations at Centinela Avenue (East)/Olympic Blvd are satisfactory, high volumes of traffic on Centinela Avenue result in queues that affect other intersections to the south, including at Exposition Boulevard north and south and the I-10 westbound ramps, and to the north at Olympic Boulevard.

Safety Check

The Metro Grade Crossing Policy identifies a list of twelve criteria to guide the safety review of LRT grade crossings. For the purpose of this analysis, a preliminary safety check was accomplished using readily available data and field observation. Additional accident history data is required to complete the evaluation and will be included as part of the environmental document. The Metro Grade Crossing Policy anticipates that preliminary diagnostic reviews would be conducted in coordination with California Public Utilities Commission (CPUC) staff. Formal diagnostic reviews are mandatory as part of formal grade crossing improvement applications before the Commission.

The results of the initial screening are identified in the tables on the following pages.

Table 6: Overland Avenue

Criteria	Determination
Traffic Queuing	Not sufficient
Approach and Corner Sight Distance	Adequate approach sight distance
Visual Confusion / Sign or Signal Clutter	Nominal
Train Speed	55 mph maximum
Prevailing Traffic Speed	30 – 35 mph
Large Truck Percentage	Nominal
Heavy Pedestrian Volumes	Sidewalks are present but no pedestrians were observed during site visits.
School Access Route	The grade crossing is located along a primary school access route and adjacent to Overland Elementary School.
Accident History	Data to be obtained
Gate Drive Around Potential	Nominal
Delineation and Roadway Marking	Nominal
Traffic Control Observance	Nominal

Table 6 shows that traffic queuing is not sufficient and the crossing is adjacent to an elementary school. Other indicators appear acceptable.

Table 7: Westwood Boulevard

Criteria	Determination
Traffic Queuing	Sufficient
Approach and Corner Sight Distance	Approach sight distance acceptable. Close proximity of frontage roads (Exposition north and south) on either side of the rail corridor present visual and maneuverability challenges.
Visual Confusion / Sign or Signal Clutter	The location of gates adjacent to traffic signals may present visual confusion to motorists.
Train Speed	55 mph maximum
Prevailing Traffic Speed	30 – 35 mph
Large Truck Percentage	Nominal
Heavy Pedestrian Volumes	Sidewalks are present on Westwood but no pedestrians were observed during site visits.
School Access Route	The grade crossing is located along a secondary school access route. A school crosswalk on Westwood Boulevard is located very close to the crossing at Ashby Avenue.
Accident History	Data to be obtained.
Gate Drive Around Potential	Nominal
Delineation and Roadway Marking	Nominal
Traffic Control Observance	Nominal

Table 7 shows that the approach sight distance may not be sufficient and the crossing is adjacent to a school access route. The location of crossing gates immediately adjacent to traffic signals may present visual confusion to motorists. Other indicators appear acceptable.

Table 8: Sepulveda Boulevard

Criteria	Determination
Traffic Queuing	Not sufficient
Approach and Corner Sight Distance	Adequate approach sight distance.
Visual Confusion / Sign or Signal Clutter	The location of gates adjacent to traffic signals may present visual confusion to motorists.
Train Speed	55 mph maximum
Prevailing Traffic Speed	30 – 35 mph
Large Truck Percentage	Nominal
Heavy Pedestrian Volumes	Sidewalks are present on Sepulveda but no pedestrians were observed during site visits.
School Access Route	The grade crossing is not located along a primary or secondary school access route.
Accident History	Data to be obtained.
Gate Drive Around Potential	Nominal
Delineation and Roadway Marking	Nominal
Traffic Control Observance	Nominal

Table 8 shows that traffic queuing is not sufficient. Since the intersection of Exposition Blvd (S) would be signalized with LRT operation the location of crossing gates immediately adjacent to traffic signals may present visual confusion to motorists. Other indicators appear acceptable.

Table 9: Sawtelle Boulevard

Criteria	Determination
Traffic Queuing	Not sufficient
Approach and Corner Sight Distance	Adequate sight distance compromised by adjacent freeway supports.
Visual Confusion / Sign or Signal Clutter	The location of gates adjacent to traffic signals may present visual confusion to motorists.
Train Speed	55 mph maximum
Prevailing Traffic Speed	30 – 35 mph
Large Truck Percentage	Nominal
Heavy Pedestrian Volumes	Sidewalks are present on Sawtelle but no pedestrians were observed during site visits.
School Access Route	The grade crossing is not located along a primary or secondary school access route.
Accident History	Data to be obtained.
Gate Drive Around Potential	Nominal
Delineation and Roadway Marking	Nominal
Traffic Control Observance	Nominal

Table 9 shows that traffic queuing is not sufficient. Since the intersection of Exposition Blvd (S) would be signalized with LRT operation, the location of crossing gates immediately adjacent to traffic signals may present visual confusion to motorists. Other indicators appear acceptable.

Table 10: Gateway Boulevard/Pico Boulevard

Criteria	Determination
Traffic Queuing	Not sufficient
Approach and Corner Sight Distance	Adequate approach sight distance significantly compromised due to the extreme oblique angle of the crossing (for all approaches).
Visual Confusion / Sign or Signal Clutter	Nominal
Train Speed	55 mph maximum
Prevailing Traffic Speed	30 – 35 mph
Large Truck Percentage	Nominal
Heavy Pedestrian Volumes	Sidewalks are present but no pedestrians were observed during site visits.
School Access Route	The grade crossing is not located along a primary or secondary school access route.
Accident History	Data to be obtained.
Gate Drive Around Potential	Nominal
Delineation and Roadway Marking	Nominal
Traffic Control Observance	Nominal

Table 10 shows that traffic queuing is not sufficient and sight distance may not be sufficient. Other indicators appear acceptable.

Table 11: Barrington Avenue

Criteria	Determination
Traffic Queuing	Not sufficient
Approach and Corner Sight Distance	Adequate approach sight distance compromised due to adjacent buildings and foliage (on both approaches).
Visual Confusion / Sign or Signal Clutter	The location of gates adjacent to traffic signals may present visual confusion to motorists.
Train Speed	55 mph maximum
Prevailing Traffic Speed	30 – 35 mph
Large Truck Percentage	Nominal
Heavy Pedestrian Volumes	Sidewalks are present but no pedestrians were observed during site visits.
School Access Route	The grade crossing is not located along a primary or secondary school access route.
Accident History	Data to be obtained.
Gate Drive Around Potential	Nominal
Delineation and Roadway Marking	Nominal
Traffic Control Observance	Nominal

Table 11 shows that traffic queuing is not sufficient and approach sight distance may be compromised. Since the intersection of Exposition Blvd (S) would be signalized with LRT operation, the location of crossing gates immediately adjacent to traffic signals may present visual confusion to motorists. Other indicators appear acceptable.

Table 12: Bundy Drive

Criteria	Determination
Traffic Queuing	Not sufficient
Approach and Corner Sight Distance	Adequate approach sight distance compromised due to adjacent buildings (on both approaches).
Visual Confusion / Sign or Signal Clutter	The location of gates adjacent to traffic signals may present visual confusion to motorists.
Train Speed	55 mph maximum
Prevailing Traffic Speed	30 – 35 mph
Large Truck Percentage	Nominal
Heavy Pedestrian Volumes	Sidewalks are present but no pedestrians were observed during site visits.
School Access Route	The grade crossing is not located along a primary or secondary school access route.
Accident History	Data to be obtained.
Gate Drive Around Potential	Nominal
Delineation and Roadway Marking	Nominal
Traffic Control Observance	Nominal

Table 12 shows that traffic queuing is not sufficient and approach sight distance may be compromised. Since the intersection of Exposition Blvd (S) would be signalized with LRT operation, the location of crossing gates immediately adjacent to traffic signals may present visual confusion to motorists. Other indicators appear acceptable.

Table 13: Centinela Avenue

Criteria	Determination
Traffic Queuing	Not sufficient
Approach and Corner Sight Distance	Adequate approach sight distance compromised due to adjacent buildings and foliage (on both approaches).
Visual Confusion / Sign or Signal Clutter	The location of gates adjacent to traffic signals may present visual confusion to motorists.
Train Speed	55 mph maximum
Prevailing Traffic Speed	25 - 30 mph
Large Truck Percentage	Nominal
Heavy Pedestrian Volumes	Sidewalks are present on the east side of Centinela but no pedestrians were observed during site visits.
School Access Route	The grade crossing is not located along a primary or secondary school access route.
Accident History	Data to be obtained.
Gate Drive Around Potential	Nominal
Delineation and Roadway Marking	Nominal
Traffic Control Observance	Nominal

Table 13 shows that traffic queuing is not sufficient and approach sight distance may be compromised. Since the intersection of Exposition Blvd (N) would be signalized with LRT operation, the location of crossing gates immediately adjacent to traffic signals may present visual confusion to motorists. Other indicators appear acceptable.

Table 14: Stewart Street

Criteria	Determination
Traffic Queuing	Not sufficient
Approach and Corner Sight Distance	Adequate approach sight distance.
Visual Confusion / Sign or Signal Clutter	Nominal
Train Speed	55 mph maximum
Prevailing Traffic Speed	30 – 35 mph
Large Truck Percentage	Nominal
Heavy Pedestrian Volumes	Sidewalks are present but no pedestrians were observed during site visits.
School Access Route	The grade crossing is not located along a primary or secondary school access route.
Accident History	Data to be obtained.
Gate Drive Around Potential	Nominal
Delineation and Roadway Marking	Nominal
Traffic Control Observance	Nominal

Table 14 shows that traffic queuing is not sufficient. Other indicators appear acceptable.

Table 15: Cloverfield Boulevard

Criteria	Determination
Traffic Queuing	Sufficient
Approach and Corner Sight Distance	Adequate approach sight distance except for the northbound approach due to a building on the east side of Cloverfield.
Visual Confusion / Sign or Signal Clutter	The location of gates adjacent to traffic signals may present visual confusion to motorists.
Train Speed	55 mph maximum
Prevailing Traffic Speed	30 – 35 mph
Large Truck Percentage	Nominal
Heavy Pedestrian Volumes	Sidewalks are present except for the south side of Olympic. No pedestrians were observed during site visits.
School Access Route	The grade crossing is not located along a primary or secondary school access route.
Accident History	Data to be obtained.
Gate Drive Around Potential	None. Crossing would be signal-controlled and incorporated into the signal
Delineation and Roadway Marking	Nominal
Traffic Control Observance	Nominal

Table 15 shows that the location of crossing gates immediately adjacent to traffic signals at Olympic Blvd may present visual confusion to motorists. Other indicators appear acceptable.

Recommendations

Based on the results of the LOS, queuing and safety analysis, recommendations are proposed at certain locations to mitigate the potential impacts due to LRT operations so that they can operate at-grade. For other locations where no feasible mitigations are possible, the preliminary disposition is grade separation.

1. **Overland Avenue** – Due to the close spacing of the intersection of Overland Ave/Ashby Ave results in both influence zone and spillback queues. The improvements recommended at this location are:
 - Add one southbound through and one northbound through lane between Coventry Place and Cushdon Avenue
 - Prohibit on-street parking on the west side of Overland between Cushdon Avenue and Exposition ROW, and on the east side of Overland between Exposition ROW and Coventry Place between 7:00 a.m. and 7:00 p.m. to accommodate additional lanes
 - Add a signal at the Exposition ROW crossing to facilitate pedestrian access across Overland Avenue
 - Eliminate eastbound left turn lane on Exposition Boulevard (South)
 - Eliminate westbound left turn lane on Northvale Road

With the addition of lanes, although the queuing impacts are mitigated to a certain extent, potential queues may still be present backing to/from the intersection of Overland Ave/Ashby Ave. Hence, this intersection should be preempted whenever the train arrives to hold the westbound and eastbound traffic so that the northbound influence zone queues are dissipated in time. The intersection of Overland Avenue/Ashby Ave will also act as a pre-signal to hold the southbound through movement and avoid any spillback queues. It should be noted that with the addition of lanes, the LOS, delay and V/C at the intersection of Overland Ave/Ashby Ave improves as shown in Table 16 later in the report. The maximum per lane volume reduces at this location to 751 veh/hr/ln.

With the implementation of suggested improvements, at-grade operation should be feasible at this location. The preliminary disposition at this location is At-Grade.

2. **Westwood Boulevard** - This intersection does not have any queuing or LOS impacts which would affect nearby signalized intersections, but a single lane northbound approach with a complex crossing (2 frontage roadways immediately adjacent to the crossing) requires certain improvements to function as at-grade. The improvements recommended at this location are:
 - Add one southbound through lane between Pico and Richland Avenues (taper to end at Richland)
 - Prohibit on-street parking on the east side of Sepulveda Boulevard between Pico Boulevard and Pearl Street, and on the west side of Sepulveda Boulevard from 400' north of the Expo ROW to south of Pearl Street to accommodate additional lane
 - Provide exclusive eastbound and westbound left turn lanes on Exposition Boulevard to Sepulveda Boulevard

This simplified crossing geometry facilitates operation at-grade at this location. The maximum per lane volumes reduces at this location to 838 veh/hr/ln.

With the implementation of suggested improvements, at-grade operation should be feasible at this location. The preliminary disposition at this location is At-Grade.

3. **Sepulveda Boulevard** – Trains would be running immediately parallel to Exposition Boulevard at the Sepulveda crossing. Protected left-turn phasing would need to be implemented on the eastbound and southbound approaches due to train operations at the intersection and added clearance time for southbound traffic. The LOS analysis with these signal phasing modifications indicates a deterioration of roadway operation and delay from LOS C to LOS E. In addition, queuing analysis shows that there could be southbound spillback queues to the adjacent intersection at Pico Boulevard. The improvements recommended at this location are:

- Add one southbound through lane between Pico and Richland Avenue (taper to end at Richland)
- Prohibit parking on the east side of Sepulveda Boulevard between Pico Boulevard and Pearl Street, and on the west side of Sepulveda Boulevard from 400' north of the Expo ROW to south of Pearl Street to accommodate additional lane
- Provide exclusive eastbound and westbound left turn lanes on Exposition Boulevard

With the addition of an additional southbound through lane, the spillback queuing impact is mitigated. Since the intersection of Sepulveda Blvd/Pico Blvd is operating at LOS F, adding a third northbound lane may improve the operations at this intersection and at the same time act as a storage lane for the influence zone queues. It should be noted that based on the queuing analysis, this additional northbound lane is not required per the significance criteria but is only a suggested improvement.

With the implementation of suggested improvements, at-grade operation should be feasible at this location. The preliminary disposition at this location is At-Grade.

4. **Gateway Boulevard/Pico Boulevard** - The crossing is very oblique, creates significant sight distance issues, and would intersect three roadways converging at the same location. The LOS analysis indicates a significant deterioration of roadway operation and delay, and queuing impacts would occur at Corinth Avenue and Sawtelle Boulevard. Very high traffic volumes at the three major traffic movements as well as complications with coordination of this crossing with Sawtelle preclude the feasibility of at-grade operation.

The results of the analysis and lack of any feasible improvements at this location suggest that at-grade operation is not feasible at this location. The preliminary disposition at this location is Grade Separation.

5. **Sawtelle Boulevard** - Due to geometric and engineering feasibility, a grade separation at the Pico/Gateway crossing necessitates a grade separation at the Sawtelle crossing. The LOS analysis indicates a deterioration of roadway operation and delay as well as queuing impacts at Pico Boulevard. Although adding a lane in each direction on Sawtelle may mitigate the queuing impact and allow for acceptable traffic operation, the intersection of Pico Boulevard would require pre-emption and would likely significantly worsen the LOS there.

The results of the analysis and lack of any feasible improvements at this location suggest that at-grade operation is not feasible at this location. The preliminary disposition at this location is Grade Separation.

6. Barrington Avenue – At this location, the northbound influence zone queues may extend from Olympic Blvd to the tracks and southbound influence zone queue extends north from Pico Blvd to the tracks. The improvements recommended at this location are:

- Elongate the northbound left turn lane between the Exposition ROW crossing and Olympic Boulevard
- Add a dedicated northbound right turn lane at Olympic Boulevard
- Add a dedicated southbound right turn lane at Pico Boulevard
- Exposition Boulevard (North) and the driveway on east side just north of the Exposition ROW crossing would operate as a right-in/right-out access only
- Close the east leg of Exposition Boulevard (South) and prohibit eastbound left turns
- Prohibit on-street parking generally on the west side of Barrington Avenue between Exposition Boulevard (North) and Tennessee Avenue
- Add a signal at the Exposition ROW crossing to facilitate pedestrian access across Barrington Avenue

It should be noted that with the addition of lanes, the LOS, delay and V/C at the intersection of Barrington Ave/Olympic Blvd improves as shown in Table 16 later in the report.

With the implementation of suggested improvements, at-grade operation should be feasible at this location. The preliminary disposition at this location is At-Grade.

7. Bundy Drive - The LOS analysis indicates a significant deterioration of roadway operation and delay. The queuing analysis also indicates queuing impacts at Olympic Boulevard. The 2030 traffic volumes at the Bundy crossing are very high during the peak hours, especially in the PM peak hour. The intersection at Olympic has multiple approach lanes with left-turn and right-turn lanes on all approaches. Due to the close spacing of other intersections: La Grange, Olympic, Pico, I-10 Ramps, and Pearl, rail operations would impact the entire corridor. For example, an excessive queue at one intersection affects the operation of upstream signals, and so forth. Providing additional through and/or turn lanes would not improve the traffic operation along the corridor due to the close intersection spacing. In addition, adequate storage is not available for the influence zone and spillback queues.

The results of the analysis and lack of any feasible improvements at this location suggest that at-grade operation is not feasible at this location. The preliminary disposition at this location is Grade Separation.

8. Centinela - At this location, the northbound influence zone queues may extend from Olympic Blvd to the tracks and the southbound spillback queues may extend from tracks to Olympic Blvd. Although the northbound spillback queues may not extend up to Pico Blvd, however a single lane northbound approach will result in long spillback queues south of the tracks. The improvements recommended at this location are:

- Add one northbound lane between the Exposition ROW and Olympic Boulevard
- Add two northbound lanes between Exposition Boulevard and the Exposition ROW
- Signalize Exposition Boulevard (North) and prohibit southbound left turns
- Prohibit on-street parking on both sides of Centinela Avenue between Olympic Boulevard and Exposition Boulevard

With the additional lanes, northbound queuing impact is mitigated for both spillback and influence zone queues. However, the southbound spillback queues are still a potential problem. Hence, it is recommended that the eastbound right turns on Olympic Blvd be held to reduce the spillback queue and provide westbound left turns additional storage.

It should be noted that with the addition of lanes, the LOS, delay and V/C at the intersection of Centinela Ave/Olympic Blvd improves as shown in Table 16 later in the report. The maximum per lane volumes reduces at this location to 903 veh/hr/ln.

With the implementation of suggested improvements, at-grade operation should be feasible at this location. The preliminary disposition at this location is At-Grade.

9. Stewart – This crossing cannot be controlled by the signal at Olympic Boulevard, since it is approximately 125 feet south of the intersection. Due to the close spacing of the tracks to the intersection of Olympic Blvd/Stewart Street, the northbound influence zone queues may extend from Olympic Blvd to the tracks and the southbound spillback queues may extend from tracks to Olympic Blvd. The improvements recommended at this location are:

- Add a southbound through lane between Olympic Boulevard and Exposition Boulevard (south of the Exposition ROW)
- Add a dedicated eastbound right turn lane on Olympic Boulevard
- Add a westbound left turn lane on Olympic Boulevard
- Move the existing stop bars south of Exposition ROW crossing
- Prohibit on-street parking on both sides of Stewart Street between Olympic Boulevard and Exposition Boulevard

With the addition of lanes, the southbound spillback queue would not be fully mitigated and hence it is recommended that vehicles making eastbound right turns from Olympic onto Stewart be held to reduce the spillback queues. In addition, the addition of the westbound left turn lane on Olympic Boulevard will provide additional storage and reduce the spillback queue. The northbound influence zone queues are mitigated with shifting the stop bars to the south with added clearance time for northbound traffic.

With the implementation of suggested improvements, at-grade operation should be feasible at this location. The preliminary disposition at this location is At-Grade.

10. Cloverfield Boulevard - Although the safety and queuing analyses indicate acceptable operation at-grade as analyzed independently of other adjacent intersection operation, the very high volumes of traffic and resulting LOS as part of the analysis indicates a significant deterioration of roadway operation and delay.

The 2030 traffic volumes at the Cloverfield crossing are very high during peak hours, especially in the p.m. peak hour. There are currently three travel lanes in each direction with double left-turn lanes on most approaches at the Cloverfield/Olympic intersection. The number of lanes provided reflects that high volumes and queuing are managed there. The Cloverfield/Olympic intersection cannot be analyzed independently since the close spacing of the Broadway, Colorado, Michigan, and I-10 ramps intersections make a corridor analysis more appropriate. The operation and queuing at traffic at one intersection affects others along the corridor. For example, an excessive queue at one intersection

affects the operation of upstream signals, and so forth. Providing additional through and/or turn lanes would not improve the traffic operation along the corridor due to the close intersection spacing as well as right-of-way constraints.

The results of the analysis and lack of any feasible improvements at this location suggest that at-grade operation is not feasible at this location. The preliminary disposition at this location is Grade Separation.

A comparison of performance measures is summarized in Table 16. The table shows the queues, maximum per lane volume, LOS, delay and V/C's before and after implementation of the mitigations.

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Table 16 – Comparison of Performance Measures (Before and After Improvements)

Crossing	Cross-Street	At Grade - Without Mitigations										At Grade - With Mitigations									
		Max Per Lane Vol. at Crossing	Queue						Traf Ops			Max Per Lane Vol. at Crossing	Queue						Traf Ops		
			Storage	Pk Hr	Influence (from)	Adequate	Spillback (To)	Adequate	LOS	Delay	V/C		Storage	Pk Hr	Influence (from)	Adequate	Spillback (To)	Adequate	LOS	Delay	V/C
Overland Ave	Ashby Ave#		230	AM	355	no	356	no	C	28.9	0.913		230	AM	192	yes	237	no	B	16.3	0.716
				PM	379	no	567	no	D	49.1	1.049			PM	234	no	378	no	C	24.5	0.847
	Crossing	1,128										751									
	Coventry Pl		580	AM	298	yes	537	yes	Not in Study Area				580	AM	199	yes	358	yes	Not in Study Area		
				PM	488	yes	468	yes						PM	325	yes	312	yes			
Westwood Blvd	N/A*		-	AM	-	-	-	-	-				-	AM	-	-	-	-	-		
				PM	-	-	-	-						PM	-	-	-	-			
	Crossing	1,238										838									
	Coventry Pl		1,220	AM	74	yes	516	yes	Not in Study Area				1,220	AM	74	yes	258	yes	Not in Study Area		
				PM	261	yes	379	yes						PM	261	yes	190	yes			
Sepulveda Blvd	Pico Blvd		550	AM	349	yes	146	yes	D	43.8	1.251		550	AM	233	yes	97	yes	D	39.0	1.111
				PM	484	yes	542	no	F	149.8	2.091			PM	319	yes	362	yes	F	133.2	1.946
	Crossing/Expo	984		AM	-	-	-	-	E	55.2	0.918	984		AM	-	-	-	-	D	55.0	0.918
				PM	-	-	-	-	C	34.0	0.658			PM	-	-	-	-	C	32.4	0.658
Barrington Ave	Olympic Blvd*		490	AM	619	no	193	yes	D	54.9	1.177		490	AM	272	yes	193	yes	D	50.7	1.079
				PM	351	yes	464	yes	F	82.7	1.962			PM	245	yes	464	yes	E	74.4	1.962
	Crossing	907										907									
	Pico Blvd*		480	AM	134	yes	426	yes	C	27.3	1.055		480	AM	106	yes	426	yes	C	27.1	1.055
				PM	463	no	230	yes	D	39.3	1.194			PM	364	yes	230	yes	D	37.0	1.177
Centinela Ave	Olympic Blvd		240	AM	297	no	424	no	B	21.2	0.870		240	AM	210	yes	424	no	B	17.4	0.753
				PM	210	yes	462	no	B	18.4	0.565			PM	158	yes	462	no	A	14.2	0.545
	Crossing	1,121										903									
	I-10 WB Ramps		1,030	AM	347	yes	576	yes	Not in Study Area				1,030	AM	347	yes	288	yes	Not in Study Area		
				PM	592	yes	315	yes						PM	592	yes	158	yes			

Notes:
 # With the preemption of Overland Avenue/Ashby Avenue, the queues at the crossing should be mitigated.
 *For Barrington/Olympic Influence zone queues, the mitigated queue calculations only include the through lane volume because there is now an elongated exclusive NB left turn lane and an exclusive NB right turn lane.
 *For Barrington/Pico Influence zone queues, the mitigated queue calculations only include the through lane volume because there is an exclusive SB left turn lane and an exclusive SB right turn lane.
 N/A – Not Applicable

It should be noted that the findings and recommendations of this analysis memo do not supersede the authority of regulatory agencies or the transportation departments of the cities of Santa Monica, Los Angeles, or Culver City.

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TECHNICAL MEMORANDUM

To: Monica Born, Stephen Polechronis

Cc: Ann Jamison, Laura Mohr

From: Viggen Davidian, Shaumik Pal

Date: January 22, 2008

Subject: Exposition Light Rail Transit Project– Phase 2
Evaluation of Grade Crossing based on Metro Grade Crossing Policy:
Santa Monica Olympic alignment segment

J Number: J07-1606

This memorandum summarizes the initial screening (Milestone 1) and detailed analysis results (Milestone 2 and 3) results of the potential grade crossings along the City of Santa Monica segment for the Exposition Light Rail Transit Project (Phase 2). This analysis includes locations along Olympic Boulevard. The analysis was performed using methodologies outlined in *MTA Grade Crossing Policy for Light Rail Transit (December, 2003)*.

The recommended policy includes three levels of review before a final decision is reached. The first level is *Milestone 1 – Initial Screening*, which is a planning level review resulting in classifying the crossings into one of the following three categories:

- At-grade operation should be feasible;
- Possible at-grade operation (further engineering study required to define at-grade operation)
- Grade separation usually required (further engineering study required to define at-grade operation)

Milestone 2 involves detailed analysis of the crossings, and Milestone 3 involves verification to resolve technical and other issues. This memorandum summarizes the results for Milestone 1, Milestone 2 and Milestone 3.

Development of Forecast Year Volumes

The Metro Grade Crossing Policy states that the analysis should be performed using 20-year forecast volumes. Forecast traffic volumes (year 2030) have been used for this analysis, and are based on the results from the Metro travel demand model. The forecast traffic volumes also include vehicular traffic assignments to transit stations. Tables 1 and 2 shows the projected year 2030 turning movement peak hour volumes at the intersections along the alignments for a.m. and p.m. peak hours, respectively.

Milestone 1 - Initial Screening

Metro Grade Crossing Policy also states that depending upon the alignment of the LRT tracks (i.e. mid-block crossing, side running crossing or median running crossing), turning movement data must be incorporated in the analysis. For the purposes of this analysis, it has been assumed that along the City of Santa Monica Olympic Boulevard segment, the LRT tracks would be running in the median/center. Previously referenced Table 1 and 2 shows the projected 2030 link volumes and the steps performed in the analysis to develop maximum per lane volume as required in the guidelines. These steps are based on guidelines outlined in *Appendix A – Policy Support* of the MTA Grade Crossing Policy.

Figure 1 illustrates the initial screening results (a.m. peak hour and p.m. peak hour) for the 5 locations along alignment. Based on a combined a.m. and p.m. peak hour analysis, out of the 5 locations, four locations were identified where at-grade operation should be feasible, and one location was identified where further engineering studies are required. These are summarized below:

At-Grade Operation feasible:

- 20th Street
- 17th Street
- 14th Street
- 11th Street – This location has been included in the Milestone 2 analysis to assess LOS, queuing and safety issues.

Detailed analysis required:

- Lincoln Blvd/Olympic Blvd/I-10 WB Ramps
- 11th Street

Table 1: Milestone 1 Year 2030 Intersection AM Volumes

North-South	East-West	Type of Crossing	Link Volumes											
			Northbound			Southbound			Eastbound			Westbound		
			App(l+t)	App.	Dep.	App(l+t)	App.	Dep.	App(l+t)	App.	Dep.	App(l+t)	App.	Dep.
20th St	Olympic Blvd	Center - Median	1098	1410	747	857	925	1238	801	841	1019	992	1203	1374
17th St	Olympic Blvd	Center - Median	271	344	330	382	434	432	603	606	605	704	832	849
14th St	Olympic Blvd	Center - Median	522	656	373	472	545	669	367	382	526	487	610	625
11th St (N)	Olympic Blvd	Center - Median	896	1145	576	554	674	965	39	50	431	367	478	376
Lincoln Blvd / I-10 WB	Olympic Blvd	Side Running (SL)	1315	1315	2177	1439	1471	1923	0	0	641	1035	1955	0

North-South	East-West	Type of Crossing	No. of lanes																				Maximum Per Lane Cross- Street Volume
			NB (SL)					SB (NL)					EB (WL)					WB (EL)					
			L	T	R	App.	Dep.	L	T	R	App.	Dep.	L	T	R	App.	Dep.	L	T	R	App.	Dep.	
20th St	Olympic Blvd	Center - Median	1	2	0	3	2	1	2	0	3	2	1	2	0	3	2	1	2	0	3	2	366
17th St	Olympic Blvd	Center - Median	1	1	1	3	1	1	1	0	2	1	1	2	0	3	2	1	2	0	3	2	191
14th St	Olympic Blvd	Center - Median	1	1	0	2	1	1	1	1	3	1	1	2	0	3	2	1	2	0	3	2	261
11th St (N)	Olympic Blvd	Center - Median	1	1	1	3	1	1	1	1	3	1	1	2	0	3	2	1	2	0	3	2	448
Lincoln Blvd / I-10 WB	Olympic Blvd	Side Running (SL)	1	2	0	3	3	0	3	0	3	2	0	0	0	0	2	1	2	1	4	0	726

Notes: App(l+t) - Sum of Approach Volume (Left Turn Volume plus Through Volume)

App. – Approach Volume, Dep. Departure Volume

NB (SL) – Northbound (South leg), SB (NL) - Southbound (North leg), EB (WL) – Eastbound (West leg), WB (EL) – Westbound (East leg)

L - Left, T- Through, R - Right

Table 2: Milestone 1 Year 2030 Intersection PM Volumes

North-South	East-West	Type of Crossing	Link Volumes											
			Northbound			Southbound			Eastbound			Westbound		
			App(l+t)	App.	Dep.	App(l+t)	App.	Dep.	App(l+t)	App.	Dep.	App(l+t)	App.	Dep.
20th St.	Olympic Blvd.	Center - Median	532	792	1225	1179	1228	688	637	697	961	1120	1269	1111
17th St.	Olympic Blvd.	Center - Median	212	319	554	572	650	379	462	483	750	838	966	736
14th St.	Olympic Blvd.	Center - Median	307	349	613	606	671	420	298	312	660	674	755	394
11th St.(N)	Olympic Blvd.	Center - Median	653	798	800	765	854	767	52	63	516	547	696	328
Lincoln Blvd / I-10 WB	Olympic Blvd.	Side Running (SL)	1217	1217	2352	1693	1720	1562	0	0	614	952	1592	0

North-South	East-West	Type of Crossing	No. of lanes																				Maximum Per Lane Cross- Street Volume
			NB (SL)					SB (NL)					EB (WL)					WB (EL)					
			L	T	R	App.	Dep.	L	T	R	App.	Dep.	L	T	R	App.	Dep.	L	T	R	App.	Dep.	
20th St.	Olympic Blvd.	Center - Median	1	2	0	3	2	1	2	0	3	2	1	2	0	3	2	1	2	0	3	2	393
17th St.	Olympic Blvd.	Center - Median	1	1	1	3	1	1	1	0	2	1	1	2	0	3	2	1	2	0	3	2	286
14th St.	Olympic Blvd.	Center - Median	1	1	0	2	1	1	1	1	3	1	1	2	0	3	2	1	2	0	3	2	303
11th St.(N)	Olympic Blvd.	Center - Median	1	1	1	3	1	1	1	1	3	1	1	2	0	3	2	1	2	0	3	2	382
Lincoln Blvd / I-10 WB	Olympic Blvd.	Side Running (SL)	1	2	0	3	3	0	3	0	3	2	0	0	0	0	2	1	2	1	4	0	784

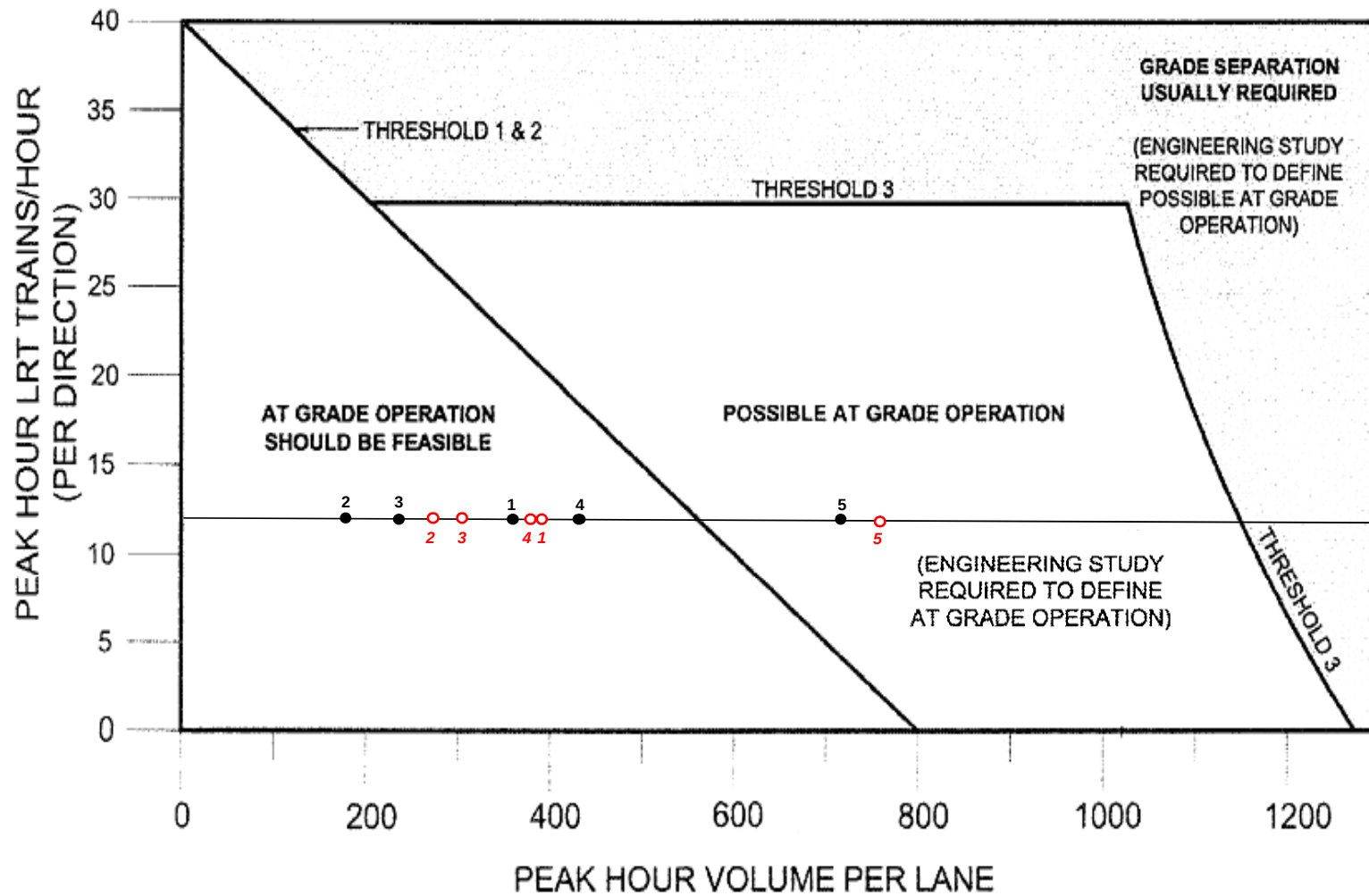
Notes: App(l+t) - Sum of Approach Volume (Left Turn Volume plus Through Volume)

App. - Approach Volume, Dep. Departure Volume

NB (SL) - Northbound (South leg), SB (NL) - Southbound (North leg), EB (WL) - Eastbound (West leg), WB (EL) - Westbound (East leg)

L - Left, T- Through, R - Right

Figure 1 - Milestone 1 Grade Crossing Evaluation



NOTES:

- ROADWAY VOLUME IS PEAK HOUR, HIGHEST PER LANE FLOW RATE
- ADAPTED FROM INSTITUTE OF TRANSPORTATION ENGINEERS INFORMATIONAL REPORT, LIGHT RAIL TRANSIT GRADE SEPARATION GUIDELINES, 1992, THRESHOLD 1 AND THRESHOLD 2 COMBINED.

xx
● AM Peak Hour
○ PM Peak Hour

Locations

1. 20th Street	2. 17th Street	3. 14th Street
4. 11th Street	5. Lincoln Boulevard	

Milestone 2 and 3 – Detailed Analysis

Rail Operations Check

The City of Santa Monica alignment segment of the Exposition LRT Extension would operate in the median of Olympic Boulevard and would cross roadways at the same angle as Olympic Boulevard itself.

The proposed rail operations plan of assumed 6 to 12 trains per hour in each direction would result in 12 to 24 train crossings per hour in both directions. The duration for each train to clear an intersection would be based upon timings as shown in Metro's Grade Crossing Policy and would allow for about 40 seconds for each light rail vehicle (LRV) arrival, as computed below:

- 05 seconds random arrival delay (allowance)
- 20 seconds warning time (required by California Public Utilities Commission)
- 03 to 04 seconds train passage time (2 to 3 car train, 55 mph)
- 02 seconds clearance time (120 foot roadway right-of-way)
- 02 seconds checkout time (island circuit setback)
- 05 seconds gate up / car start up

Total Effective Gate Blockage Time - 37 to 38 seconds

The area of track through the road crossing plus about 50-75 feet from both sides of the crossing make up the island circuit area. The function of the island circuit is to keep the warning device(s), i.e. gates and flashers, active until the last car of the train leaves the island circuit. Time required to traverse the island circuit area is island circuit setback. Where the crossing is near a station, the train speed would be considerably lower. For 25 to 30 mph operation, an additional 4 to 5 seconds would be added to the blockage time for a total duration of about 42 seconds.

It is not expected that the rail operating plan, speed profile through the crossing, or other factors would affect trains and, hence, can be concluded that the speed of the rail operations would not be affected.

Traffic Operations Check

Based upon the Detailed Evaluation Methodology presented in the Metro Grade Crossing Policy, the following steps were taken as part of the traffic operations check:

- Identify Operational Volumes
- Compute Influence Zone Queue
- Compute Crossing Spillback Queue
- Evaluate Cross Street Queues vs. Available Storage
- Compute Controlling Intersection Level of Service (LOS)

Operational Volumes:

The operational volumes used in the detailed analysis were based upon the per lane volume which would be in direct conflict with the LRT crossing as developed in the Milestone 1 analysis. These were used to verify the Influence Zone and Crossing Spillback queues; these volumes were selected to be most representative of traffic levels at the grade crossings. These volumes included the application of specific growth factors to existing traffic counts to forecast year 2030 volumes. The growth factors were developed using highway assignment traffic forecasts obtained from the corresponding 2030 runs of the Metro's travel demand model for the Exposition LRT Extension Phase 2 project as compared to the base year model.

The projected volumes reflect the impact of cumulative regional traffic growth as well as project-induced traffic impacts generated by park and ride and drop-off (kiss-and-ride) activity at the proposed transit station parking facilities.

Influence Zone and Crossing Spillback Queues vs. Queue Storage

The detailed analysis includes the operational analysis of potential queuing as well as field observation of conditions near the grade crossings. This topic addresses the operational analysis effort; the field observations are summarized under the initial safety check presented later in this memo.

Figure 2 illustrates two types of queuing that can occur between a grade crossing and a nearby signalized roadway intersection. The figure illustrates the Gate Spillback queue as a blockage of an upstream intersection by a queue generated by a crossing train blocking certain traffic movements. The Influence Zone queue is a blockage of a grade crossing by a queue developing from a downstream traffic signal during its red signal phase.

In accordance with the Metro Grade Crossing Policy, the queuing check was computed based upon per-lane volumes and the duration of the expected roadway blockage. Standard traffic engineering procedures dictate that the average peak-hour queue be extended by a factor of 1.5 to reflect a 90 percent queue, and the queue length was computed assuming a vehicle length of 22 feet. The 90 percent queue is the standard measurement for determining adequate queue storage. It should be noted that the peaking factor of 1.5 has been used in previous light rail project grade crossing analysis including Exposition Light Rail Transit Project - Phase I and the Foothill Extension for Metro Blue Line. The traffic volume used for the influence zone queue was based upon the volume measured at the downstream intersection, and the gate spillback queue considers the expected total roadway volume at the median crossing.

The queues are calculated based on queue formula given in the Metro Grade Crossing Policy. It should be noted that for a median running alignment, queuing analysis hold less significance since the queues are already present because of an existing interruption due the signal. For these locations the preliminary disposition of a grade separation is primarily based upon whether the intersection is already operating at saturated conditions (LOS F). If the intersection is already operating at saturated conditions, then providing high priority to LRT will worsen the intersection operations.

For informational purposes, the results of the queuing analysis are presented in Tables 3 and 4 for the influence zone and spillback queues, respectively. Please note that these queue values do not reflect mitigation at the crossings, such as additional lanes, reduction in lanes or access, or a grade separation.

Figure 2: Influence Zone Queues and Spillback Queues

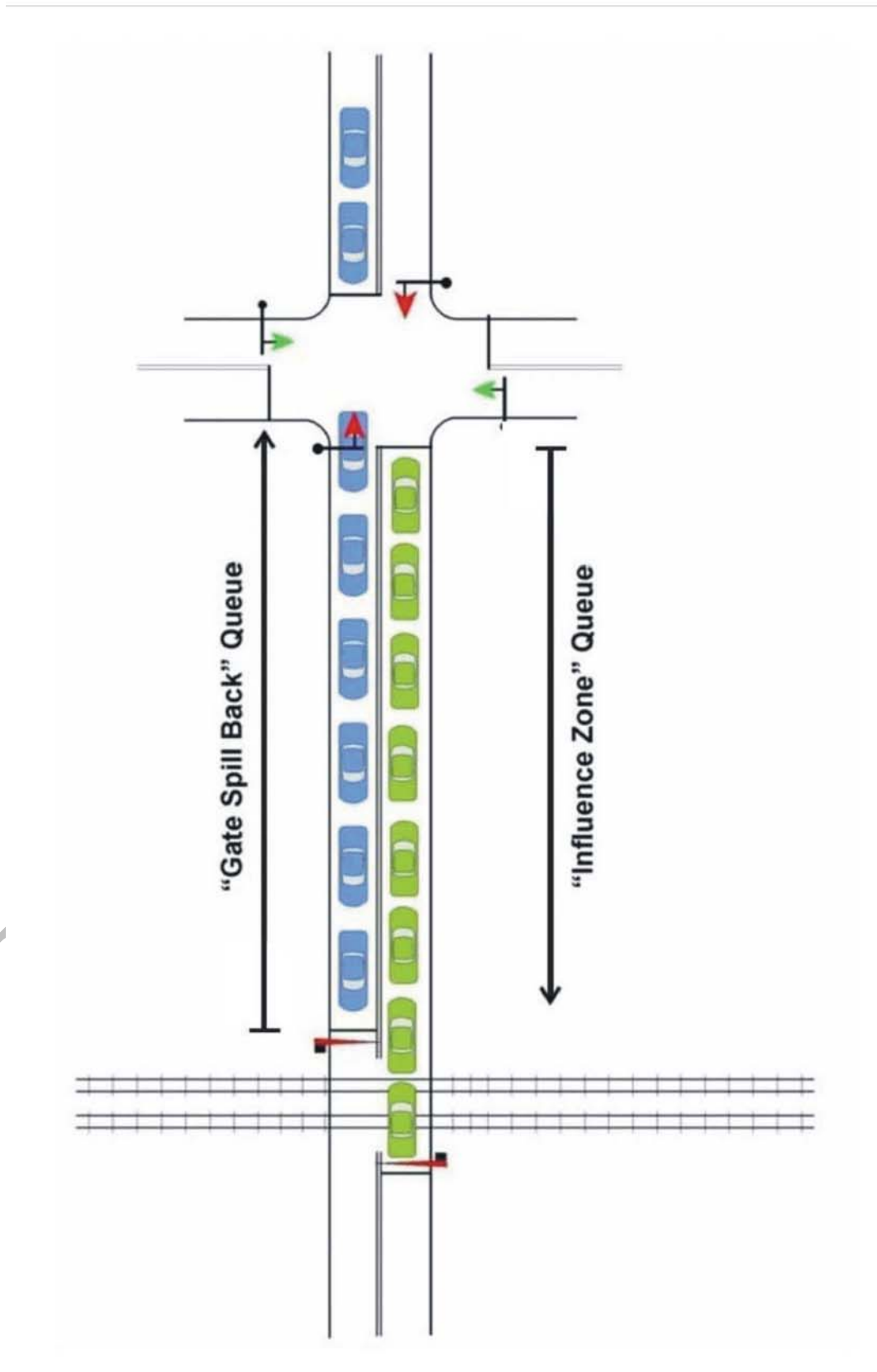


Table 3: Projected Influence Zone Queues (Year 2030) - With LRT Crossing (No Improvements)

Grade Crossing	Cross Street	Direction	Peak Hour	Queuing Analysis					Sufficient Queuing Storage
				Volume (veh/min)	Red Time (min)	Vehicles	Peak Queue (ft)	Available Storage (ft)	
11th Street	Colorado Ave	NB	AM	15.91	0.47	13	428	835	Yes
			PM	11.52	0.47	9	310		Yes
	I-10 EB Ramps	NB	AM	4.18	0.27	3	99	350	Yes
			PM	9.23	0.37	7	233		Yes
Lincoln Blvd	Colorado Ave	NB	AM	16.54	0.47	13	445	775	Yes
			PM	15.11	0.49	12	411		Yes
	I-10 EB Ramps	NB	AM	18.35	0.67	17	554	315	No
			PM	18.82	0.74	18	590		No

Table 4: Projected Gate Spillback Queues (Year 2030) - With LRT Crossing (No Improvements)

Grade Crossing	Cross Street	Direction	Peak Hour	Queuing Analysis					Sufficient Queuing Storage
				Volume (veh/min)	Red Time (min)	Vehicles	Peak Queue (ft)	Available Storage (ft)	
11th Street	Colorado Ave	SB	AM	12.87	0.93	12	395	835	Yes
			PM	19.06	0.93	18	585		Yes
	I-10 EB Ramps	NB	AM	7.13	0.93	7	219	350	Yes
			PM	4.30	0.93	4	132		Yes
Lincoln Blvd	Colorado Ave	SB	AM	14.88	0.93	14	457	775	Yes
			PM	16.72	0.93	16	513		Yes
	I-10 EB Ramps	NB	AM	17.11	0.93	16	525	315	No
			PM	14.75	0.93	14	453		No

The operational queuing check predicts excessive influence zone and spillback queues on Lincoln Boulevard from Olympic Boulevard to the I-10 EB ramps.

Controlling Intersection Level of Service

As defined in the Metro Grade Crossing Policy, the controlling intersection is the most congested cross-street intersection in the vicinity of the crossing where traffic interacts with the grade crossing. The controlling intersections for the two crossings have been taken as the most adjacent intersection (either at median or parallel locations):

- Lincoln Blvd/I-10WB and Olympic Blvd
- Lincoln Blvd/I-10EB and Olympic Blvd
- 11th St (N) and Olympic Blvd
- 11th St (S) and Olympic Blvd

As stated in the Metro Grade Crossing Policy, failure of traffic operations check includes, but not limited to:

- Insufficient available storage leading to spillbacks and influence zone queues to adjacent intersections
- Pre-emption of traffic signal required at crossing, but pre-emption results in unacceptable levels of service

- High priority required at the crossing for rail operations purposes, but there is inadequate slack time for adjusting the controlling traffic signal and the controlling traffic signal must remain in coordination with other signals
- At a street running location, there are no LRT compatible phases so that the LRT would need to have a separate phase, but the intersection is already overcapacity due to vehicular movements and no mitigation can be identified.
- At a location proposed for green band operation, no acceptable traffic signal timing plan can be identified to provide required slots for LRT movement.
- If the controlling intersection is already at LOS E or F, it may not be possible to provide pre-emption or high-priority for LRT movements

The operational analysis was conducted for the AM and PM peak hours, using the Year 2030 traffic projections, for the “with project” volumes. The volume-to-capacity (V/C) ratios, intersection delay, and intersection level of service (LOS) may differ somewhat from the assessments contained in the environmental document. Table 5 summarizes the forecast 2030 level of service developed for the two signalized intersections analyzed here along the City of Santa Monica alignment segment. Please note that these delay and LOS values do not reflect traffic mitigation at the crossings or at adjacent intersections. The table provides a summary of LOS, delay and V/C for both “No Build” and “with LRT” conditions.

Table 5: Year 2030 Operational LOS

Intersection	Control	Future 2030 No Build						Future 2030 With LRT Crossing (No Improvements)					
		AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
		LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C
			(Sec.)			(Sec.)			(Sec.)			(Sec.)	
5. Lincoln Blvd/I-10WB and Olympic Blvd	Signal	D	39.1	0.947	D	35.2	0.916	D	41.2	0.963	D	38.4	0.947
6. Lincoln Blvd/I-10EB and Olympic Blvd	Signal	F	115.5	0.96	C	34.7	0.689	F	110.9	0.949	C	34.2	0.684
8. 11th St (N) and Olympic Blvd	Signal	B	14.1	0.645	B	16.7	0.561	C	25.7	0.667	C	23.9	0.538
9. 11th St (S) and Olympic Blvd	Signal	B	11.2	0.646	B	17.9	0.731	B	11.1	0.638	B	17.8	0.726

Notes:

LOS = Level of Service, Delay = Average Vehicle Delay (Seconds), V/C = Volume-to-Capacity Ratio for Signalized Intersections

As can be seen from the table, other than the intersection of Lincoln Blvd/I-10 EB Ramps/Olympic Boulevard (a.m. peak hour), all other intersections are projected to operate satisfactorily. If feasible improvements cannot be identified at this location, at-grade operation may not be feasible as discussed later in the memorandum.

Safety Check

The Metro Grade Crossing Policy identifies a list of twelve criteria to guide the safety review of grade crossings. For the purpose of this analysis, a preliminary safety check was accomplished using readily available data and field observations. The results of the initial screening are identified in the tables on the following pages. Additional accident history data is required to complete the evaluation and will be included as part of the environmental document. The Metro Grade Crossing Policy anticipates that preliminary diagnostic reviews would be conducted in coordination with California Public Utilities Commission (CPUC) staff. Formal diagnostic reviews are mandatory as part of formal grade crossing improvement applications before the Commission.

The results of the initial screening are identified in the tables on the following pages.

Table 6: 11th Street/Olympic Blvd (N)

Criteria	Determination
Traffic Queuing	Sufficient
Approach and Corner Sight Distance	Adequate approach sight distance.
Visual Confusion / Sign or Signal Clutter	Nominal
Train Speed	35 mph maximum
Prevailing Traffic Speed	30 – 35 mph
Large Truck Percentage	Nominal
Heavy Pedestrian Volumes	Sidewalks are present but no pedestrians were observed during site visits.
School Access Route	The grade crossing is not located along a primary or secondary school access route.
Accident History	Data to be obtained.
Gate Drive Around Potential	None. Trains would be median-running.
Delineation and Roadway Marking	Nominal
Traffic Control Observance	Nominal

Table 7: Lincoln Blvd/Olympic Blvd/I-10 WB Ramps

Criteria	Determination
Traffic Queuing	Not sufficient.
Approach and Corner Sight Distance	Insufficient sight distance for the westbound approach.
Visual Confusion / Sign or Signal Clutter	Nominal
Train Speed	35 mph maximum
Prevailing Traffic Speed	30 – 35 mph
Large Truck Percentage	Nominal
Heavy Pedestrian Volumes	Narrow sidewalks are present but no pedestrians were observed during site visits.
School Access Route	The grade crossing is not located along a primary or secondary school access route.
Accident History	Data to be obtained.
Gate Drive Around Potential	Possible given the minimal distance between Olympic Blvd and the I-10 freeway bridge.
Delineation and Roadway Marking	Nominal
Traffic Control Observance	Nominal

Recommendations

1. **11th Street/Olympic Blvd (N)** - Trains would be running in the median of and parallel to Olympic Boulevard traffic. The LOS, delay and V/C at this intersection is satisfactory which would make at-grade intersection operation compatible. In addition, it should be noted that the results of the Milestone 1 analysis showed that the per-lane volume at 11th street is not projected to be high enough to warrant a grade separation at this location.

The results of the analysis suggest that at-grade operation should be feasible at this location. The preliminary disposition at this location is At-Grade.

2. **Lincoln Blvd/Olympic Blvd/I-10 WB Ramps** - The Lincoln Boulevard crossing is immediately adjacent to a Caltrans-controlled freeway ramp. There is little space between the intersection and the bridge over the I-10 Freeway and may facilitate gate drive-around capability. Significant queuing is predicted from the crossing to Colorado Avenue and the I-10 EB ramps, and sight distance may be compromised for westbound traffic when a train approaches from the east. The queue analysis takes into account queues generated immediately adjacent to the study intersection; however queuing impacts on Lincoln are also influenced by adjacent signalized intersections due to their being relatively closely spaced from the I-10 Eastbound Ramps north to beyond Broadway.

The results of the analysis and lack of any feasible improvements at this location suggest that at-grade operation is not feasible at this location. The preliminary disposition at this location is Grade Separation.

It should be noted that the findings and recommendations of this analysis memo do not supersede the authority of regulatory agencies or the transportation departments of the cities of Santa Monica, Los Angeles, or Culver City.

TECHNICAL MEMORANDUM

To: Monica Born, Stephen Polechronis
Cc: Ann Jamison, Laura Mohr
From: Viggen Davidian, Shaumik Pal
Date: January 22, 2008
Subject: Exposition Light Rail Transit Project– Phase 2
Evaluation of Grade Crossing based on Metro Grade Crossing Policy:
Venice/Sepulveda alignment
P/J Number: J07-1606

This memorandum summarizes the initial screening (Milestone 1) and detailed analysis results (Milestone 2 and 3) results of the potential grade crossings along the Venice/Sepulveda alignment for the Exposition Light Rail Transit Project (Phase 2). The analysis was performed using methodologies outlined in the *MTA Grade Crossing Policy for Light Rail Transit (December, 2003)*.

The recommended policy includes three levels of review before a final decision is reached. The first level is *Milestone 1 – Initial Screening*, which is a planning level review resulting in classifying the crossings into one of the following three categories:

- At-grade operation should be feasible;
- Possible at-grade operation (further engineering study required to define at-grade operation)
- Grade separation usually required (further engineering study required to define at-grade operation)

Milestone 2 involves detailed analysis of the crossings, and Milestone 3 involves verification to resolve technical and other issues. This memorandum summarizes the results for Milestone 1, Milestone 2 and Milestone 3.

Development of Forecast Year Volumes

The Metro Grade Crossing Policy states that the analysis should be performed using 20-year forecast volumes. Forecast traffic volumes (year 2030) have been used for this analysis, and are based on the results from the Metro travel demand model. The forecast traffic volumes also include vehicular traffic assignments to transit stations. Tables 1 and 2 shows the projected year 2030 turning movement peak hour volumes at the intersections along the alignments for a.m. and p.m. peak hours, respectively.

Milestone 1 - Initial Screening Results

Metro Grade Crossing Policy also states that depending upon the alignment of the LRT tracks (i.e. mid-block crossing, side running crossing or median running crossing), turning movement data must be incorporated in the analysis. For the purposes of this analysis, it has been assumed that along the Venice/Sepulveda alignment the LRT tracks would be running in the median/center. Previously referenced Tables 1 and 2 shows the projected 2030 link volumes and the steps performed in the analysis to develop maximum per lane volume as required in the guidelines. These steps are based on guidelines outlined in *Appendix A – Policy Support* of the MTA Grade Crossing Policy.

Figure 1 illustrates the initial screening results (a.m. peak hour and p.m. peak hour) for the 14 locations along alignment. Based on a combined a.m. and p.m. peak hour analysis, out of the 14 locations, 8 were identified where at-grade operation should be feasible, 6 locations were identified where further engineering studies are required. These are summarized below:

At-Grade Operation feasible:

- Culver Boulevard - This location has been included in the Milestone 2 analysis since existing traffic operations at this intersection are unsatisfactory. In addition to LOS, safety issues have also been assessed.
- Bagley Avenue/Main Street
- Hughes Avenue
- Clarington Avenue
- Motor Avenue
- Midvale Avenue/Girard Avenue
- Military Avenue
- Charnock Road
- Rose Avenue
- National Boulevard - This location has been included in the Milestone 2 analysis since existing traffic operations at this intersection are. In addition to LOS, safety issues have also been assessed.

Detailed analysis required:

- Culver Boulevard
- Overland Avenue
- Venice Boulevard/Sepulveda Boulevard
- Palms Boulevard
- National Boulevard
- Sepulveda Boulevard/Exposition Boulevard

Table 1: Milestone 1 Year 2030 Intersection AM Volumes

North-South	East-West	Type of Crossing	Link Volumes											
			Northbound			Southbound			Eastbound			Westbound		
			App(l+t)	App.	Dep.	App(l+t)	App.	Dep.	App(l+t)	App.	Dep.	App(l+t)	App.	Dep.
Culver Blvd	Venice Blvd	Center - Median	57	332	423	47	68	51	2594	2605	2735	3068	3099	2896
Bagley Ave/Main St	Venice Blvd	Center - Median	81	156	306	287	427	235	2459	2514	2571	2486	2544	2530
Hughes Ave	Venice Blvd	Center - Median	337	451	540	285	333	306	2369	2486	2437	2499	2521	2510
Clarrington Ave	Venice Blvd	Center - Median	275	409	402	291	355	338	2404	2494	2392	2391	2409	2536
Motor Ave	Venice Blvd	Center - Median	511	550	505	644	934	698	2276	2299	2585	2323	2455	2451
Overland Ave	Venice Blvd	Center - Median	1351	1572	1428	888	1039	1746	2314	2470	2179	2401	2619	2347
Girard Ave/Midvale Ave	Venice Blvd	Center - Median	180	237	138	120	174	152	2365	2397	2336	2250	2272	2453
Military Ave/Huron Ave	Venice Blvd	Center - Median	7	77	206	6	31	133	2054	2069	1923	2081	2091	2005
Sepulveda Blvd	Venice Blvd	Center - Median	1322	1503	1174	593	790	1644	2307	2716	2126	2102	2255	2320
Sepulveda Blvd	Charnock Ave	Center - Median	1722	1808	907	821	823	2004	7	8	3	145	421	146
Sepulveda Blvd	Palms Blvd	Center - Median	1988	2209	883	874	990	2027	1046	1063	1143	868	956	1163
Sepulveda Blvd	Rose Ave	Center - Median	2021	2102	845	851	889	2151	0	0	134	34	261	121
Sepulveda Blvd	National Blvd	Center - Median	1988	2209	883	874	990	2027	1046	1063	1143	868	956	1163
Sepulveda Blvd	Exposition Blvd	Center - Median	1910	1937	666	619	680	1969	180	248	309	149	256	178

North-South	East-West	Type of Crossing	No. of lanes																		Maximum Per Lane Cross- Street Volume		
			NB (SL)					SB (NL)					EB (WL)					WB (EL)					
			L	T	R	App.	Dep.	L	T	R	App.	Dep.	L	T	R	App.	Dep.	L	T	R		App.	Dep.
Culver Blvd	Venice Blvd	Center - Median	1	1	2	4	2	1	1	0	2	1	1	3	0	4	3	2	3	0	5	3	203
Bagley Ave/Main St	Venice Blvd	Center - Median	1	1	1	3	1	0	1	0	1	1	1	3	0	4	3	1	3	0	4	4	287
Hughes Ave	Venice Blvd	Center - Median	0	1	0	1	1	0	1	0	1	1	1	3	0	4	3	1	3	0	4	3	337
Clarrington Ave	Venice Blvd	Center - Median	0	1	0	1	1	0	1	0	1	1	1	3	1	5	3	1	3	1	5	3	291
Motor Ave	Venice Blvd	Center - Median	1	2	0	3	1	1	1	1	3	2	1	3	1	5	3	1	3	1	5	3	322
Overland Ave	Venice Blvd	Center - Median	1	2	1	4	3	1	2	1	4	2	2	3	1	6	3	2	3	1	6	3	450
Girard Ave/Midvale Ave	Venice Blvd	Center - Median	0	1	0	1	1	0	1	0	1	1	1	3	1	5	3	1	3	1	5	3	180
Military Ave/Huron Ave	Venice Blvd	Center - Median	0	1	0	1	1	0	1	0	1	1	1	3	1	5	3	1	3	1	5	3	189
Sepulveda Blvd	Venice Blvd	Center - Median	1	2	1	4	2	1	2	1	4	2	1	3	1	5	3	1	3	0	4	3	564
Sepulveda Blvd	Charnock Ave	Center - Median	1	2	0	3	2	1	2	0	3	2	0	1	0	1	1	0	1	0	1	1	145
Sepulveda Blvd	Palms Blvd	Center - Median	1	2	0	3	2	1	2	0	3	2	1	2	0	3	1	1	1	1	3	2	434
Sepulveda Blvd	Rose Ave	Center - Median	1	2	0	3	2	1	2	0	3	2	0	1	0	1	1	0	1	0	1	1	96
Sepulveda Blvd	National Blvd	Center - Median	1	2	0	3	2	1	2	0	3	2	1	2	0	3	2	1	2	0	3	2	349
Sepulveda Blvd	Exposition Blvd	Center - Median	1	2	0	3	2	1	2	0	3	2	0	1	0	1	1	0	1	0	1	1	322

Notes: App(l+t) - Sum of Approach Volume (Left Turn Volume plus Through Volume)

App. – Approach Volume, Dep. Departure Volume

NB (SL) – Northbound (South leg), SB (NL) – Southbound (North leg), EB (WL) – Eastbound (West leg), WB (EL) – Westbound (East leg), L - Left, T- Through, R - Right

Table 2: Milestone 1 Year 2030 Intersection PM Volumes

North-South	East-West	Type of Crossing	Link Volumes											
			Northbound			Southbound			Eastbound			Westbound		
			App(l+t)	App.	Dep.	App(l+t)	App.	Dep.	App(l+t)	App.	Dep.	App(l+t)	App.	Dep.
Culver Blvd	Venice Blvd	Center - Median	170	812	430	422	468	264	1738	1752	2145	2386	2524	2719
Bagley Ave/Main St	Venice Blvd	Center - Median	196	214	436	338	425	297	1995	2074	2397	2315	2353	1936
Hughes Ave	Venice Blvd	Center - Median	325	443	635	373	437	419	2003	2125	1973	2036	2095	2073
Clarrington Ave	Venice Blvd	Center - Median	335	386	385	248	302	419	1827	1941	2072	1981	2023	1775
Motor Ave	Venice Blvd	Center - Median	286	331	673	758	988	483	1925	1967	2094	1902	2029	2065
Overland Ave	Venice Blvd	Center - Median	1215	1346	2331	1751	1921	1738	2242	2470	1876	2053	2248	2041
Girard Ave/Midvale Ave	Venice Blvd	Center - Median	200	253	141	150	206	194	2389	2409	2323	2198	2238	2447
Military Ave/Huron Ave	Venice Blvd	Center - Median	4	20	248	6	38	128	2450	2464	2150	2347	2351	2348
Sepulveda Blvd	Venice Blvd	Center - Median	1387	1627	1631	1330	1363	1701	2358	2563	1868	1974	2163	2517
Sepulveda Blvd	Charnock Ave	Center - Median	1665	1773	1602	1674	1674	1775	0	0	4	101	214	282
Sepulveda Blvd	Palms Blvd	Center - Median	1591	1743	1775	1723	2123	1602	1530	1661	1684	1102	1142	1610
Sepulveda Blvd	Rose Ave	Center - Median	1673	1763	1911	1932	1932	1711	0	0	0	51	88	161
Sepulveda Blvd	National Blvd	Center - Median	1591	1743	1775	1723	2123	1602	1530	1661	1684	1102	1142	1610
Sepulveda Blvd	Exposition Blvd	Center - Median	1208	1230	1240	1123	1188	1279	312	497	215	105	159	340

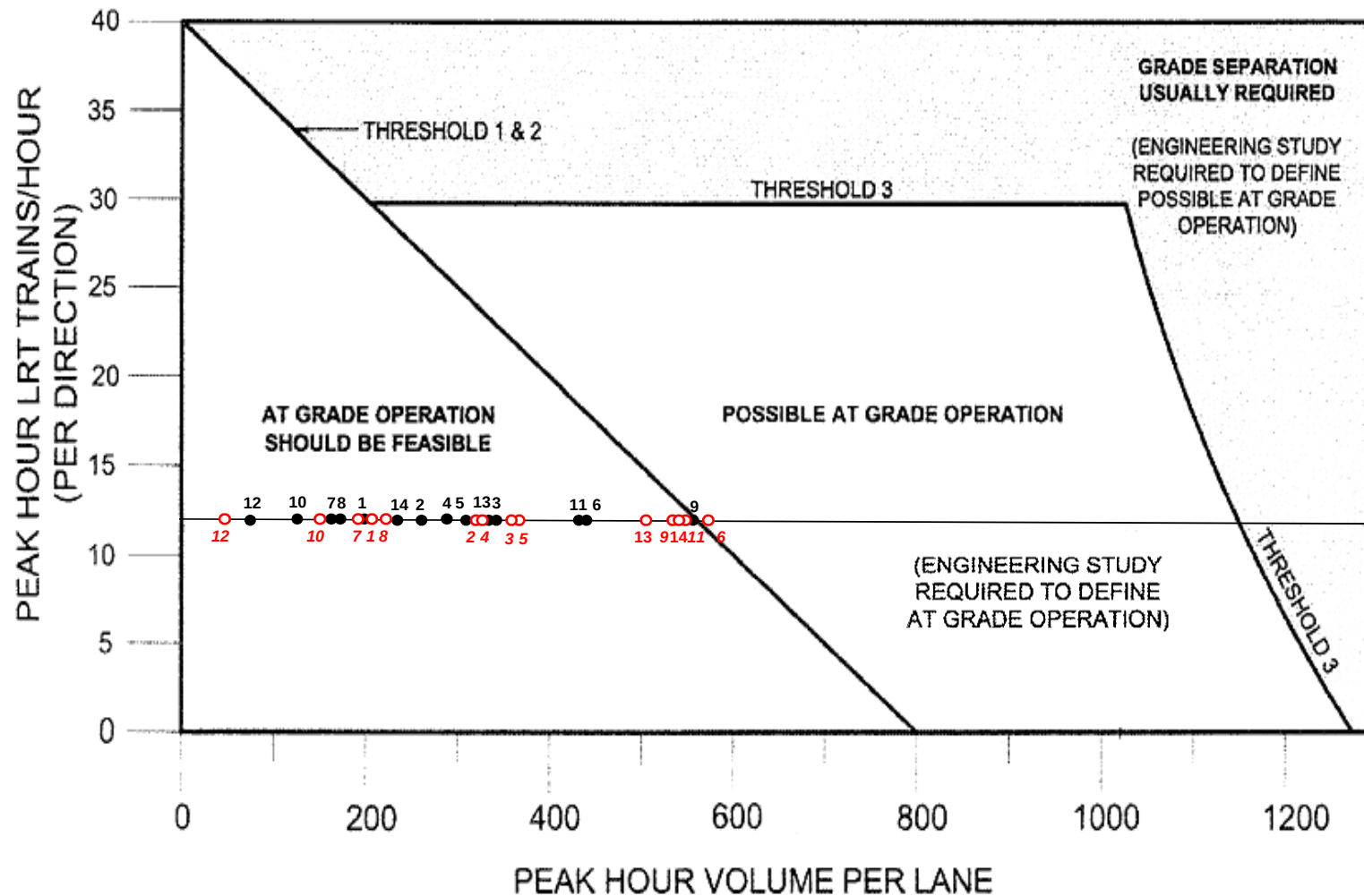
North-South	East-West	Type of Crossing	No. of lanes																		Maximum Per Lane Cross- Street Volume		
			NB (SL)					SB (NL)					EB (WL)					WB (EL)					
			L	T	R	App.	Dep.	L	T	R	App.	Dep.	L	T	R	App.	Dep.	L	T	R	App.	Dep.	
Culver Blvd	Venice Blvd	Center - Median	1	1	2	4	2	1	1	0	2	1	1	3	0	4	3	2	3	0	5	3	211
Bagley Ave/Main St	Venice Blvd	Center - Median	1	1	1	3	1	0	1	0	1	1	1	3	0	4	3	1	3	0	4	4	338
Hughes Ave	Venice Blvd	Center - Median	0	1	0	1	1	0	1	0	1	1	1	3	0	4	3	1	3	0	4	3	373
Clarrington Ave	Venice Blvd	Center - Median	0	1	0	1	1	0	1	0	1	1	1	3	1	5	3	1	3	1	5	3	335
Motor Ave	Venice Blvd	Center - Median	1	2	0	3	1	1	1	1	3	2	1	3	1	5	3	1	3	1	5	3	379
Overland Ave	Venice Blvd	Center - Median	1	2	1	4	3	1	2	1	4	2	2	3	1	6	3	2	3	1	6	3	584
Girard Ave/Midvale Ave	Venice Blvd	Center - Median	0	1	0	1	1	0	1	0	1	1	1	3	1	5	3	1	3	1	5	3	200
Military Ave/Huron Ave	Venice Blvd	Center - Median	0	1	0	1	1	0	1	0	1	1	1	3	1	5	3	1	3	1	5	3	231
Sepulveda Blvd	Venice Blvd	Center - Median	1	2	1	4	2	1	2	1	4	2	1	3	1	5	3	1	3	0	4	3	541
Sepulveda Blvd	Charnock Ave	Center - Median	1	2	0	3	2	1	2	0	3	2	0	1	0	1	1	0	1	0	1	1	174
Sepulveda Blvd	Palms Blvd	Center - Median	1	2	0	3	2	1	2	0	3	2	1	2	0	3	1	1	1	1	3	2	551
Sepulveda Blvd	Rose Ave	Center - Median	1	2	0	3	2	1	2	0	3	2	0	1	0	1	1	0	1	0	1	1	71
Sepulveda Blvd	National Blvd	Center - Median	1	2	0	3	2	1	2	0	3	2	1	2	0	3	2	1	2	0	3	2	510
Sepulveda Blvd	Exposition Blvd	Center - Median	1	2	0	3	2	1	2	0	3	2	0	1	0	1	1	0	1	0	1	1	544

Notes: App(l+t) - Sum of Approach Volume (Left Turn Volume plus Through Volume)

App. - Approach Volume, Dep. Departure Volume

NB (SL) - Northbound (South leg), SB (NL) - Southbound (North leg), EB (WL) - Eastbound (West leg), WB (EL) - Westbound (East leg), L - Left, T- Through, R - Right

Figure 1 - Milestone 1 Grade Crossing Evaluation



NOTES:

- ROADWAY VOLUME IS PEAK HOUR, HIGHEST PER LANE FLOW RATE
- ADAPTED FROM INSTITUTE OF TRANSPORTATION ENGINEERS INFORMATIONAL REPORT, LIGHT RAIL TRANSIT GRADE SEPARATION GUIDELINES, 1992, THRESHOLD 1 AND THRESHOLD 2 COMBINED.

xx
● AM Peak Hour
○ PM Peak Hour

Locations

1. Culver Boulevard	6. Overland Avenue	11. Palms Boulevard
2. Bagley Avenue	7. Girard Avenue	12. Rose Avenue
3. Hughes Avenue	8. Military Avenue	13. National Boulevard
4. Clarington Avenue	9. Venice Boulevard/Sepulveda Boul	14. Exposition Boulevard
5. Motor Avenue	10. Charnock Avenue	

Milestone 2 and 3 – Detailed Analysis

Rail Operations Check

The Venice/Sepulveda alignment option of the Exposition LRT Extension would operate in the median of Venice Boulevard and Sepulveda Boulevard and cross roadways at the same angle as the streets with which they are aligned. At-grade crossings would be controlled by traffic signals.

The proposed rail operations plan of 6 to 12 trains per hour in each direction would result in 12 to 24 train crossings per hour. The duration for each train to clear an intersection would be based upon timings as shown in Metro Grade Crossing Policy and would allow for about 40 seconds for each LRV arrival, as computed below:

- 05 seconds random arrival delay (allowance)
- 20 seconds warning time (required by California Public Utilities Commission)
- 03 to 04 seconds train passage time (2 to 3 car train, 55 mph)
- 02 seconds clearance time (120 foot roadway right-of-way)
- 02 seconds checkout time (island circuit setback)
- 05 seconds gate up / car start up

Total Effective Gate Blockage Time - 37 to 38 seconds

The area of track through the road crossing plus about 50-75 feet from both sides of the crossing make up the island circuit area. The function of the island circuit is to keep the warning device(s), i.e. gates and flashers, active until the last car of the train leaves the island circuit. Time required to traverse the island circuit area is island circuit setback. Where the crossing is near a station, the train speed would be considerably lower for 25 to 30 mph operation, and an additional 4 to 5 seconds would be added to the blockage time for a total duration of about 42 seconds.

It is not expected that the rail operating plan, speed profile through the crossing, or other factors would affect rail and hence can be concluded that the speed of the rail operations would not be affected.

Traffic Operations Check

Based on the Detailed Evaluation Methodology presented in the Metro Grade Crossing Policy, the following steps were conducted as part of the traffic operations check:

- Identify Operational Volumes
- Compute Influence Zone Queue
- Compute Crossing Spillback Queue
- Evaluate Cross Street Queues vs. Available Storage
- Compute Controlling Intersection Level of Service (LOS)

Operational Volumes

The operational volumes used in the detailed analysis were based upon the per lane volume which would be in direct conflict with the LRT crossing as developed in the Milestone 1 analysis. These were used to verify the Influence Zone and Crossing Spillback queues; these volumes were selected to be most representative of traffic levels at the grade crossings. These volumes included the application of specific growth factors to existing traffic counts to forecast year 2030 volumes. The growth factors were developed using highway assignment traffic forecasts obtained from the corresponding 2030 runs of the Metro's travel demand model for the Exposition LRT Extension Phase 2 project as compared to the base year model.

The projected volumes reflect the impact of cumulative regional traffic growth as well as project-induced traffic impacts generated by park and ride and drop-off (kiss-and-ride) activity at the proposed transit station parking facilities.

Influence Zone and Crossing Spillback Queues vs. Queue Storage

The detailed analysis includes the operational analysis of potential queuing as well as field observation of conditions near the grade crossings. This topic addresses the operational analysis effort; the field observations are summarized under the initial safety check presented later in this memo.

Figure 2 illustrates two types of queuing that can occur between a grade crossing and a nearby signalized roadway intersection. The figure illustrates the Gate Spillback queue as a blockage of an upstream intersection by a queue generated by a crossing train blocking certain traffic movements. The Influence Zone queue is a blockage of a grade crossing by a queue developed from a downstream traffic signal during its red signal phase.

In accordance with the Metro Grade Crossing Policy, the queuing check was computed based upon per-lane volumes and the duration of the expected roadway blockage. Standard traffic engineering procedures dictate that the average peak-hour queue be extended by a factor of 1.5 to reflect a 90 percent queue, and the queue length was computed assuming a vehicle length of 22 feet. The 90 percent queue is the standard measurement for determining adequate queue storage. It should be noted that the peaking factor of 1.5 has been used in previous light rail project grade crossing analysis including Exposition Light Rail Transit Project - Phase I and the Foothill Extension for Metro Blue Line. The traffic volume used for the influence zone queue was based upon the volume measured at the downstream intersection, and the gate spillback queue considers the expected total roadway volume at the median crossing.

The queues are calculated based on queue formula given in the Metro Grade Crossing Policy. It should be noted that for a median running alignment, queuing analysis do not hold any significance since the queues are already present because of an existing interruption due the signal. For these locations the preliminary disposition of a grade separation is primarily based upon whether the intersection is already operating at saturated conditions. If the intersection is already operating at saturated conditions, then giving high priority to LRT will worsen the intersection operations.

For informational purposes, the results of the queuing analysis are presented in Tables 3 and 4 for the influence zone and spillback queues, respectively. Please note that these queue values do not reflect mitigation at the crossings, such as additional lanes, reduction in lanes or access, or a grade separation.

Figure 2: Influence Zone Queues and Spillback Queues

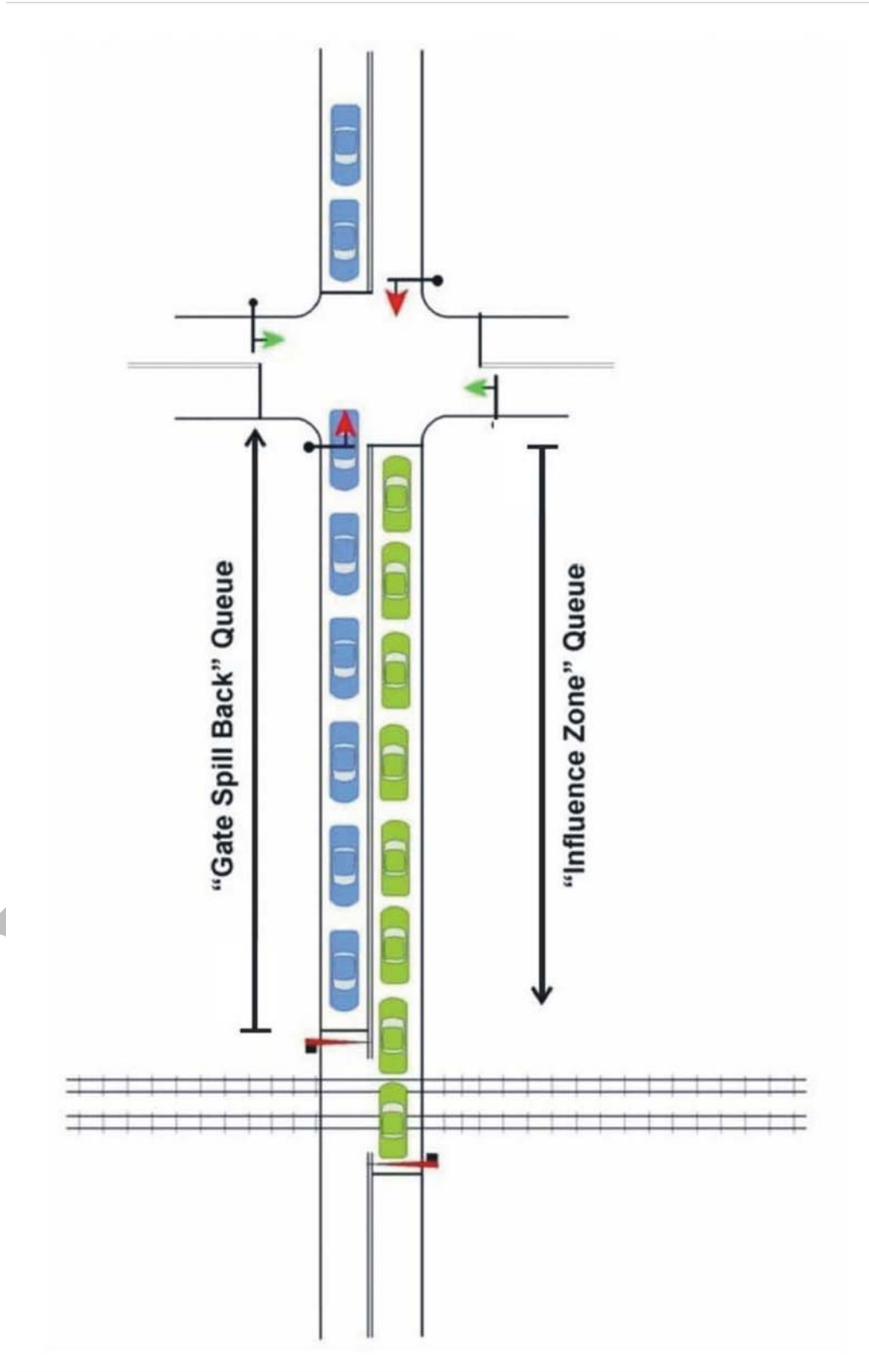


Table 3: Projected Influence Zone Queues (Year 2030) - With LRT Crossing (No Improvements)

Grade Crossing	Cross Street	Direction	Peak Hour	Queuing Analysis					Sufficient
				Volume (veh/min)	Red Time (min)	Vehicles	Peak Queue (ft)	Available Storage (ft)	
Venice Blvd/ Culver Blvd	Canfield Ave	SB	AM	0.03	0.77	0	1	590	Yes
			PM	0.19	0.77	0	6		Yes
	N/A*	NB							
Venice Blvd/ Overland Ave	Washington Blvd	SB	AM	10.74	0.75	10	339	660	Yes
			PM	11.70	0.75	11	369		Yes
	N/A*	NB							
Venice Blvd/ Sepulveda Blvd	Sawtelle Blvd	WB	AM	12.38	0.66	11	372	835	Yes
			PM	11.29	0.58	10	324		Yes
	Charnock Rd	NB	AM	15.23	0.70	14	467	1,600	Yes
			PM	14.78	0.87	15	495		Yes
Sepulveda Blvd/ Palms Blvd	Sawtelle Blvd	WB	AM	11.65	0.38	9	296	850	Yes
			PM	12.17	0.65	11	363		Yes
	N/A*	EB							
Sepulveda Blvd/ Exposition Blvd	N/A*	EB							
	N/A*	WB							
	National Blvd	SB	AM	8.29	0.74	8	260	3,370	Yes
			PM	17.68	0.59	15	511		Yes

Table 4: Projected Gate Spillback Queues (Year 2030) - With LRT Crossing (No Improvements)

Grade Crossing	Cross Street	Direction	Peak Hour	Queuing Analysis					Sufficient
				Volume (veh/min)	Red Time (min)	Vehicles	Peak Queue (ft)	Available Storage (ft)	
Venice Blvd/ Culver Blvd	Canfield Ave	NB	AM	0.17	0.93	0	5	590	Yes
			PM	0.31	0.93	0	10		Yes
	N/A*	SB							
Venice Blvd/ Overland Ave	Washington Blvd	NB	AM	11.41	0.93	11	350	660	Yes
			PM	14.19	0.93	13	436		Yes
	N/A*	SB							
Venice Blvd/ Sepulveda Blvd	I-405 NB Ramps	NB	AM	12.33	0.93	11	378	670	Yes
			PM	13.15	0.93	12	404		Yes
	Midvale/Girard	WB	AM	13.62	0.93	13	418	2,210	Yes
			PM	13.61	0.93	13	418		Yes
Sepulveda Blvd/ Palms Blvd	Sawtelle Blvd	EB	AM	8.94	0.93	8	274	850	Yes
			PM	10.35	0.93	10	318		Yes
	N/A*	WB							
Sepulveda Blvd/ Exposition Blvd	Pico Blvd	SB	AM	4.77	0.93	4	147	565	Yes
			PM	17.73	0.93	16	544		No
	N/A*	EB							
	N/A*	WB							

The operational queuing check predicts that there will no influence zone or spillback queues at any of the locations, except at the intersection of Sepulveda Boulevard/Exposition Boulevard.

Controlling Intersection Level of Service:

As defined in the Metro Grade Crossing Policy, the controlling intersection is the most congested cross-street intersection in the vicinity of the crossing where traffic interacts with the grade crossing. The controlling intersections for the crossings have been taken as the most adjacent intersection (in these cases, the immediate intersection at the crossing):

- Sepulveda Blvd and Exposition Blvd
- Sepulveda Blvd and National Blvd
- Sepulveda Blvd and Palms Blvd
- Sepulveda Blvd and Venice Blvd
- Overland Ave and Venice Blvd
- Culver Blvd and Venice Blvd

As stated in the Metro Grade Crossing Policy, failure of traffic operations check includes, but not limited to:

- Insufficient available storage leading to spillbacks and influence zone queues to adjacent intersections
- Pre-emption of traffic signal required at crossing, but pre-emption results in unacceptable levels of service
- High priority required at the crossing for rail operations purposes, but there is inadequate slack time for adjusting the controlling traffic signal, which must maintain coordination with other signals in the corridor
- At a street running location, there are no LRT compatible phases so that the LRT would need to have a separate phase, but the intersection is already overcapacity due to vehicular movements and no mitigation can be identified
- At a location proposed for green band operation, no acceptable traffic signal timing plan can be identified to provide required slots for LRT movement
- If the controlling intersection is already at LOS E or F, it may not be possible to provide pre-emption or high-priority treatments for LRT movements

An operational analysis was conducted for the AM and PM peak hours, using the Year 2030 traffic projections, for the “with project” volumes. The volume-to-capacity (V/C) ratios, intersection delay, and intersection level of service (LOS) may differ somewhat from the assessments contained in the environmental document. Table 5 summarizes the forecast 2030 LOS developed for the controlling intersections along the Venice/Sepulveda alignment segment. Please note that these delay and LOS values do not reflect traffic mitigation at the crossings or at adjacent intersections. The table provides a summary of LOS, delay and V/C for both “No Build” and “with LRT” conditions.

Table 5: Year 2030 Operational LOS

Intersection	Control	Future 2030 No Build						Future 2030 With LRT Crossing (No Improvements)					
		AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
		LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C
			(Sec.)			(Sec.)			(Sec.)			(Sec.)	
41. Sepulveda Blvd and Exposition Blvd	Signal	C	20.5	0.789	C	23.0	0.759	D	48.0	0.908	D	42.7	0.807
42. Sepulveda Blvd and National Blvd	Signal	F	116.7	1.769	F	195.7	1.971	F	121.1	1.478	F	207.0	1.827
43. Sepulveda Blvd and Palms Blvd	Signal	F	95.3	1.579	F	119.4	1.94	F	105.7	1.679	F	339.1	3.982
45. Sepulveda Blvd and Venice Blvd	Signal	F	109.1	1.298	F	211.1	2.23	F	242.5	1.343	F	259.1	1.40
59. Overland Ave and Venice Blvd	Signal	F	136.7	1.413	F	144.0	1.574	F	137.9	1.414	F	147.9	1.571
74. Culver Blvd and Venice Blvd	Signal	F	148.6	0.922	F	266.4	1.056	F	146.1	0.916	F	265.7	1.056

Notes:

LOS = Level of Service, Delay = Average Vehicle Delay (Seconds), V/C = Volume-to-Capacity Ratio for Signalized Intersections

Most of the controlling intersections are projected to operate at LOS F other than the intersection of Sepulveda Blvd/Exposition Blvd.

At the intersection of Sepulveda Boulevard and Exposition Boulevard, protected left-turn phases would be required at all directions to allow for the safe operation of left-turns across the tracks. The addition of these two left-turn phases would degrade the operation of this intersection from LOS C to D, but remains at satisfactory level of service. However, improvements are required to mitigate the spillback queues and are discussed later in the memorandum.

Safety Check

The Metro Grade Crossing Policy identifies a list of twelve criteria to guide the safety review of grade crossings. For the purpose of this analysis, a preliminary safety check was accomplished using readily available data and field observations. The results of the initial screening are identified in the tables on the following pages. Additional accident history data is required to complete the evaluation and will be included as part of the environmental document. The Metro Grade Crossing Policy anticipates that preliminary diagnostic reviews would be conducted in coordination with California Public Utilities Commission (CPUC) staff. Formal diagnostic reviews are mandatory as part of formal grade crossing improvement applications before the Commission.

The results of the initial screening are identified in the tables on the following pages.

Table 6: Venice Blvd/Culver Blvd

Criteria	Determination
Traffic Queuing	Sufficient
Approach and Corner Sight Distance	Adequate approach sight distance on most approaches. Oblique angle of the northbound Culver Blvd approach may reduce the visibility of eastbound Venice trains.
Visual Confusion / Sign or Signal Clutter	Nominal
Train Speed	35 mph maximum
Prevailing Traffic Speed	30 – 35 mph
Large Truck Percentage	Nominal
Heavy Pedestrian Volumes	Sidewalks are present but no pedestrians were observed during site visits. The grade crossing is located near the central business district of Culver City. Bus stops are located on Venice Blvd.
School Access Route	The grade crossing is not located along a primary or secondary school access route.
Accident History	Data to be obtained.
Gate Drive Around Potential	None. Trains would be median-running.
Delineation and Roadway Marking	Nominal
Traffic Control Observance	Nominal

Table 7: Venice Blvd/Overland Ave

Criteria	Determination
Traffic Queuing	Sufficient
Approach and Corner Sight Distance	Adequate approach sight distance.
Visual Confusion / Sign or Signal Clutter	Nominal
Train Speed	35 mph maximum
Prevailing Traffic Speed	30 – 35 mph
Large Truck Percentage	Nominal
Heavy Pedestrian Volumes	Sidewalks are present and some pedestrians were observed during site visits. The grade crossing is located at an intersection with bus stops with significant boardings (lines 33,333,CC3).
School Access Route	The grade crossing is not located along a primary or secondary school access route.
Accident History	Data to be obtained.
Gate Drive Around Potential	None. Trains would be median-running.
Delineation and Roadway Marking	Nominal
Traffic Control Observance	Nominal

Table 8: Venice Blvd/Sepulveda Blvd

Criteria	Determination
Traffic Queuing	Sufficient
Approach and Corner Sight Distance	Adequate approach sight distance.
Visual Confusion / Sign or Signal Clutter	Nominal
Train Speed	35 mph maximum
Prevailing Traffic Speed	30 – 35 mph
Large Truck Percentage	Nominal
Heavy Pedestrian Volumes	Sidewalks are present but no pedestrians were observed during site visits.
School Access Route	The grade crossing is located along a primary school access route and is adjacent to Charnock Elementary School.
Accident History	Data to be obtained.
Gate Drive Around Potential	None. Trains would be median-running.
Delineation and Roadway Marking	Nominal
Traffic Control Observance	Nominal

Table 9: Sepulveda Blvd/Palms Blvd

Criteria	Determination
Traffic Queuing	Sufficient
Approach and Corner Sight Distance	Adequate approach sight distance.
Visual Confusion / Sign or Signal Clutter	Nominal
Train Speed	35 mph maximum
Prevailing Traffic Speed	30 – 35 mph
Large Truck Percentage	Nominal
Heavy Pedestrian Volumes	Sidewalks are present but no pedestrians were observed during site visits.
School Access Route	The grade crossing is located along a primary school access route and is adjacent to Charnock Elementary School.
Accident History	Data to be obtained.
Gate Drive Around Potential	None. Trains would be median-running.
Delineation and Roadway Marking	Nominal
Traffic Control Observance	Nominal

Table 10: Sepulveda Blvd/National Blvd

Criteria	Determination
Traffic Queuing	Sufficient
Approach and Corner Sight Distance	Adequate approach sight distance.
Visual Confusion / Sign or Signal Clutter	Nominal
Train Speed	35 mph maximum
Prevailing Traffic Speed	30 – 35 mph
Large Truck Percentage	Nominal
Heavy Pedestrian Volumes	Sidewalks are present but no pedestrians were observed during site visits.
School Access Route	The grade crossing is not located along a primary or secondary school access route.
Accident History	Data to be obtained.
Gate Drive Around Potential	None. Trains would be median-running.
Delineation and Roadway Marking	Nominal
Traffic Control Observance	Nominal

Table 11: Sepulveda Blvd/Exposition Blvd

Criteria	Determination
Traffic Queuing	Not sufficient.
Approach and Corner Sight Distance	Sight distance may be compromised because of the rail turn (especially Eastbound).
Visual Confusion / Sign or Signal Clutter	Nominal
Train Speed	35 mph maximum
Prevailing Traffic Speed	30 – 35 mph
Large Truck Percentage	Nominal
Heavy Pedestrian Volumes	Sidewalks are present along 3 of the 4 roadways, but no pedestrians were observed during site visits.
School Access Route	The grade crossing is not located along a primary or secondary school access route.
Accident History	Data to be obtained.
Gate Drive Around Potential	None. Trains would be median-running on Sepulveda and would be signal-controlled.
Delineation and Roadway Marking	Nominal
Traffic Control Observance	Nominal

Recommendations

1. **Culver Blvd/Venice Blvd** - The LOS analysis indicates that this intersection is projected to operate at saturated conditions under both No Build and “with LRT” conditions. The oblique angle of the crossing may contribute to inadequate sight distance, especially for westbound vehicles. Also, the rail geometrics and profile require that the elevated structure over Venice and Robertson Boulevard be maintained over Culver Boulevard as well.

The results of the analysis and lack of any feasible improvements at this location suggest that at-grade operation is not feasible at this location. The preliminary disposition at this location is Grade Separation.

2. **Venice Blvd/Overland Ave** - The LOS analysis indicates that this intersection is projected to operate at saturated conditions under both No Build and “with LRT” conditions, with conditions worsening slightly under the “with LRT” conditions. It should also be noted that Overland Avenue is a high-volume arterial providing north-south access within the study area. Also, the close proximity of the Overland/Washington intersection may present signal coordination issues. An at-grade crossing at this location may have adverse impacts on the overall circulation system.

The results of the analysis and lack of any feasible improvements at this location suggest that at-grade operation is not feasible at this location. The preliminary disposition at this location is Grade Separation.

3. **Venice Blvd/Sepulveda Blvd** - The LOS analysis indicates that this intersection is projected to operate at saturated conditions under both No Build and “with LRT” conditions, with conditions worsening significantly under the “with LRT” conditions. The rail turn also may contribute to inadequate sight distance, especially for westbound vehicles. It should also be noted that both the streets are high-volume arterials providing north-south and east-west access within the study area.

The results of the analysis and lack of any feasible improvements at this location suggest that at-grade operation is not feasible at this location. The preliminary disposition at this location is Grade Separation.

4. **Sepulveda Blvd/Palms Blvd** - The LOS analysis indicates that this intersection is projected to operate at saturated conditions under both No Build and “with LRT” conditions, with conditions worsening significantly under the “with LRT” conditions. It should be noted that even if the rail operations at this intersection can be accommodated within the existing “green band” signal, protected north-south left-turn phases would be required and would worsen the operating conditions at this intersection. Palms Boulevard provides for significant east-west traffic volumes, and at-grade operations may adversely impact traffic circulation in the study area. An elementary school is also located adjacent to the rail crossing.

The results of the analysis and lack of any feasible improvements at this location suggest that at-grade operation is not feasible at this location. The preliminary disposition at this location is Grade Separation.

5. **Sepulveda Blvd/National Blvd** - The LOS analysis indicates that this intersection is projected to operate at saturated conditions under both No Build and “with LRT” conditions, with conditions worsening significantly under the “with LRT” conditions. It should be also be noted that even if the rail operations at this intersection can be accommodated within the existing “green band” signal, protected north-south left-turn phases would be required and would worsen the operating conditions at this intersection. National Blvd is a major east-west arterial, and at-grade operations may adversely impact traffic circulation in the study area.

The results of the analysis and lack of any feasible improvements at this location suggest that at-grade operation is not feasible at this location. The preliminary disposition at this location is Grade Separation.

6. **Sepulveda Blvd/Exposition Blvd** - Trains would be crossing both roadways at this location as part of a rail turn, which may contribute to inadequate sight distance, especially for eastbound vehicles. Protected left-turn phases would be required on all approaches for safety due to train operation at the intersection; however, the addition of these phases does not significantly worsen LOS. The queuing impacts may be mitigated by adding a third travel lane in the southbound direction on Sepulveda Boulevard between Pico and Richland (taper to end at Richland). In addition, exclusive left turn lanes should be provided on Exposition Boulevard with protected phases. To accommodate the additional lane, on-street parking between Pico Boulevard and Exposition Boulevard will need to be prohibited.

With the implementation of suggested improvements, at-grade operation should be feasible at this location. The preliminary disposition at this location is At-Grade.

It should be noted that the findings and recommendations of this analysis memo do not supersede the authority of regulatory agencies or the transportation departments of the cities of Santa Monica, Los Angeles, or Culver City.

TECHNICAL MEMORANDUM

To: Monica Born, Stephen Polechronis

Cc: Ann Jamison, Laura Mohr

From: Viggen Davidian, Shaumik Pal

Date: January 22, 2008

Subject: Exposition Light Rail Transit Project– Phase 2
Evaluation of Grade Crossing based on Metro Grade Crossing Policy:
Santa Monica Colorado alignment segment

J Number: J07-1606

This memorandum summarizes the initial screening (Milestone 1) and detailed analysis results (Milestone 2 and 3) results of the potential grade crossings along the City of Santa Monica Colorado Avenue alignment segment for the Exposition Light Rail Transit Project (Phase 2). The analysis was performed using methodologies outlined in the *MTA Grade Crossing Policy for Light Rail Transit (December, 2003)*.

The recommended policy includes three levels of review before a final decision is reached. The first level is *Milestone 1 – Initial Screening*, which is a planning level review resulting in classifying the crossings into one of the following three categories:

- At-grade operation should be feasible;
- Possible at-grade operation (further engineering study required to define at-grade operation)
- Grade separation usually required (further engineering study required to define at-grade operation)

Milestone 2 involves detailed analysis of the crossings, and Milestone 3 involves verification to resolve technical and other issues. This memorandum summarizes the results for Milestone 1, Milestone 2 and Milestone 3.

Development of Forecast Year Volumes

The Metro Grade Crossing Policy states that the analysis should be performed using 20-year forecast volumes. Forecast traffic volumes (year 2030) have been used for this analysis, and are based upon results from the Metro travel demand model. The forecast traffic volumes also include vehicular traffic assignments to transit stations. Tables 1 and 2 present the projected year 2030 turning movement peak-hour volumes at the intersections along the alignments for a.m. and p.m. peak hours, respectively.

Milestone 1 - Initial Screening

The Metro Grade Crossing Policy states that, depending upon the alignment of the LRT tracks (i.e. mid-block crossing, side running crossing or median running crossing), turning movement data must be incorporated into the analysis. For the purposes of this analysis, it has been assumed that along the City of Santa Monica Colorado Avenue segment, the LRT tracks would be running in the center of Colorado and within the Exposition right-of-way east of 17th Street. The previously referenced Tables 1 and 2 show the projected 2030 link volumes and the steps performed in the analysis to develop maximum per-lane volumes as required according to the guidelines. These steps are based upon guidelines outlined in *Appendix A – Policy Support* of the Metro Grade Crossing Policy.

Figure 1 illustrates the initial screening results (a.m. and p.m. peak hours) for the 7 locations along the alignment. Based on a combined a.m. and p.m. peak hour analysis, 4 of the 7 locations were identified where at-grade operation should be feasible, and 3 locations were identified where further engineering studies are required. These are summarized below:

At-grade operation feasible:

- 17th Street
- 14th Street
- 11th Street
- 4th Street

Detailed analysis required:

- Olympic Boulevard (median)
- Lincoln Boulevard
- 20th Street

Table 1: Milestone 1 Year 2030 Intersection AM Volumes

North-South	East-West	Type of Crossing	Link Volumes											
			Northbound			Southbound			Eastbound			Westbound		
			App(l+t)	App.	Dep.	App(l+t)	App.	Dep.	App(l+t)	App.	Dep.	App(l+t)	App.	Dep.
20th St	Colorado Blvd	Mid-Block	1085	1301	906	793	834	1292	879	958	620	645	882	1158
17th St	Colorado Blvd	Center - Median	363	463	366	383	418	453	798	844	557	501	576	926
14th St	Colorado Blvd	Center - Median	501	596	589	510	540	556	674	759	462	417	467	755
11th St	Colorado Blvd	Center - Median	808	955	772	641	685	830	700	802	554	542	589	875
Lincoln Blvd	Colorado Blvd	Center - Median	1626	1985	1786	1421	1447	1601	425	672	463	481	521	775
4th St	Colorado Blvd	Center - Median	1007	1284	669	587	658	908	424	485	626	398	480	703
Cloverfield Blvd	Olympic Blvd	Mid-Block	1904	1953	1416	848	876	1947	793	1152	1004	958	1159	772

North-South	East-West	Type of Crossing	No. of lanes																		Maximum Per Lane Cross- Street Volume	
			NB (SL)					SB (NL)					EB (WL)					WB (EL)				
			L	T	R	App.	Dep.	L	T	R	App.	Dep.	L	T	R	App.	Dep.	L	T	R	App.	Dep.
20th St	Colorado Blvd	Mid-Block	1	2	1	4	2	1	2	0	3	2	1	2	1	4	2	1	2	0	3	2
17th St	Colorado Blvd	Center - Median	1	1	0	2	1	1	1	1	3	1	1	2	0	3	2	1	2	0	3	2
14th St	Colorado Blvd	Center - Median	1	1	1	3	2	1	1	0	2	1	1	2	0	3	2	1	2	0	3	2
11th St	Colorado Blvd	Center - Median	1	1	1	3	1	1	1	0	2	1	1	2	0	3	2	1	2	0	3	2
Lincoln Blvd	Colorado Blvd	Center - Median	1	2	0	3	2	1	2	0	3	2	1	2	1	4	2	1	2	0	3	2
4th St	Colorado Blvd	Center - Median	1	2	0	3	2	1	2	0	3	2	1	2	1	4	2	1	2	0	3	2
Cloverfield Blvd	Olympic Blvd	Mid-Block	2	3	0	5	3	2	3	0	5	3	1	2	0	3	2	2	2	1	5	2

Notes: App(l+t) - Sum of Approach Volume (Left Turn Volume plus Through Volume)

App. - Approach Volume, Dep. Departure Volume

NB (SL) - Northbound (South leg), SB (NL)- Southbound (North leg), EB (WL) - Eastbound (West leg), WB (EL) - Westbound (East leg)

L - Left, T- Through, R - Right

Table 2: Milestone 1 Year 2030 Intersection PM Volumes

North-South	East-West	Type of Crossing	Link Volumes											
			Northbound			Southbound			Eastbound			Westbound		
			App(l+t)	App.	Dep.	App(l+t)	App.	Dep.	App(l+t)	App.	Dep.	App(l+t)	App.	Dep.
20th St	Colorado Blvd	Mid-Block	576	658	1254	1116	1178	650	626	745	886	919	1012	801
17th St	Colorado Blvd	Center - Median	356	427	570	499	557	464	684	776	872	814	896	750
14th St	Colorado Blvd	Center - Median	389	484	848	667	726	482	620	739	790	776	885	715
11th St	Colorado Blvd	Center - Median	603	691	1143	925	964	656	679	840	743	760	831	783
Lincoln Blvd	Colorado Blvd	Center - Median	1498	1813	2007	1570	1630	1417	578	871	725	671	730	895
4th St	Colorado Blvd	Center - Median	815	952	1183	965	1055	909	626	766	656	629	701	726
Cloverfield Blvd	Olympic Blvd	Mid-Block	1002	1046	1805	1204	1248	984	525	869	1088	1197	1306	592

North-South	East-West	Type of Crossing	No. of lanes																		Maximum Per Lane Cross- Street Volume		
			NB (SL)					SB (NL)					EB (WL)					WB (EL)					
			L	T	R	App.	Dep.	L	T	R	App.	Dep.	L	T	R	App.	Dep.	L	T	R		App.	Dep.
20th St	Colorado Blvd	Mid-Block	1	2	1	4	2	1	2	0	3	2	1	2	1	4	2	1	2	0	3	2	627
17th St	Colorado Blvd	Center - Median	1	1	0	2	1	1	1	1	3	1	1	2	0	3	2	1	2	0	3	2	249
14th St	Colorado Blvd	Center - Median	1	1	1	3	2	1	1	0	2	1	1	2	0	3	2	1	2	0	3	2	334
11th St	Colorado Blvd	Center - Median	1	1	1	3	1	1	1	0	2	1	1	2	0	3	2	1	2	0	3	2	463
Lincoln Blvd	Colorado Blvd	Center - Median	1	2	0	3	2	1	2	0	3	2	1	2	1	4	2	1	2	0	3	2	523
4th St	Colorado Blvd	Center - Median	1	2	0	3	2	1	2	0	3	2	1	2	1	4	2	1	2	0	3	2	322
Cloverfield Blvd	Olympic Blvd	Mid-Block	2	3	0	5	3	2	3	0	5	3	1	2	0	3	2	2	2	1	5	2	544

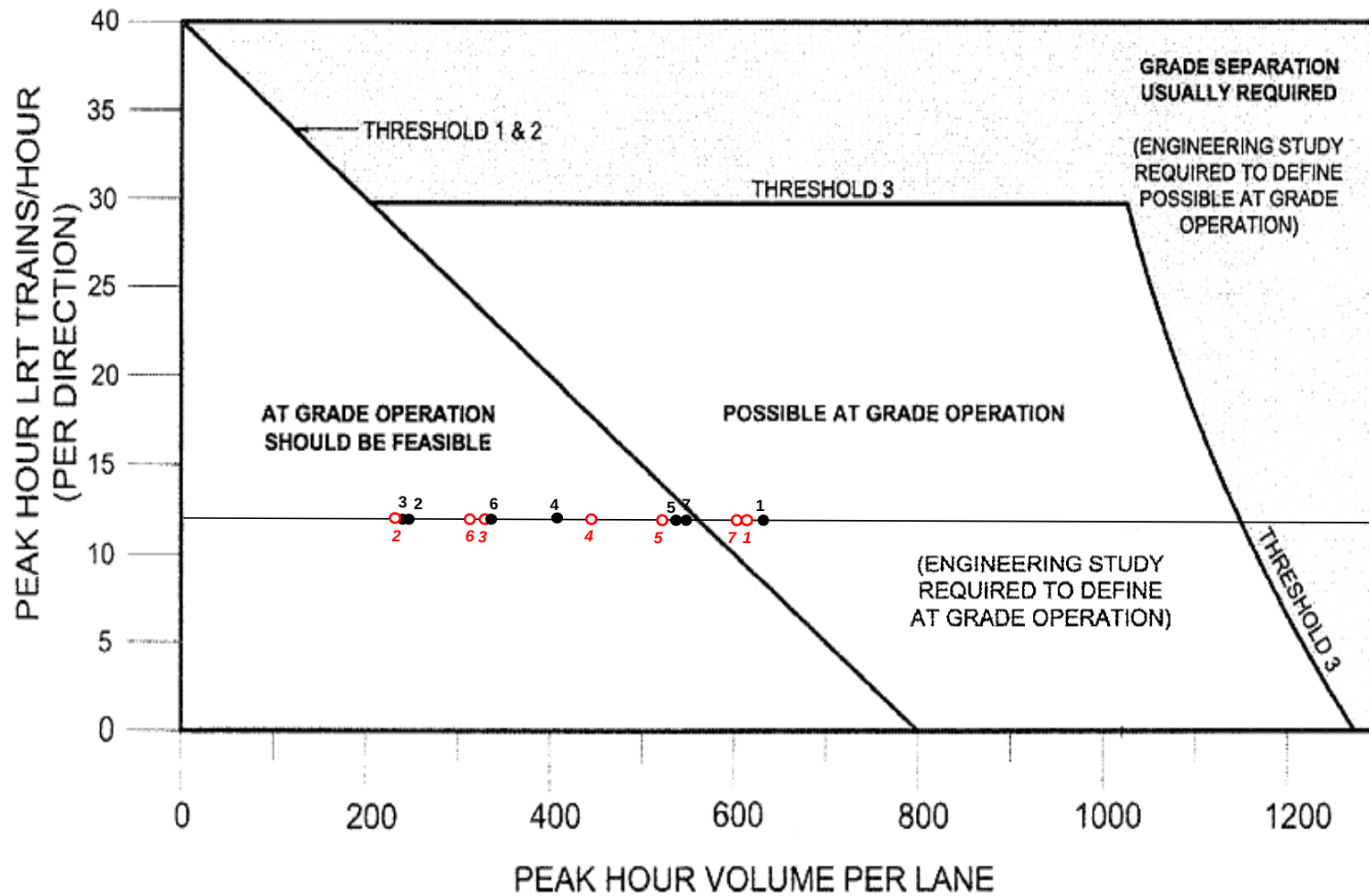
Notes: App(l+t) - Sum of Approach Volume (Left Turn Volume plus Through Volume)

App. – Approach Volume, Dep. Departure Volume

NB (SL) – Northbound (South leg), SB (NL)– Southbound (North leg), EB (WL) – Eastbound (West leg), WB (EL) – Westbound (East leg)

L - Left, T- Through, R - Right

Figure 1 - Milestone 1 Grade Crossing Evaluation - Colorado Boulevard



NOTES:

- ROADWAY VOLUME IS PEAK HOUR, HIGHEST PER LANE FLOW RATE
- ADAPTED FROM INSTITUTE OF TRANSPORTATION ENGINEERS INFORMATIONAL REPORT, LIGHT RAIL TRANSIT GRADE SEPARATION GUIDELINES, 1992, THRESHOLD 1 AND THRESHOLD 2 COMBINED.

xx
● AM Peak Hour
○ PM Peak Hour

Locations

1. 20th Street	2. 17th Street	3. 14th Street	7. Olympic Boulevard
4. 11th Street	5. Lincoln Boulevard	6. 4th Street	

Milestone 2 and 3 – Detailed Analysis

Rail Operations Check

The City of Santa Monica Colorado alignment segment of the Exposition LRT Extension would operate in the center of Colorado Avenue west of 17th Street and within the Exposition right-of-way east of 17th Street. The roadway crossings at Colorado Avenue would occur at the same angle as the roadway itself.

The proposed rail operations plan of assumed 6 to 12 trains per hour in each direction would result in 12 to 24 train crossings per hour in both directions. The duration for each train to clear an intersection would be based upon timings as shown in the Metro Grade Crossing Policy and would allow for about 40 seconds for each light rail vehicle (LRV) arrival, as computed below:

- 05 seconds random arrival delay (allowance)
- 20 seconds warning time (required by California Public Utilities Commission)
- 03 to 04 seconds train passage time (2 to 3 car train, 55 mph)
- 02 seconds clearance time (120 foot roadway right-of-way)
- 02 seconds checkout time (island circuit setback)
- 05 seconds gate up / car start up

Total Effective Gate Blockage Time - 37 to 38 seconds

The area of track through the road crossing plus about 50-75 feet from both sides of the crossing make up the island circuit area. The function of the island circuit is to keep the warning device(s), i.e. gates and flashers, active until the last car of the train leaves the island circuit. Time required to traverse the island circuit area is island circuit setback. Where the crossing is near a station, the train speed would be considerably lower. For 25 to 30 mph operation, an additional 4 to 5 seconds would be added to the blockage time for a total duration of about 42 seconds.

It is not expected that the rail operating plan, speed profile through the crossing, or other factors would affect trains; hence it could be concluded that the speed of rail operations would not be affected.

Traffic Operations Check

Based upon the Detailed Evaluation Methodology presented in the Metro Grade Crossing Policy, the following steps were taken as part of the traffic operations check:

- Identify Operational Volumes
- Compute Influence Zone Queue
- Compute Crossing Spillback Queue
- Evaluate Cross Street Queues vs. Available Storage
- Compute Controlling Intersection Level of Service (LOS)

Operational Volumes:

The operational volumes used in the detailed analysis were based upon the per lane volume which would be in direct conflict with the LRT crossing as developed in the Milestone 1 analysis. These were used to verify the Influence Zone and Crossing Spillback queues; these volumes were selected to be most representative of traffic levels at the grade crossings. These volumes included the application of specific growth factors to existing traffic counts to forecast year 2030 volumes. The growth factors were developed using highway assignment traffic forecasts obtained from the corresponding 2030 runs of the Metro travel demand model for the Exposition LRT Extension Phase 2 project as compared to the base year model.

The projected volumes reflect the impact of cumulative regional traffic growth as well as project-induced traffic impacts generated by park-and-ride and drop-off (kiss-and-ride) activity at the proposed transit station parking facilities.

Influence Zone and Crossing Spillback Queues vs. Queue Storage

The detailed analysis includes the operational analysis of potential queuing as well as field observation of conditions near the grade crossings. This topic addresses the operational analysis effort; the field observations are summarized under the initial safety check presented later in this memo.

Figure 2 illustrates two types of queuing that can occur between a grade crossing and a nearby signalized roadway intersection. The figure illustrates the Gate Spillback queue as a blockage of an upstream intersection by a queue generated by a crossing train blocking certain traffic movements. The Influence Zone queue is a blockage of a grade crossing by a queue developing from a downstream traffic signal during its red signal phase.

In accordance with the Metro Grade Crossing Policy, the queuing check was computed based upon per-lane volumes and the duration of the expected roadway blockage. Standard traffic engineering procedures dictate that the average peak-hour queue be extended by a factor of 1.5 to reflect a 90 percent queue, and the queue length was computed assuming a vehicle length of 22 feet. The 90 percent queue is the standard measurement for determining adequate queue storage. It should be noted that the peaking factor of 1.5 has been used in previous light rail project grade crossing analysis including Exposition Light Rail Transit Project - Phase I and the Foothill Extension for Metro Blue Line. The traffic volume used for the influence zone queue was based upon the volume measured at the downstream intersection, and the gate spillback queue considers the expected total roadway volume at the median crossing.

The queues are calculated based on queue formula given in the Metro Grade Crossing Policy. It should be noted that for a median running alignment, queuing analysis do not hold any significance since the queues are already present because of an existing interruption due the signal. For these locations the preliminary disposition of a grade separation is primarily based upon whether the intersection is already operating at saturated conditions. If the intersection is already operating at saturated conditions, then giving high priority to LRT will worsen the intersection operations.

For informational purposes, the results of the queuing analysis are presented in Tables 3 and 4 for the influence zone and spillback queues, respectively. Please note that these queue values do not reflect mitigation at the crossings, such as additional lanes, reduction in lanes or access, or a grade separation.

Table 3: Projected Influence Zone Queues (Year 2030) - With LRT Crossing (No Improvements)

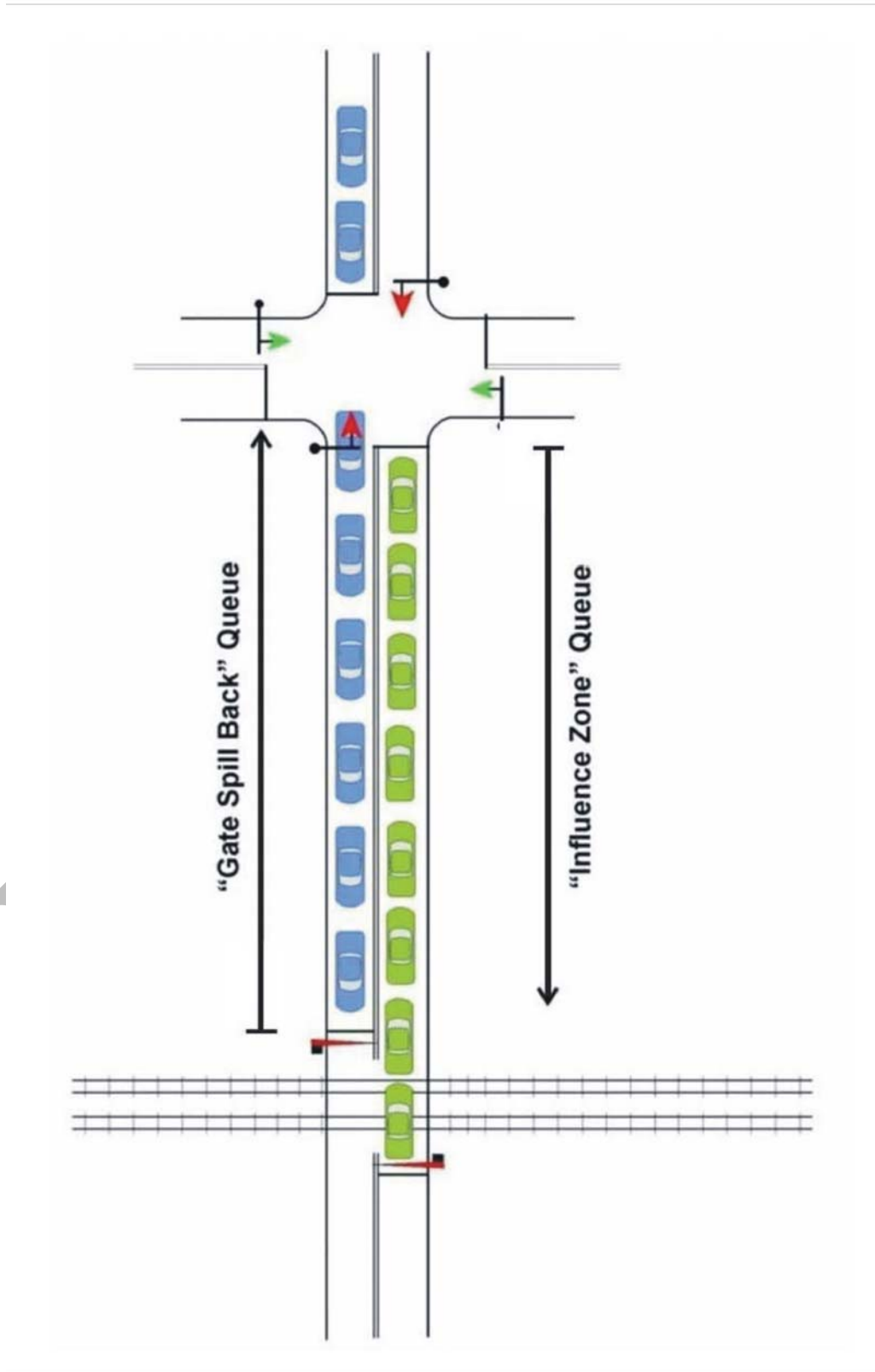
Grade Crossing	Cross Street	Direction	Peak Hour	Queuing Analysis					Sufficient Queuing Storage
				Volume (veh/min)	Red Time (min)	Vehicles	Peak Queue (ft)	Available Storage (ft)	
Olympic Blvd	Cloverfield Blvd	EB	AM	9.60	0.60	8	279	280	No
			PM	7.24	0.67	7	219		No
	20th Street	WB	AM	7.01	0.61	6	205	580	Yes
			PM	5.81	0.59	5	168		Yes
20th Street	Colorado Ave	NB	AM	11.00	0.48	9	298	295	No
			PM	5.87	0.47	5	158		Yes
	Olympic Blvd	SB	AM	7.82	0.59	7	226	345	Yes
			PM	10.95	0.56	9	311		Yes
Lincoln Blvd	Broadway	NB	AM	16.70	0.39	13	427	595	Yes
			PM	10.93	0.41	9	283		Yes
	Olympic Blvd/I-10 WB Ramps	SB	AM	12.68	0.67	12	383	765	Yes
			PM	16.23	0.60	14	471		Yes

Table 4: Projected Gate Spillback Queues (Year 2030) - With LRT Crossing (No Improvements)

Grade Crossing	Cross Street	Direction	Peak Hour	Queuing Analysis					Sufficient Queuing Storage
				Volume (veh/min)	Red Time (min)	Vehicles	Peak Queue (ft)	Available Storage (ft)	
Olympic Blvd	Cloverfield Blvd	WB	AM	8.36	0.93	8	257	440	Yes
			PM	9.07	0.93	8	278		Yes
	20th Street	EB	AM	8.49	0.93	8	261	715	Yes
			PM	8.01	0.93	7	246		Yes
20th Street	Colorado Ave	SB	AM	7.63	0.93	7	234	295	Yes
			PM	11.03	0.93	10	339		No
	Olympic Blvd	NB	AM	10.48	0.93	10	322	345	Yes
			PM	6.07	0.93	6	186		Yes
Lincoln Blvd	Broadway	SB	AM	12.89	0.93	12	396	595	Yes
			PM	14.18	0.93	13	435		Yes
	I-10 WB Ramps	NB	AM	16.29	0.93	15	500	765	Yes
			PM	13.70	0.93	13	420		Yes

The operational queuing check predicts excessive influence zone queues at Olympic Boulevard as well as both spillback and influence zone queues on 20th Street at Colorado Avenue. The distance between Cloverfield and Olympic crossing is 280 feet for eastbound traffic, and the distance between Colorado Avenue and the rail crossing on 20th Street is 295 feet.

Figure 2: Influence Zone Queues and Spillback Queues



Controlling Intersection Level of Service

As defined in the Metro Grade Crossing Policy, the controlling intersection is the most congested cross-street intersection in the vicinity of the crossing where traffic interacts with the grade crossing. The controlling intersections for the three crossings have been taken as the most adjacent intersection (either at center-of-street or parallel locations):

- Cloverfield Blvd/Olympic Blvd
- 20th Street/Colorado Ave
- 20th Street/Olympic Blvd
- Lincoln Blvd/Colorado Ave

As stated in the Metro Grade Crossing Policy, failure of traffic operations check includes, but not limited to:

- Insufficient available storage leading to spillbacks and influence zone queues to adjacent intersections
- Pre-emption of traffic signal required at crossing, but pre-emption results in unacceptable levels of service
- High priority required at the crossing for rail operations purposes, but there is inadequate slack time for adjusting the controlling traffic signal and the controlling traffic signal must remain in coordination with other signals
- At a street running location, there are no LRT compatible phases so that the LRT would need to have a separate phase, but the intersection is already overcapacity due to vehicular movements and no mitigation can be identified.
- At a location proposed for green band operation, no acceptable traffic signal timing plan can be identified to provide required slots for LRT movement.
- If the controlling intersection is already at LOS E or F, it may not be possible to provide pre-emption or high-priority for LRT movements

The operational analysis was conducted for the AM and PM peak hours, using the Year 2030 traffic projections, for the “with project” volumes. The volume-to-capacity (V/C) ratios, intersection delay, and intersection level of service (LOS) may differ somewhat from the assessments contained in the environmental document. Table 5 summarizes the forecast 2030 level of service developed for the four signalized intersections analyzed here along the Colorado alignment segment. Please note that these delay and LOS values do not reflect traffic mitigation at the crossings or at adjacent intersections. The table provides a summary of LOS, delay and V/C for both “No Build” and “with LRT” conditions.

Table 5: Year 2030 Operational LOS

Intersection Name	Control	Future 2030 No Build						Future 2030 With LRT Crossing (No Improvements)					
		AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
		LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C
			(Sec.)			(Sec.)			(Sec.)			(Sec.)	
4. Lincoln Blvd and Colorado Ave	Signal	D	53.3	1.25	D	52.3	1.24	E	57.9	1.246	F	129.5	1.334
14. 20th St and Colorado Ave	Signal	C	22.0	0.94	B	18.3	0.64	C	21.7	0.92	B	18.6	0.66
15. 20th St and Olympic Blvd	Signal	E	60.5	1.40	C	34.5	1.24	E	61.3	1.41	D	37.8	1.29
17. Cloverfield Blvd and Olympic Blvd	Signal	D	47.6	0.78	D	39.3	0.77	D	46.7	0.77	D	39.2	0.77

Notes:

LOS = Level of Service, Delay = Average Vehicle Delay (Seconds), V/C = Volume-to-Capacity Ratio for Signalized Intersections

As shown in the table, two intersections are projected to operate unsatisfactory levels of service (LOS E/F), Lincoln Boulevard/Colorado Avenue (a.m. and p.m. peak hour) and 20th Street/Olympic Boulevard (a.m. peak hour). It can also be seen from the table that the intersection of Lincoln Blvd and Colorado Avenue degrade to LOS E and F in the a.m. peak hour and the p.m. peak hour respectively, with the LRT crossing. Improvements are discussed later in the memorandum to improve traffic operations at this intersection.

Safety Check

The Metro Grade Crossing Policy identifies a list of twelve criteria to guide the safety review of grade crossings. For the purpose of this analysis, a preliminary safety check was accomplished using readily available data and field observations. The results of the initial screening are identified in the tables on the following pages. Additional accident history data is required to complete the evaluation and will be included as part of the environmental document. The Metro Grade Crossing Policy anticipates that preliminary diagnostic reviews would be conducted in coordination with California Public Utilities Commission (CPUC) staff. Formal diagnostic reviews are mandatory as part of formal grade crossing improvement applications before the Commission. Tables 6 through 8 present the results of the safety analysis.

The results of the initial screening are identified in the tables on the following pages.

Table 6: Olympic Blvd/Exposition Right-of-Way

Criteria	Determination
Traffic Queuing	Not sufficient.
Approach and Corner Sight Distance	Approach sight distance may be compromised due to the extreme oblique angle of the crossing.
Visual Confusion / Sign or Signal Clutter	Nominal
Train Speed	35 mph maximum
Prevailing Traffic Speed	30 – 35 mph
Large Truck Percentage	Nominal
Heavy Pedestrian Volumes	Sidewalks are present on the north side of Olympic and portions of the south side, but no pedestrians were observed during site visits.
School Access Route	The grade crossing is located along a primary school access route.
Accident History	Data to be obtained.
Gate Drive Around Potential	Minimal
Delineation and Roadway Marking	Nominal
Traffic Control Observance	Nominal

Table 7: 20th Street/Exposition Right-of-Way

Criteria	Determination
Traffic Queuing	Not sufficient.
Approach and Corner Sight Distance	Adequate approach sight distance.
Visual Confusion / Sign or Signal Clutter	Nominal
Train Speed	35 mph maximum
Prevailing Traffic Speed	30 – 35 mph
Large Truck Percentage	Nominal
Heavy Pedestrian Volumes	Sidewalks are present but no pedestrians were observed during site visits.
School Access Route	The grade crossing is located along a primary school access route.
Accident History	Data to be obtained.
Gate Drive Around Potential	Minimal
Delineation and Roadway Marking	Nominal
Traffic Control Observance	Nominal

Table 8: Lincoln Blvd/Colorado Ave

Criteria	Determination
Traffic Queuing	Sufficient
Approach and Corner Sight Distance	Adequate approach sight distance.
Visual Confusion / Sign or Signal Clutter	Nominal
Train Speed	35 mph maximum
Prevailing Traffic Speed	30 – 35 mph
Large Truck Percentage	Nominal
Heavy Pedestrian Volumes	Sidewalks are present and some pedestrians were observed during site visits.
School Access Route	The grade crossing is not located along a primary or secondary school access route.
Accident History	Data to be obtained.
Gate Drive Around Potential	None. Trains would be median-running.
Delineation and Roadway Marking	Nominal
Traffic Control Observance	Nominal

Recommendations

1. **Olympic Blvd/Right-of-Way** - The queuing analysis shows that influence zone queues from the intersection of Cloverfield Boulevard/Olympic Boulevard would extend up to the LRT crossing. In addition, due to geometric and engineering feasibility, a grade separation at the Cloverfield Boulevard/ROW crossing would necessitate a grade separation at the Olympic Boulevard/ROW crossing due to its close proximity to Cloverfield. A private high school is also located within one-quarter mile of the rail crossing.

The results of the analysis and lack of any feasible improvements at this location suggest that at-grade operation is not feasible at this location. The preliminary disposition at this location is Grade Separation.

2. **20th Street** - Although, the queuing analysis also indicates both spillback and influence zone queuing impacts at Colorado Avenue, the intersection has exclusive northbound left turn and right turn lanes which will help to store vehicles. Signal pre-emption may also improve the operation of the crossing where the signal at Colorado could be coordinated with the crossing gates to help avoid any spillback queues. Since this intersection is projected to operate at satisfactory levels of service, it could be modified to make it compatible to the LRT phases. It should be noted that the intersection of 20th Street/Olympic Boulevard is already projected to operate at LOS E under the No Build conditions. With the LRT crossing the delay increases by 0.8 seconds in the a.m. peak hour. However, since both influence zone queues and spillback queues because of the LRT crossing do not conflict with the intersection (Tables 3 and 4); this intersection does not need to be preempted.

The results of the analysis suggest that at-grade operation should be feasible at this location. The preliminary disposition at this location is At-Grade.

3. **Lincoln Boulevard/Colorado Avenue** - Trains would be street-running in the center of Colorado Avenue and would make at-grade intersection operation compatible. Eastbound and westbound left turns would be prohibited along Colorado Avenue further improving the compatibility of an at-grade crossing. Although the LOS and delay and V/C is unsatisfactory at this location, adding an eastbound right-turn lane would mitigate the impact without affecting the operation of the trains. With the addition of the eastbound right turn lane, the LOS improves to LOS C in the a.m. peak hour and LOS D in the p.m. peak hour.

The results of the analysis and with the implementation of suggested improvements, at-grade operation should be feasible at this location. The preliminary disposition at this location is At-Grade.

It should be noted that the findings and recommendations of this analysis memo do not supersede the authority of regulatory agencies or the transportation departments of the cities of Santa Monica, Los Angeles, or Culver City.

DRAFT TECHNICAL MEMORANDUM

To: Stephen Polechronis

Cc: John Prizner, Lisa Ives

From: Viggen Davidian, Shaumik Pal

Date: September 08, 2009

Subject: Exposition Transit Corridor Project– Phase 2
Milestone 3 Analysis – Overland Avenue, Westwood Boulevard, Sepulveda Boulevard,
Barrington Avenue, Centinela Avenue

J Number: J07-1606

INTRODUCTION AND BACKGROUND

This memorandum summarizes the results of additional analyses conducted to assess the feasibility of at-grade crossings and operation at key locations along the Exposition right-of-way (Expo ROW) alignment, as proposed in the Draft Environmental Impact Report (DEIR) for the Exposition Transit Corridor Project (Phase 2). These locations included five crossings, Overland Avenue, Westwood Boulevard, Sepulveda Boulevard, Barrington Avenue and Centinela Avenue.

During the DEIR stage, the Expo Project team has had continued coordination and discussions with the Los Angeles Department of Transportation (LADOT) regarding possible at-grade solutions at these crossing locations. However, a consensus on the status of the crossings was not reached. In response to LADOT's concerns, the Expo Project team has conducted further detailed analysis to assess feasibility of at-crossings at these five locations. This additional analysis is consistent with the guidelines, as outlined in the Metro Grade Crossing Policy. As stated in the Metro Grade Crossing Policy (Appendix A, page 1), "If the agency and the local jurisdiction or other involved party such as the CPUC cannot agree on the status of a grade crossing after a detailed analysis has been conducted, then other studies may be used to reach a final technical recommendation on the classification of the crossing."

The policy further states that "Traffic simulation modeling may be used to demonstrate how the crossings will operate at grade and verify the effects of traffic and train operations that were predicted in the detailed analysis."

The following sections provide a summary of the detailed analyses performed at each of the five crossings during the Milestone 3 analysis stage. This analysis has been conducted concurrently with the Final Environmental Impact Report (FEIR) stage to provide the project team the necessary technical inputs regarding potential changes to at-grade solutions, mitigations and the nature of grade crossing. It should also be noted that the thorough analyses at each of the crossings ranged from detailed simulation model analysis to qualitative analysis of different transportation management options. Each of the crossings is discussed in detail in the following sections.

OVERLAND AVENUE

This section summarizes the results of a corridor level traffic operational analysis conducted for Overland Avenue between the I-10 ramps and Pico Boulevard, within the Exposition LRT Phase 2 project study area. Corridor level and intersection level operation analysis were performed using the Synchro software for the following two scenarios:

- Year 2030 No Build Conditions - The No Build scenario includes LADOT's plan to develop a third northbound through lane on Overland Avenue from the I-10 Eastbound ramps to Pico Boulevard. The No Build condition does not include any improvements in the southbound direction.
- Year 2030 Build Conditions – The Build scenario includes the improvements as described in the No Build scenario. In addition, it includes a third southbound lane on Overland Avenue between Cushdon Avenue and Coventry Place and assumes the Exposition Corridor Light Rail crossing at-grade, just south of Northvale Road. These improvements are consistent with the improvements assumed in the DEIR for the Exposition LRT project. The following signalized intersections along Overland Avenue were included in the analysis:
 - Pico Blvd
 - Westside Pavilion Driveway
 - Ashby Ave
 - LRT Crossing
 - Coventry Pl
 - National Blvd/I-10 Westbound Ramps
 - I-10 Eastbound On-ramp
 - National Blvd/National Pl

Traffic volumes for year 2030 analysis were developed by applying growth factors to the existing counts. Traffic count surveys at the study intersections were conducted in April 2009. To develop year 2030 volumes growth factors of 13.08% and 13.83% were applied to the existing a.m. peak hour and p.m. peak hour volumes, respectively. The comprehensive process of developing these growth factors (using integrated highway and transit travel forecast model results) is described in the DEIR. It should also be noted that some additional adjustments were made to balance traffic volumes between closely spaced intersections. Figure 1 and Figure 2 show the final forecast 2030 traffic volumes during a.m. and p.m. peak hour, respectively.

Figure 1: 2030 AM Peak Hour Volumes

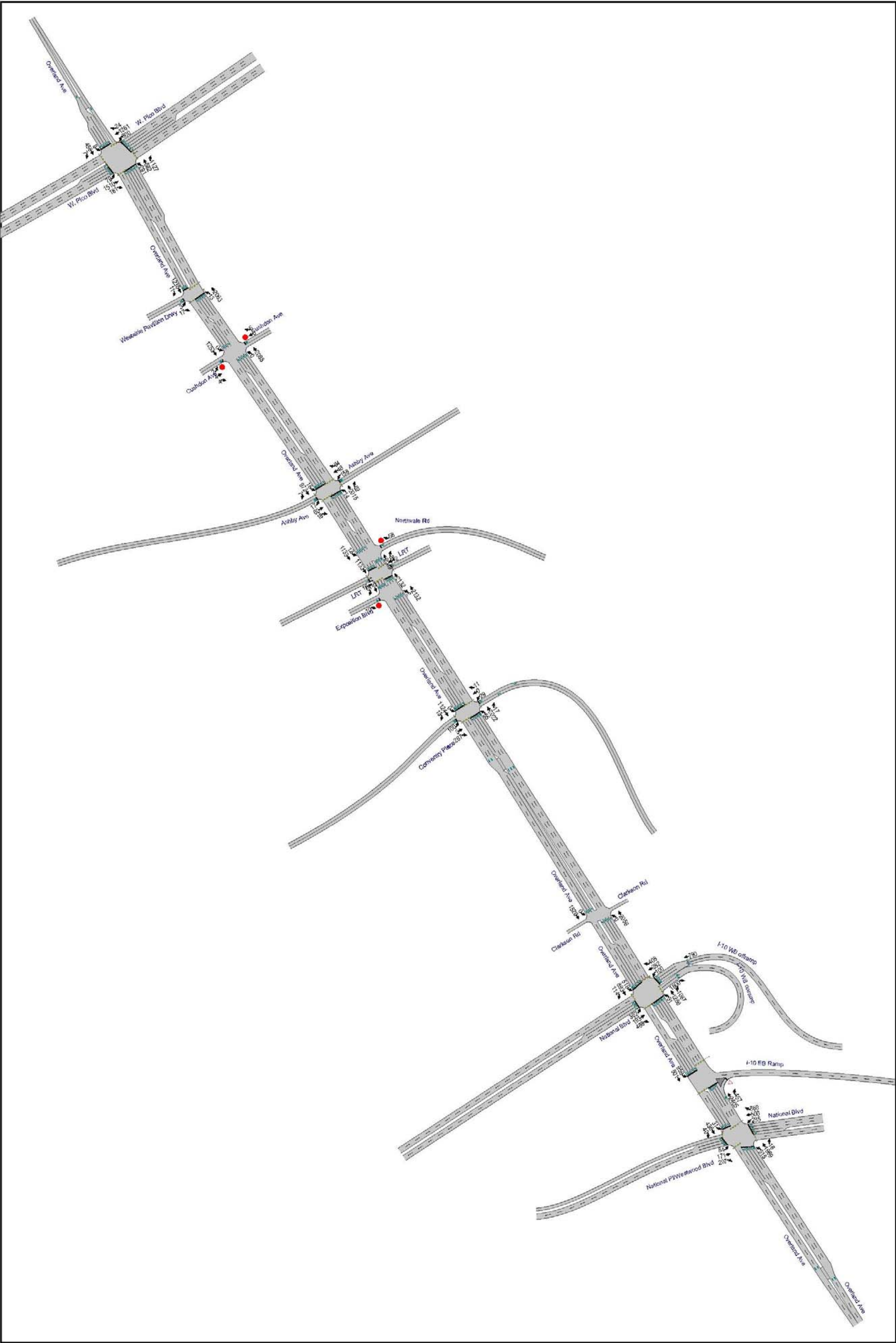
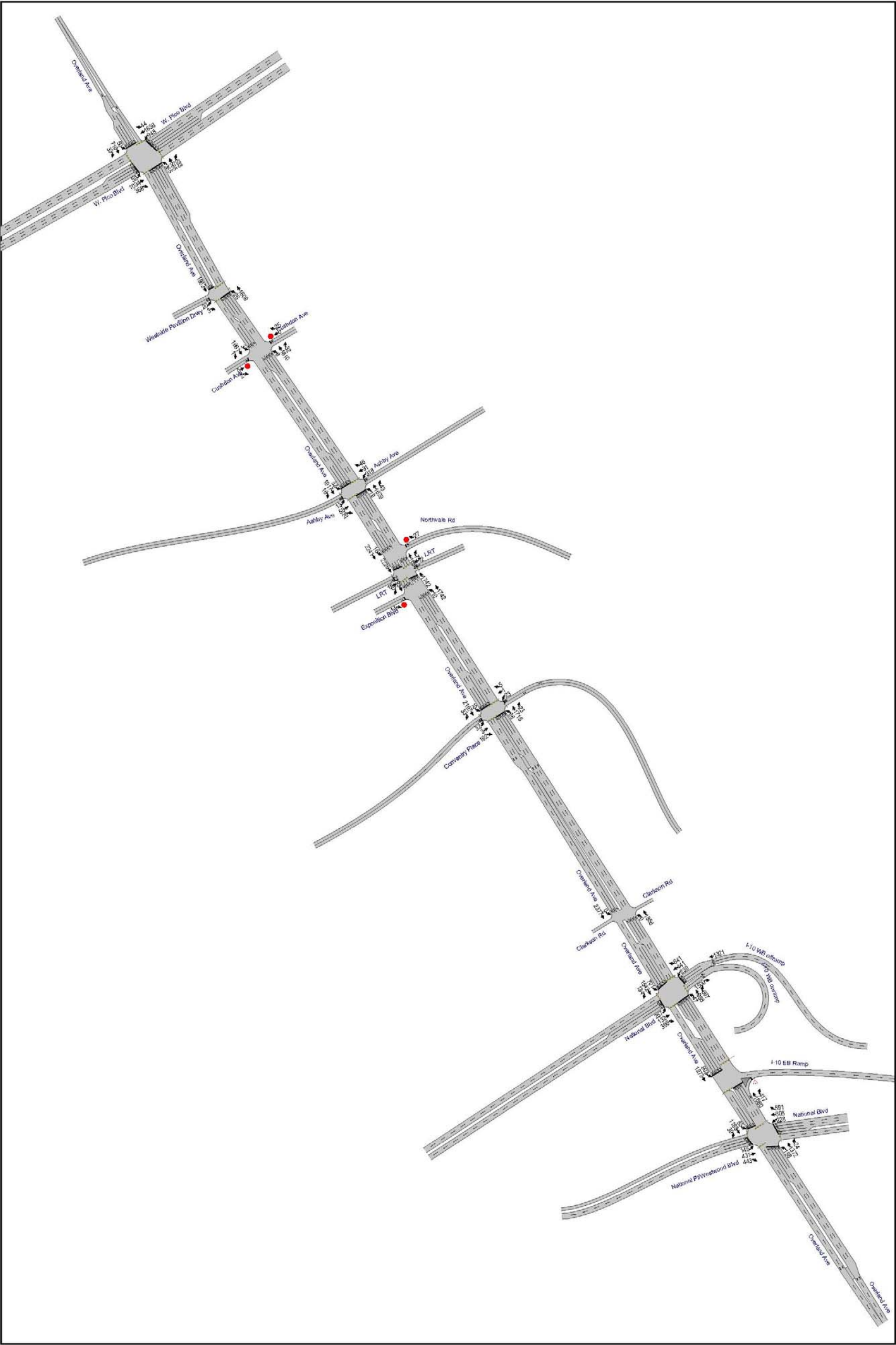


Figure 2: 2030 PM Peak Hour Volumes



Assumptions for LRT Crossing

Based on LADOT's recommendations regarding the operations of the LRT at-grade crossing and its parameters, the following assumptions were made.

1.) Two Phase LRT signal

LRT signal was assumed to be a two phased signal with North-South phase for Overland Avenue traffic and East-West phase for the LRT. In addition, a clearance phase was added as a separate “barrier” to account for the time required to clear vehicles near the tracks.

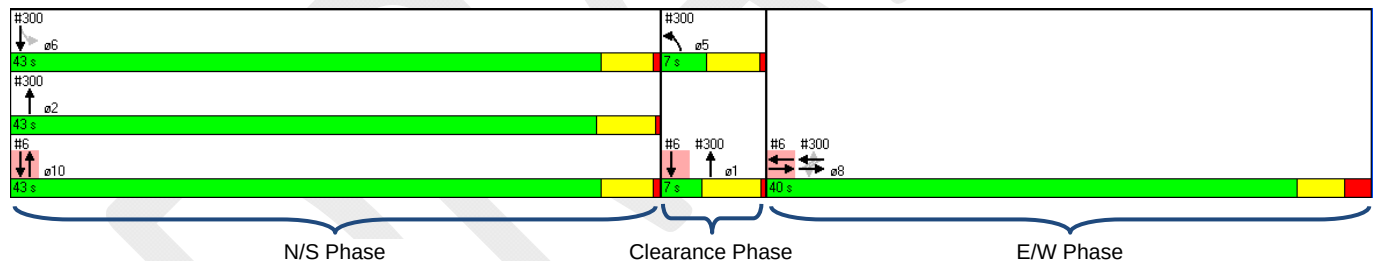
2.) Cycle length of 90 seconds

The LRT crossing in the Build scenario was assumed as a signal with cycle time of 90 seconds, the same as the other intersections on Overland Avenue. The LRT phase was assumed to be 40 seconds, which is based on the gate down time, as given in the Metro Grade Crossing Policy.

3.) Signal operation of LRT Crossing and Ashby Avenue as one controller

The LRT phase and the Ashby Avenue intersection signal were coded as one controller due to the proximity of the two intersections and to provide a “clearance phase” for traffic between Ashby Avenue and the LRT crossing. The cluster editor feature in Synchro was used to operate both the Ashby Avenue intersection and the LRT crossing as one signal controller. Figure 3 shows the final timing and phasing sequence for the signal controller. The LRT crossing movements are shown with shaded arrows (#6) and the Ashby Avenue movements with non-shaded arrows (#300). The controller has three phases for: 1) North-South traffic, 2) North only traffic between LRT crossing and Ashby Avenue (Clearance Phase), and 3) LRT and East-West traffic. The duration of the clearance phase is assumed as 7 seconds and for the LRT phase as 40 seconds.

Figure 3: Timing and Phasing Operation for LRT Controller



4.) Provision of Pedestrian and Bike phase in every cycle

As mentioned above, the LRT crossing signal has a cycle length of 90 seconds. This assumption results in 40 interruptions per hour, which is more than the 24 LRT trains assumed during the peak hours. This assumption will accommodate any potential added interruptions in addition to the 24 interruptions due to the LRT.

5.) Intersection Offsets - Offset is the time relationship, expressed in seconds or percent of cycle length, determined by the difference between a defined point in the coordinated green and a system reference point. Offsets for all the intersections in both scenarios have been assumed to be the same as the current conditions. For the LRT signal, offset is assumed to be the same as that for Ashby Avenue intersection, since they have been coded as one controller.

It should be noted that due to the additional green time allocated to the east-west phase LRT crossing, the North-South movements would get less green time under the Build conditions than under No Build conditions. The North-South movements in the Build scenario would get a 43 second phase as opposed to 56 seconds in the No Build scenario. The northbound and southbound traffic between Ashby Avenue and the LRT crossing would get an

additional 7 seconds clearance phase in the Build scenario. Each phase can have a recall of None, Minimum, Maximum, Coordinated (maximum or minimum), or Pedestrian. The “recall” mode on the east-west phase has been set to “Max” to account for the gate down time.

Corridor Level Analysis Results

Traffic operational analyses were performed for the two scenarios during both a.m. and p.m. peak hours by direction. Measures of effectiveness including travel time and average speed are reported in this memorandum.

Tables 1 through 4 present corridor operational analysis results based upon the travel time through the intersection/corridor (in seconds), and the average arterial speed along the corridor (in miles per hour). The following tables are organized by direction.

Table 1: Overland Avenue Corridor Operation (Northbound) – AM Peak Hour

Intersection	No Build		LRT		Difference	
	Travel Time (sec)	Avg Speed (mph)	Travel Time (sec)	Avg Speed (mph)	Travel Time (sec)	Avg Speed (mph)
Westside Pavilion Drwy to Pico Blvd	56.8	7.9	69.5	6.5	12.7	-1.4
Ashby Ave to Westside Pavilion Drwy	22.9	29.6	22.8	29.8	-0.1	0.2
Coventry Pl to Ashby Ave	35.4	21.1	70.0	10.8	34.6	-10.3
I-10 WB Ramps to Coventry Pl	42.5	22.6	42.5	22.6	0.0	0.0
I-10 EB Ramps to I-10 WB Ramps	79.0	3.4	79.0	3.4	0.0	0.0
National Blvd to I-10 EB Ramps	23.3	8.8	23.3	8.8	0.0	0.0
National Blvd / National Pl	39.4	16.2	39.4	16.2	0.0	0.0
CORRIDOR	299.3	13.2	346.5	11.4	47.2	-1.8

As shown in Table 1, the overall travel time in the northbound direction on Overland Avenue during the a.m. peak hour with the LRT crossing is expected to increase by 47 seconds, which is approximately 16% longer than in the No Build conditions. This is primarily due to an additional delay of 35 seconds caused by the LRT crossing. Furthermore, due to the additional stoppage at the LRT crossing, the green time for the Overland Avenue through traffic is less under the Build conditions.

Table 2: Overland Avenue Corridor Operation (Northbound) – PM Peak Hour

Intersection	No Build		LRT		Difference	
	Travel Time (sec)	Avg Speed (mph)	Travel Time (sec)	Avg Speed (mph)	Travel Time (sec)	Avg Speed (mph)
Westside Pavilion Drwy to Pico Blvd	61.6	7.3	72.0	6.2	10.4	-1.1
Ashby Ave to Westside Pavilion Drwy	24.2	28.0	25.1	27.0	0.9	-1.0
Coventry Pl to Ashby Ave	34.0	22.0	42.6	17.7	8.6	-4.3
I-10 WB Ramps to Coventry Pl	41.3	23.2	41.4	23.2	0.1	0.0
I-10 EB Ramps to I-10 WB Ramps	79.2	3.4	79.2	3.4	0.0	0.0
National Blvd to I-10 EB Ramps	24.3	8.5	24.3	8.5	0.0	0.0
National Blvd / National Pl	39.0	16.4	39.0	16.4	0.0	0.0
CORRIDOR	303.6	13.0	323.6	12.2	20.0	-0.8

As shown in Table 2, the travel time in northbound direction on Overland during p.m. peak hour with the LRT crossing is expected to increase by 20 seconds in the Build scenario, which is about 7% longer than in the No Build scenario. The primary reason for the increase in travel time and lower average speed under Build conditions is the additional delay caused by the LRT crossing. It should be noted that, the travel times between Westside Pavilion

Driveway and Pico Boulevard in the northbound direction are higher in the Build scenario compared to the No Build scenario in both a.m. and p.m. peak hours. This is mostly due to the traffic progression. Synchro software calculates the traffic progression factor based on the coordination effects. According to the Synchro 7 User Guide, *“If the intersection is coordinated, Synchro explicitly calculates the progression factor. With other Highway Capacity Manual (HCM) based software, it is necessary to estimate the effects of coordination. Synchro calculates the effects of coordination automatically and accurately.”*

Table 3: Overland Avenue Corridor Operation (Southbound)– AM Peak Hour

Intersection	No Build		LRT		Difference	
	Travel Time (sec)	Avg Speed (mph)	Travel Time (sec)	Avg Speed (mph)	Travel Time (sec)	Avg Speed (mph)
North of Pico Blvd to Pico Blvd	45.0	10.4	45.0	10.4	0.0	0.0
Pico Blvd to Westside Pavilion Drwy	18.5	24.3	18.5	24.3	0.0	0.0
Westside Pavilion Drwy to Ashby Ave	38.8	17.5	51.7	13.1	12.9	-4.4
Ashby Ave to Coventry Pl	28.1	26.6	33.2	22.8	5.1	-3.8
Coventry Pl to I-10 WB Ramps	41.3	23.2	40.3	23.8	-1.0	0.6
I-10 WB Ramps to I-10 EB Ramps	10.3	26.4	10.3	26.4	0.0	0.0
I-10 EB Ramps to National Blvd / National Pl	17.2	12.0	17.1	12.0	-0.1	0.0
CORRIDOR	199.2	19.0	216.1	17.5	16.9	-1.5

As shown in Table 3, the travel time in the southbound direction on Overland Avenue during the a.m. peak hour is expected to increase by 17 seconds in the Build scenario, which is about 8% more than under the No Build conditions. This is primarily due to additional delay caused by less green time provided to southbound Overland traffic (north of Ashby Ave).

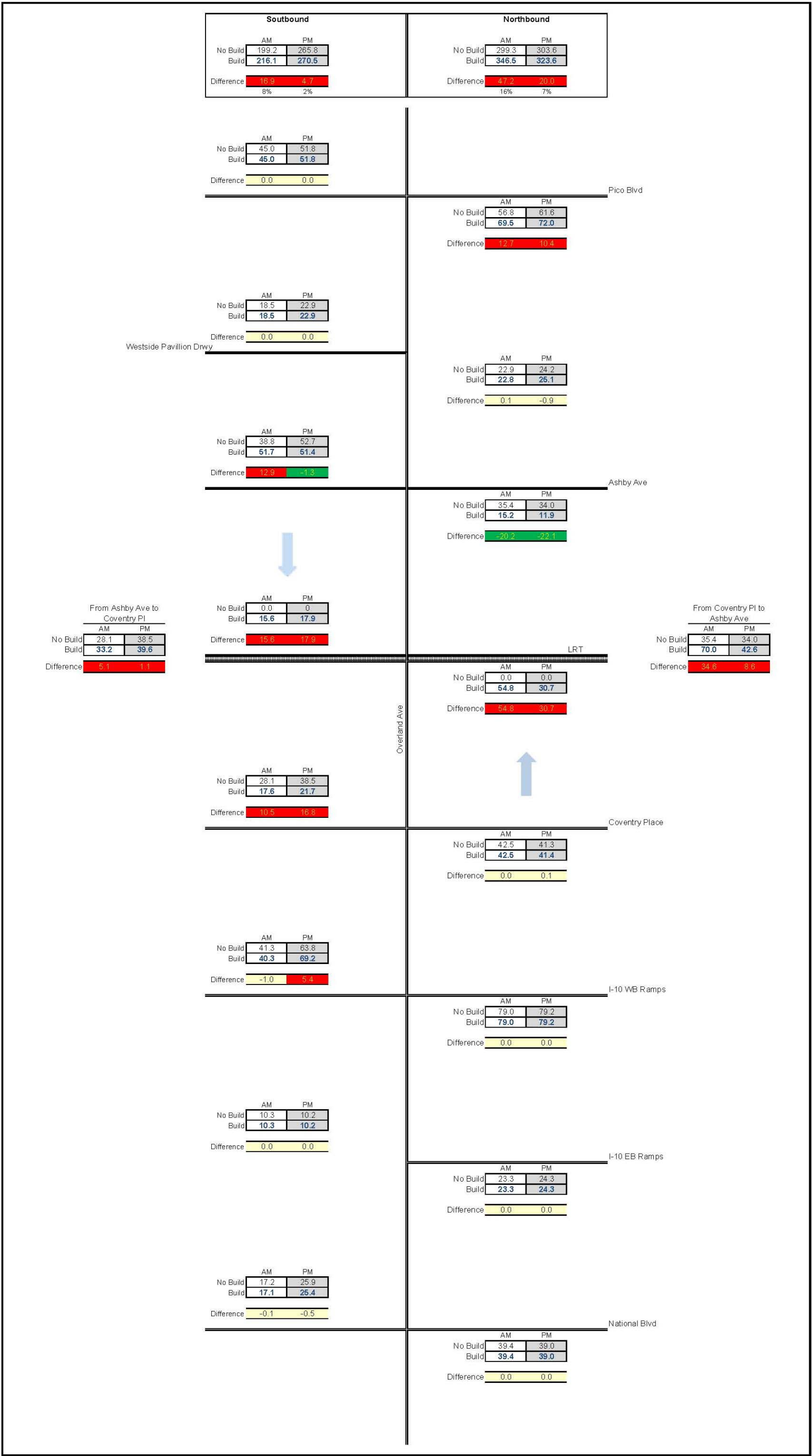
Table 4: Overland Avenue Corridor Operation (Southbound) Level – PM Peak Hour

Intersection	No Build		LRT		Difference	
	Travel Time (sec)	Avg Speed (mph)	Travel Time (sec)	Avg Speed (mph)	Travel Time (sec)	Avg Speed (mph)
North of Pico Blvd to Pico Blvd	51.8	9.0	51.8	9.0	0.0	0.0
Pico Blvd to Westside Pavilion Drwy	22.9	19.6	22.9	19.6	0.0	0.0
Westside Pavilion Drwy to Ashby Ave	52.7	12.9	51.4	13.2	-1.3	0.3
Ashby Ave to Coventry Pl	38.5	19.4	39.6	19.1	1.1	-0.3
Coventry Pl to I-10 WB Ramps	63.8	15.0	69.2	13.9	5.4	-1.1
I-10 WB Ramps to I-10 EB Ramps	10.2	26.7	10.2	26.7	0.0	0.0
I-10 EB Ramps to National Blvd / National Pl	25.9	8.0	25.4	8.1	-0.5	0.1
CORRIDOR	265.8	14.2	270.5	14.0	4.7	-0.2

As shown in Table 4, the travel time in the southbound direction on Overland during the p.m. peak hour is expected to increase only by 5 seconds in the Build scenario, which is less than a 2% increase. The southbound volumes in the p.m. peak hour are high, around 2,000 vehicles along the corridor. In Build scenario, due to an additional lane in the southbound direction between Cushdon Avenue and Coventry Place, the impact of the additional delay due to the LRT crossing is significantly reduced.

Figure 4 also shows the travel times along the corridor. The numbers highlighted in RED show where the delay is more in Build scenario while in GREEN show where the delay is less in the Build scenario.

Figure 4: Corridor Travel Times (in seconds)



Intersection Level of Service Results

Intersection-level analyses were also conducted for the two Build and No Build scenarios on Overland Avenue for a.m. and p.m. peak hours. Measures of effectiveness including intersection delay, intersection level of service, and queues were analyzed.

Tables 6 and Table 7 present intersection level analysis results based upon the signal delay for all movements (in seconds), and the corresponding intersection levels of service.

Table 6: Intersection Level of Service – AM Peak Hour (Year 2030)

Intersection	No Build		Build		Change in Delay (sec) (Build – No Build)
	Delay	LOS	Delay	LOS	
Pico Blvd	63.0	E	65.0	E	2.0
Westside Pavilion Drwy	1.1	A	1.1	A	0.0
Ashby Ave	13.8	B	13.4	B	-0.4
LRT Crossing			25.7	C	25.7
Coventry Pl	10.5	B	9.9	A	-0.6
National Blvd / I-10 WB Ramps	62.1	E	63.3	E	1.2
I-10 EB Ramps	17.3	B	16.7	B	-0.6
National Blvd / National Pl	23.6	C	23.6	C	0.0

In the a.m. peak hour, the intersection level of service performance is similar under both analysis scenarios. Based on the DEIR threshold criteria of intersection delay (an increase of 4 seconds or more), none of the intersections along Overland Avenue are significantly impacted during a.m. peak hour.

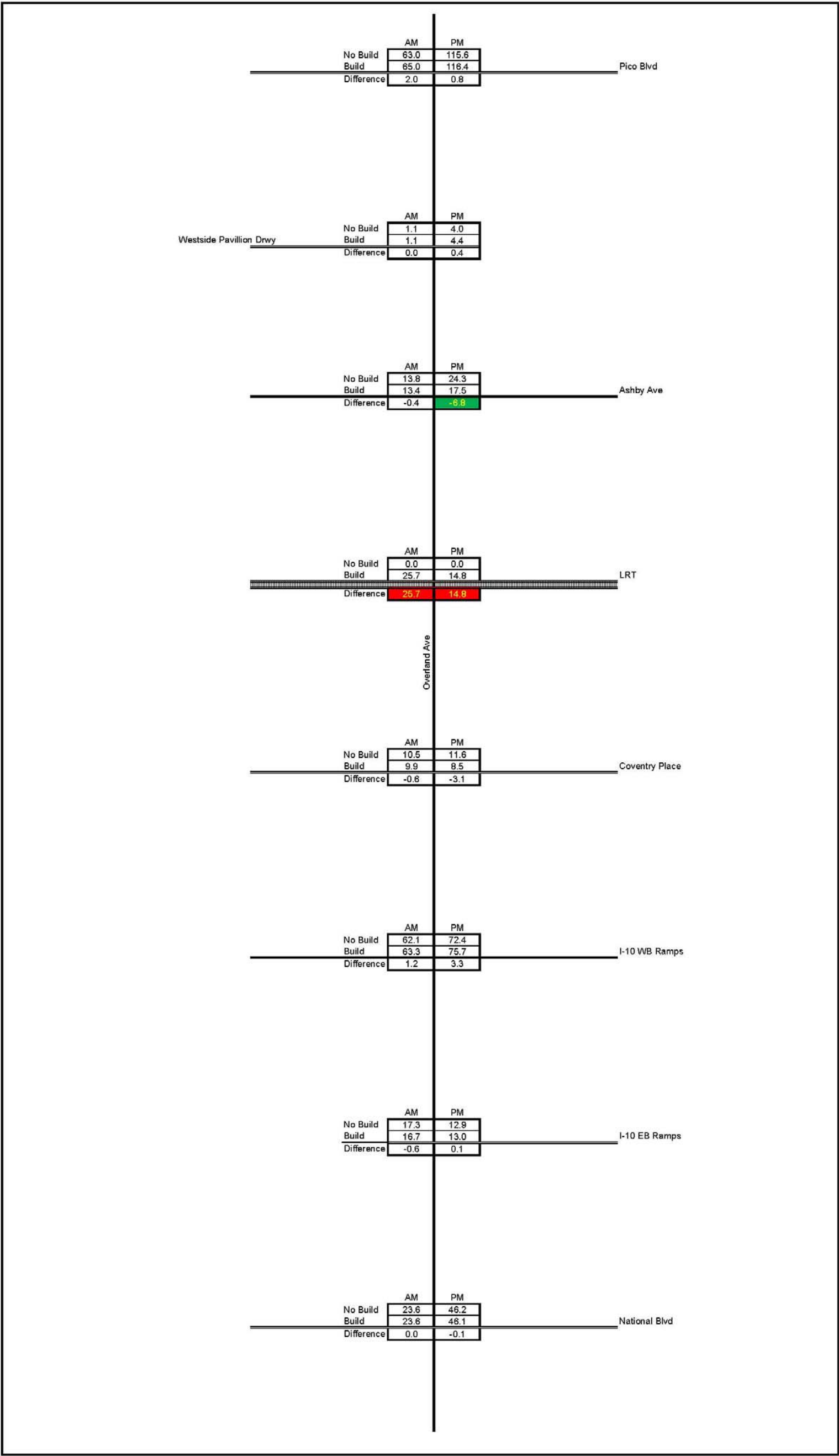
Table 7: Intersection Level of Service – PM Peak Hour (Year 2030)

Intersection	No Build		Build		Change in Delay (sec) (No Build - Build)
	Delay	LOS	Delay	LOS	
Pico Blvd	115.6	F	116.4	F	0.8
Westside Pavilion Drwy	4.0	A	4.4	A	0.4
Ashby Ave	24.3	C	17.5	B	-6.8
LRT Crossing			14.8	B	14.8
Coventry Pl	11.6	B	8.5	A	-3.1
National Blvd / I-10 WB Ramps	72.4	E	75.7	E	3.3
I-10 EB Ramps	12.9	B	13.0	B	0.1
National Blvd / National Pl	46.2	D	46.1	D	-0.1

In the p.m. peak hour, intersection level of service performance is similar under both analysis scenarios. Intersections at Ashby Avenue and Coventry Place perform slightly better in the Build scenario, primarily due to the proximity to the LRT crossing and the addition of a third lane in the southbound direction through the intersections. Again, based on the DEIR threshold criteria of intersection delay, none of the intersections along Overland Avenue are significantly impacted during a.m. peak hour.

Figure 5 shows the intersection delays for all study intersections.

Figure 5: Intersection Delays (in seconds)



Intersection Queuing Analysis Results

The Synchro software analysis methodology calculates vehicular queues for each lane on the approaches to a signalized intersection. The queue calculation is based upon the following parameters:

- Red time: the number of seconds the signal is red for approaching traffic
- Saturation Flow Rate: the number of vehicles per hour that a lane is capable of serving
- Arrival Rate: the rate (in vehicles per second) at which vehicles approach the signal on its red phase
- Length of vehicles including space in between vehicles (in feet)
- Number of Lanes of moving traffic
- Lane Utilization Factor: the proportion of vehicles to the capacity of each lane

The 95% queue length is reported as the 95th percentile queue expected to be observed, which means that a longer queue has a probability of occurring only 5% of the time within the typical peak hour.

It should be pointed out that when a corridor analysis includes high traffic volumes and closely spaced signals, the queue calculation is affected. The actual observed queue length may exceed the value reported in the table if the traffic volume exceeds the theoretical capacity at the intersection. Also, excessive queues or traffic volumes at an upstream intersection may consequently affect queues at the analyzed intersection.

Tables 8, 9 and 10 show the queuing analysis by each traffic movement during a.m. peak hour.

Table 8: 95th Percentile Queue Length (ft) - No Build Scenario (AM Peak Hour)

Cross Street	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Pico Blvd	#121	#504		#355	217		#208	#473	245	16	165	10
Westside Pavilion Drwy	24						m0	6			m23	
Ashby Ave		71			215		m7	276		m25	339	
LRT Crossing												
Coventry Pl		257			37		m17	m371			69	
National Blvd / I-10 WB Ramps	#323	#333	#454		#223	#344	m12	#337	m87	#272	142	
I-10 EB Ramps								367		m282	m0	
National Blvd / National Pl	#122	67		#254	#393	#401	#296	376		#52	90	

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

m - Volume for 95th percentile queue is metered by upstream signal

Table 9: 95th Percentile Queue Length (ft) - Build Scenario (AM Peak Hour)

Cross Street	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Pico Blvd	#121	#504		#355	217		#209	#514	330	16	165	10
Westside Pavilion Drwy	24						m0	6			m23	
Ashby Ave		62			192		m7	m17		m25	234	
LRT Crossing								#575			51	
Coventry Pl		257			37		m16	m371			9	
National Blvd / I-10 WB Ramps	#323	#333	#454		#223	#344	m12	#337	m87	#284	148	
I-10 EB Ramps								367		m282	m0	
National Blvd / National Pl	#122	67		#254	#393	#401	#296	376		#52	90	

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

m - Volume for 95th percentile queue is metered by upstream signal

**Table 10: Difference in Queue Lengths between Scenarios - AM Peak Hour
(Build queues – No Build queues)**

Intersection	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Pico Blvd							1	41	85			
Westside Pavilion Drwy												
Ashby Ave		-9			-23			-259			-105	
LRT Crossing								575			51	
Coventry Pl							-1				-60	
National Blvd / I-10 WB Ramps										12	6	
I-10 EB Ramps												
National Blvd / National Pl												

As shown in Table 10, the lengths of queues for most of the movements are the same for both scenarios. During the a.m. peak hour, the queues in northbound direction at the Pico Boulevard intersection increase by 85 feet as compared to the build scenario, and the queues at Ashby Avenue are reduced significantly by 259 feet in the northbound direction and 105 feet in the southbound direction. Reduction in queue lengths at Ashby Avenue is primarily due to the additional clearance phase, and an additional lane in southbound direction in the Build scenario. As can be seen from the table, more queues are formed at the LRT crossing than the adjacent intersections. The east-west queues at Ashby are less in the Build scenario compared to No Build scenario.

Tables 11, 12 and 13 show the movement wise queuing analysis during p.m. peak hour.

Table 11: 95th Percentile Queue Length (ft) - No Build Scenario (PM Peak Hour)

Cross Street	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Pico Blvd	#94	#363		#582	314		#266	#516	88	#79	270	33
Westside Pavilion Drwy	35						m6	m84			m326	
Ashby Ave		75			#422		m10	190		m11	#750	
LRT Crossing												
Coventry Pl		184			31		m34	m286		m2	m816	
National Blvd / I-10 WB Ramps	189	194	#449		#368	#602	m33	m336	65	#278	#599	
I-10 EB Ramps								252		m190	m0	
National Blvd / National Pl	116	272		#267	193	191	#213	254		#99	405	

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

m - Volume for 95th percentile queue is metered by upstream signal

Table 12: 95th Percentile Queue Length (ft) - Build Scenario (PM Peak Hour)

Cross Street	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Pico Blvd	#94	#363		#582	314		#266	#514	139	#79	270	33
Westside Pavilion Drwy	35						m11	158			m326	
Ashby Ave		60			#355		m12	13		m15	#413	
LRT Crossing								106			#103	
Coventry Pl		184			31		m34	m286		m1	109	
National Blvd / I-10 WB Ramps	189	194	#449		#368	#602	m33	m336	65	#383	#675	
I-10 EB Ramps								252		m190	m0	
National Blvd / National Pl	116	272		#267	193	191	#213	254		#99	405	

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

m - Volume for 95th percentile queue is metered by upstream signal

**Table 13: Difference in Queue Lengths between Scenarios - PM Peak Hour
(Build queues – No Build queues)**

Intersection	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Pico Blvd								-2	51			
Westside Pavilion Drwy							3	74				
Ashby Ave		-15			-67		2	-177		4	-337	
LRT Crossing								106			103	
Coventry Pl										-1	-707	
National Blvd / I-10 WB Ramps										105	76	
I-10 EB Ramps												
National Blvd / National Pl												

As shown in Table 13, the lengths of queues for most of the movements are the same for both scenarios. Queues are shorter in Build scenario at Ashby Avenue and Coventry Place. This is primarily due to the additional clearance phase and an additional lane in southbound direction in this scenario. Due to the LRT crossing, more queues are formed at the LRT crossing than the adjacent intersections. The southbound queues are significantly shorter in the Build scenario because of high traffic volumes and the additional lane assumed in the Build scenario. The longer queues at Pico Boulevard and I-10 WB Ramps are due to traffic progression.

Conclusion

The corridor analysis along Overland Avenue shows that the travel times for the Build scenario are longer than for the No Build scenario. In the build scenario, additional delays of 40 seconds for the LRT phase and 7 seconds for a clearance phase have been added for every 90 seconds. The increase in travel time along Overland Avenue between the I-10 ramps and Pico Boulevard is only about 47 seconds in the northbound direction and 20 seconds in the southbound direction during the a.m. peak hour. The increase during p.m. peak hour is only 17 seconds in the northbound direction and 5 seconds in the southbound direction. This is primarily due to the additional lane in southbound direction between Cushman Avenue and Coventry Place, assumed in the Build Scenario. Also, it is observed that the additional traffic signal at the LRT crossing only affects the adjacent intersections at Ashby Avenue and Coventry Place.

Intersection level analyses show that based on the DEIR traffic impact threshold criteria, none of the intersections along Overland Avenue are significantly impacted. The difference between the intersection delay for No Build and Build scenarios is less than the significant impact threshold of 4 seconds of additional delay at each location. Also, the Overland Avenue intersections at Ashby Avenue and Coventry Place have less intersection delay in the Build scenario than in the No Build scenario.

Based on queuing analysis, the length of queues for most of the movements are the same in both Build and No Build scenarios. For the Build scenario, the queues at Ashby Avenue and Coventry Place are shorter than the No Build scenario. The southbound through queues are significantly shorter in the Build scenario. This is primarily due to an additional lane in the southbound direction and the proximity to the LRT crossing, which shifts the queues to the LRT crossing. The east-west queues at Ashby are less in the Build scenario compared to the No Build scenario.

Additional Scenario Analysis

As discussed above, the corridor analysis performed in this memorandum, assumes a conservative worst case scenario in the Build conditions, with 40 interruptions per hour due to the LRT operations. Based on the assumed peak hour LRT headways (5 minutes), there would be a total of 24 interruptions in an hour, 12 in each direction. Therefore, the remaining 16 signal cycles (out of the total 40 signal cycles per hour) would be under “normal” phase condition, with no green time taken for the LRT phase. To account for operations under normal phase conditions, supplemental analysis was performed by assuming an additional scenario. This additional scenario is called “Adjusted Build”.

Table 14 compares the Overland Avenue corridor travel times for the following four different scenarios:

1. No Build Scenario: Same as in No Build scenario, as discussed earlier
2. Build (LRT): Same as in Build scenario, as discussed earlier (assuming all 40 hourly cycles are interrupted)
3. Build (No LRT): Includes roadway improvements in the Build condition, but no LRT interruptions (assuming all uninterrupted cycles)
4. Adjusted Build: Combination of Build (LRT) and Build (No LRT) scenario.
This scenario assumes a combination of 24 interrupted cycles per hour due to the LRT operation, and for the remaining 16 traffic cycles, it assumes no interruptions.

The Overland Avenue Corridor travel times for the Adjusted Build scenario are calculated by taking a weighted average of travel times for the fully interrupted Build (LRT) scenario and the non-interrupted Build (No LRT) scenarios.

Table 14: Corridor Travel Time Comparison Using Adjusted Build Scenario

Time Period	No Build	Build (LRT)	Build (No LRT)	Adjusted Build	Difference (Build – No Build)
Northbound					
AM	299.3	346.5	299.3	327.6	28.3 (9%)
PM	303.6	323.6	303.7	315.6	12.0 (4%)
Southbound					
AM	199.2	216.1	196.3	208.2	9.0 (5%)
PM	265.8	270.5	237.3	257.2	-8.6 (-3%)

As shown in Table 14, the travel time for the Adjusted Build scenario would increase by 28 seconds in the northbound direction during a.m. peak hour. In the southbound direction during p.m. peak hour the travel time would reduce in the Adjusted Build scenario by 8 seconds.

Worst Offset and Uncoordinated Scenario Analysis Results

As mentioned on page 5 (assumptions for LRT crossing), the intersection offset of the LRT crossing was assumed the same as under existing conditions. Through further discussion with LADOT, two additional scenarios were analyzed. The first additional scenario assumes the worst offset (for each direction) and the second scenario assumes the LRT crossing to be uncoordinated from rest of the coordinated intersections on Overland Avenue.

Figure 6 shows the travel times along the corridor under the worst offset scenario. The numbers highlighted in RED show where the delay is more in Build scenario while in GREEN show where the delay is less in the Build scenario.

Tables 15 and Table16 present intersection level analysis results based upon the signal delay for all movements (in seconds), and intersection levels of service for the worst offset scenario.

Table 15: Intersection Level of Service – AM Peak Hour – Worst Offset Scenario

Intersection	No Build		Build		Change in Delay (sec) (No Build - Build)
	Delay	LOS	Delay	LOS	
Pico Blvd	63.0	E	64.3	E	1.3
Westside Pavilion Drwy	1.1	A	3.7	A	2.6
Ashby Ave	13.8	B	11.9	B	-1.9
LRT Crossing			33.8	C	33.8
Coventry Pl	10.5	B	17.5	B	7.0
National Blvd / I-10 WB Ramps	62.1	E	62.9	E	0.8
I-10 EB Ramps	17.3	B	17.6	B	0.3
National Blvd / National Pl	23.6	C	23.6	C	0.0

Table 16: Intersection Level of Service – PM Peak Hour – Worst Offset Scenario

Intersection	No Build		Build		Change in Delay (sec) (No Build - Build)
	Delay	LOS	Delay	LOS	
Pico Blvd	115.6	F	116.4	F	0.8
Westside Pavilion Drwy	4.0	A	4.8	A	0.8
Ashby Ave	24.3	C	21.2	C	-3.1
LRT Crossing			24.7	C	24.7
Coventry Pl	11.6	B	17.7	B	6.1
National Blvd / I-10 WB Ramps	72.4	E	75.6	E	3.2
I-10 EB Ramps	12.9	B	12.9	B	0.0
National Blvd / National Pl	46.2	D	46.3	D	0.1

Figure 7 shows the travel times along the corridor under the uncoordinated scenario. The numbers highlighted in RED show where the delay is more in Build scenario while in GREEN show where the delay is less in the Build scenario.

Tables 17 and Table18 present intersection level analysis results based upon the signal delay for all movements (in seconds), and intersection levels of service for the uncoordinated scenario.

Table 17: Intersection Level of Service – AM Peak Hour – Uncoordinated Scenario

Intersection	No Build		Build		Change in Delay (sec) (No Build - Build)
	Delay	LOS	Delay	LOS	
Pico Blvd	63.0	E	61.6	E	-1.4
Westside Pavilion Drwy	1.1	A	1.8	A	0.7
Ashby Ave	13.8	B	23.9	C	10.1
LRT Crossing			15.6	B	15.6
Coventry Pl	10.5	B	12.3	B	1.8
National Blvd / I-10 WB Ramps	62.1	E	62.1	E	0.0
I-10 EB Ramps	17.3	B	17.3	B	0.0
National Blvd / National Pl	23.6	C	23.6	C	0.0

Table 18: Intersection Level of Service – PM Peak Hour – Uncoordinated Scenario

Intersection	No Build		Build		Change in Delay (sec) (No Build - Build)
	Delay	LOS	Delay	LOS	
Pico Blvd	115.6	F	114.4	F	-1.2
Westside Pavilion Drwy	4.0	A	3.9	A	-0.1
Ashby Ave	24.3	C	35.9	D	11.6
LRT Crossing			8.0	A	8.0
Coventry Pl	11.6	B	10.8	B	-0.8
National Blvd / I-10 WB Ramps	72.4	E	73.7	E	1.3
I-10 EB Ramps	12.9	B	12.9	B	0.0
National Blvd / National Pl	46.2	D	46.3	D	0.1

Figure 6: Corridor Travel Times (in seconds) Scenario: Worst Offset

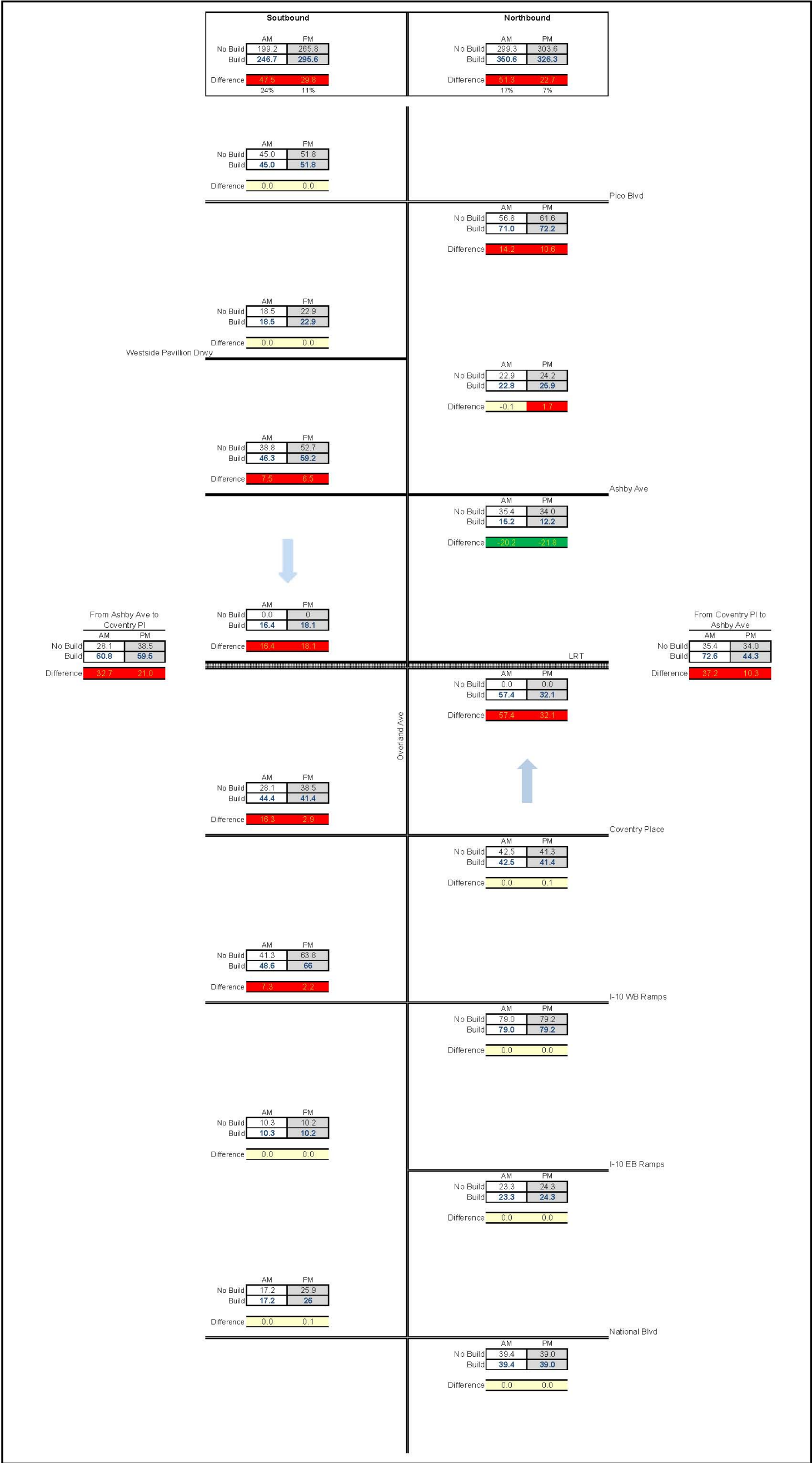
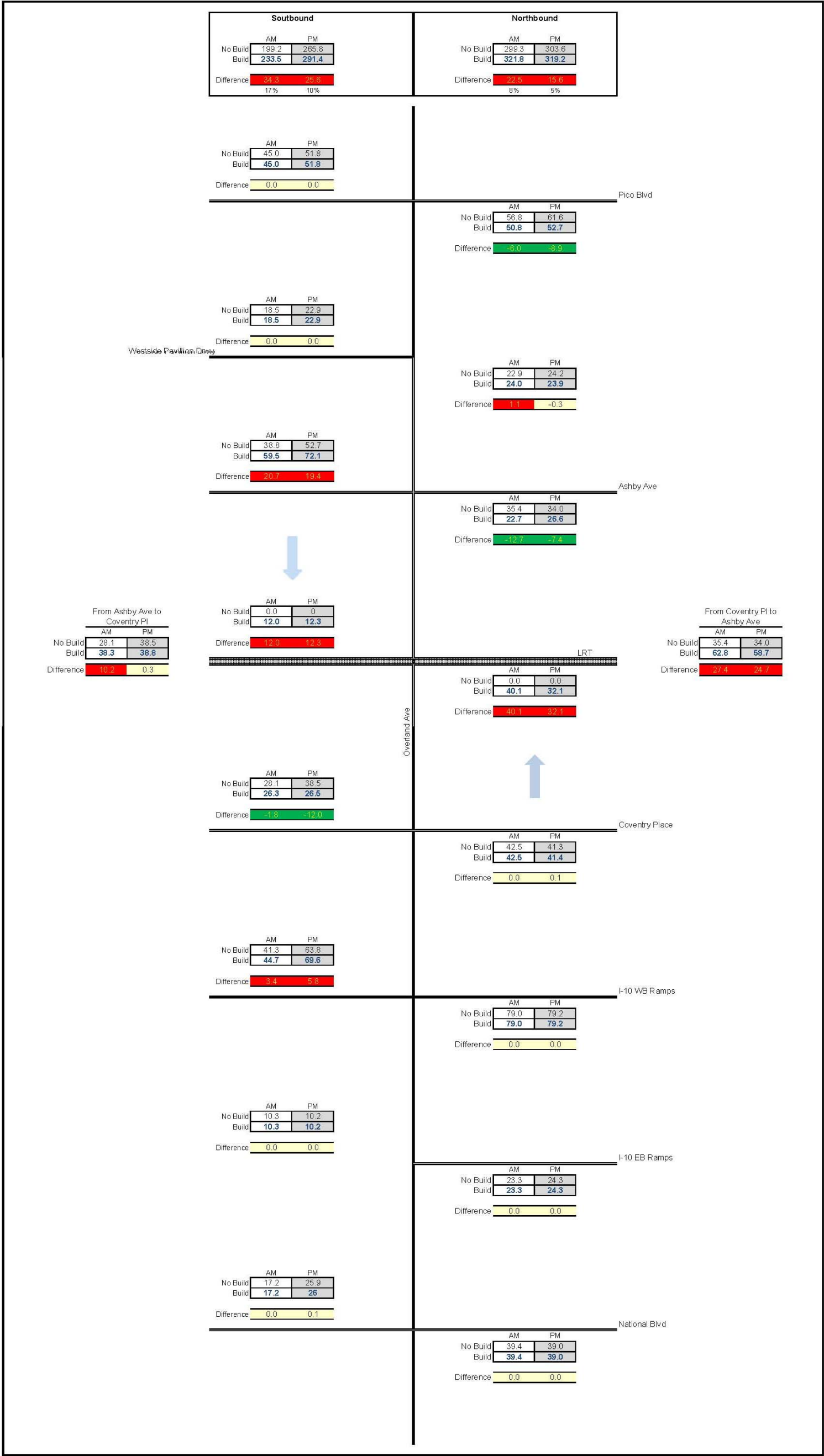


Figure 7: Corridor Travel Times (in seconds) Scenario: Uncoordinated Signal



WESTWOOD BOULEVARD

As part of discussions with LADOT, in order to reduce the affect on-street parking, the possibility of eliminating the center two-way left turn lane on Westwood Boulevard at the LRT crossing was evaluated. The following section provides and assessment of changes in neighborhood access patterns associated with the possible elimination of the center two-way left-turn lane on Westwood Boulevard, between Ashby Avenue and Richland Avenue. It should be noted that the analyses are based upon new traffic counts conducted at four locations on Westwood Boulevard in April 2009.

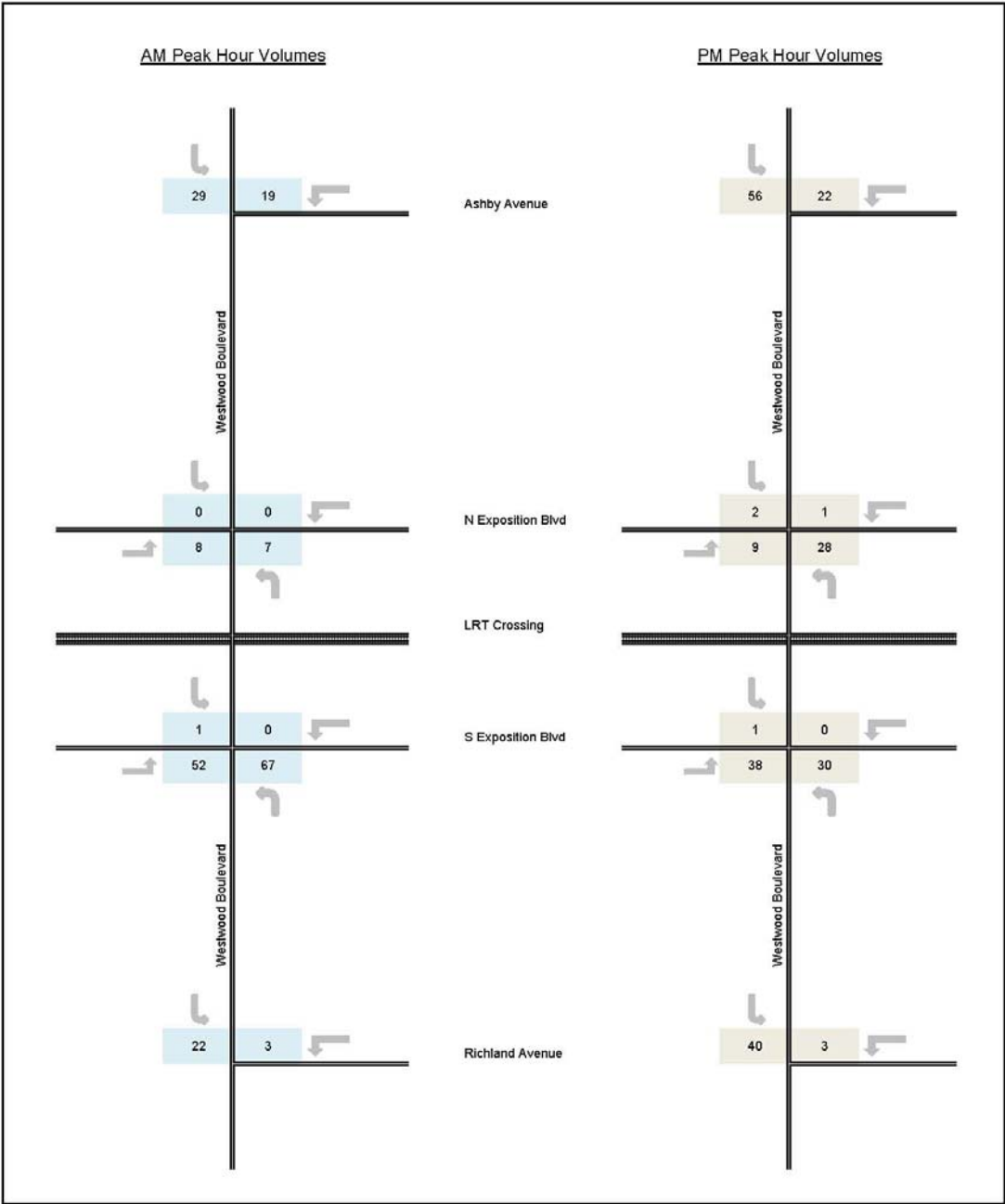
Elimination of the center two-way left-turn lane on Westwood Boulevard between Ashby Avenue and Richland Avenue could potentially effect 12 left turning movements. Figure 8 shows the traffic volume of the left turn movements likely to be effected by this potential re-striping of Westwood Boulevard near the LRT crossing.

Of the 12 identified left turn movements, the following three movements could operate without any restrictions.

- Westbound Ashby Avenue to Southbound Westwood Boulevard
- Eastbound N Exposition Boulevard to Northbound Westwood Boulevard
- Westbound Richland Avenue to Southbound Westwood Boulevard

The remaining restricted left turn movements could use other alternative routes. None of these alternative routes would result in more than a half-mile of additional travel distance. The possible alternative routes for each restricted left turn movement (and the associated AM/PM peak hour volumes) are described below.

Figure 8: Westwood Boulevard – Eliminated Left Turns with Peak Hour Volumes



- Southbound Westwood Boulevard to Ashby Avenue eastbound (AM Volume – 29, PM Volume – 56)
Southbound Westwood Boulevard traffic could use Esther Avenue/Cushdon Avenue to reach Overland Avenue and then to Ashby Avenue. This could increase the travel distance up to 0.5 miles.
- Southbound Westwood Boulevard to N Exposition Boulevard eastbound (AM Volume – 0, PM Volume – 2)
Southbound Westwood Boulevard traffic could use Esther Avenue/Cushdon Avenue to reach Overland Avenue, then to Ashby Avenue, and then use alley to reach N Exposition Boulevard. This could increase the travel distance up to 0.5 miles.
- Southbound Westwood Boulevard to S Exposition Boulevard eastbound (AM Volume – 1, PM Volume – 1)
Southbound Westwood Boulevard traffic could use Esther Avenue/Cushdon Avenue to reach Overland Avenue, then to Richland Avenue, and then back to Westwood Boulevard to reach N Exposition Boulevard. This could increase the travel distance by approximately 0.6 miles.
- Southbound Westwood Boulevard to Richland Avenue eastbound (AM Volume – 22, PM Volume – 40)
Southbound Westwood Boulevard traffic could use Esther Avenue / Cushdon Avenue to reach Overland Avenue, then to Richland Avenue. This could increase the travel distance by 0.5 miles.
- Northbound Westwood Boulevard to S Exposition Boulevard westbound (AM Volume – 67, PM Volume – 30)
Northbound Westwood Boulevard traffic could use Brookhaven Avenue to reach S Exposition Boulevard via Midvale Avenue / Kelton Avenue/ or Veteran Avenue. The travel distance would be likely to same.
- Northbound Westwood Boulevard to N Exposition Boulevard westbound (AM Volume – 7, PM Volume – 28)
Northbound Westwood Boulevard traffic could use Ayres Avenue to reach S Exposition Boulevard via Midvale Avenue / Kelton Avenue/ or Veteran Avenue. This could increase the travel distance by 0.5 miles.
- Eastbound N Exposition Boulevard to Westwood Boulevard southbound (AM Volume – 0, PM Volume – 1)
Eastbound N Exposition Boulevard traffic could use Ashby Avenue to reach Overland Avenue, then come back to Westwood Boulevard via Richland Avenue / Coventry Place. This could increase the travel distance by 0.6 miles.
- Eastbound S Exposition Boulevard to Westwood Boulevard southbound (AM Volume – 0, PM Volume – 0)
Zero volume
- Westbound S Exposition Boulevard to Westwood Boulevard northbound (AM Volume – 52, PM Volume – 38)
Westbound S Exposition Boulevard traffic could use Midvale Avenue/Kelton Avenue or Veteran Avenue to Westwood Boulevard via Brookhaven Avenue. This could increase the travel distance by approximately 0.25 miles.

The assessment provided above concludes that there are alternate routes available for each of the affected movements. However, separate engineering analyses have taken place to assess the feasibility of removal of the center turn lane and based on subsequent discussions with LADOT this option did not warrant any further consideration.

SEPULVEDA BOULEVARD

The following paragraphs provide a chronology of the Milestone 1-2 analysis, per Metro's Grade Crossing Policy and its conclusions/recommendations for the Sepulveda Boulevard crossing of the Exposition LRT Phase 2.

- Available storage length from Pico Boulevard intersection to Exposition LRT crossing is 550 feet.
- Sepulveda Boulevard at LRT crossing has 2-lanes in each direction
- Milestone 1 peak hour per lane volumes:
 - o AM=982 vehicles/lane
 - o PM = 626 vehicles/lane
- Milestone 1 indicated that this location fell in the "Possible at Grade Operation" but a detailed analysis will be required at this location due to the sufficiently high peak hour (both AM and PM) per lane volumes
- Milestone 2 analysis showed the following:
 - o Southbound Gate Spillback queue from LRT crossing to Pico Boulevard-- AM = 542 feet (insufficient)
 - o Northbound Influence Zone queue from Pico Boulevard to LRT crossing-- PM = 484 feet (sufficient). Based on a storage space of 550 feet, the remaining available storage length is 66 feet (550-484), equivalent to a total of 6 vehicles in the northbound direction.
- Milestone 2 analysis conclusions:
 - o The operational queuing check predicts that there may be influence zone and/or spillback queuing storage deficiencies at the Sepulveda Boulevard crossing
- The adjacent major "controlling" intersection for this LRT crossing is Pico Boulevard at Sepulveda Boulevard. The forecast future PM peak hour 2030 operations at this intersection with the LRT operation are as follows:
 - o Level of Service = LOS F
 - o Average delay per vehicle = 149.8 seconds
 - o Volume/capacity ratio = 2.09
- Milestone 2 and 3 preliminary recommendations were as follows:
 - o Add one southbound through lane between Pico and Richland Avenue (taper to end at Richland)
 - o Prohibit parking on the east side of Sepulveda Boulevard between Pico Boulevard and Pearl Street, and on the west side of Sepulveda Boulevard from 400' north of the Expo ROW to south of Pearl Street to accommodate additional lane
 - o Provide exclusive eastbound and westbound left turn lanes on Exposition Boulevard
 - o With the implementation of suggested improvements, at-grade operation should be feasible at this location.
 - o The preliminary disposition at this location is At-Grade.

During further detailed discussions with LADOT, several issues were brought up. These include:

- o Importance of Sepulveda Boulevard as a regional arterial facility and an official, designated and signed alternate route to the I-405 Freeway
- o Sepulveda Boulevard is part of the Metro's designated Countywide Significant Arterial Network (CSAN)
- o High degree of variability of peak hour volumes on Sepulveda Boulevard due to proximity to I-405 and recurring congestion
- o An average queue length of 22 feet per vehicle was used for queue calculations. This assumption does not account for high volumes of heavy duty vehicles on Sepulveda Blvd due to local industrial uses and freeway bypass traffic which will result in higher passenger car equivalency (PCE) factors

for Sepulveda Boulevard traffic and increase the probability of exceeding the Influence Zone queues.

- o Extremely high current and projected future peak hour congestion levels and failing LOS at Pico/Sepulveda intersection, as presented above.
- o Inability to preempt east/west traffic signals at the Pico/Sepulveda intersection to clear northbound queues on Sepulveda due to the need to maintain signal coordination along Pico Boulevard, which is a Major Highway in the City of Los Angeles.

Conclusion

An additional southbound lane on Sepulveda Blvd between Pico and Expo LRT mitigates the Gate Spillback queue problems by reducing the PM peak 542 feet storage requirement to a manageable 362 feet within the available 550 feet (as recommended in DEIR). An additional northbound lane on Sepulveda Blvd between Expo LRT and Pico, will provide a “balanced” symmetrical cross-section, will improve the operation of the Pico/Sepulveda intersection (by reducing average PM peak hour delay per vehicle by 11%) and will significantly reduce the chances of violating the Influence Zone queues by reducing the PM peak storage requirements from 484 feet to a manageable 319 feet, within the available 550 feet.

Recommendation

Provide a third northbound through lane on Sepulveda Boulevard between Expo LRT and Pico Boulevard and provide proper transitions back to two lanes north of Pico Boulevard.

BARRINGTON AVENUE

This section provides a generalized discussion of the advantages and disadvantages and feasibility of various circulation/roadway changes in the general area between Barrington Avenue and Centinela Avenue from Olympic Boulevard to Pico Boulevard. It should be noted that the analyses were based upon the traffic data collected during the preparation of the DEIR and no new traffic counts or travel demand model runs were conducted. Based on the direction received during the Project Team's meeting with the Expo Authority Board, the following alternative strategies were studied:

1. Possible "offset" lane arrangements (e.g., three northbound lanes and one southbound lane) on Barrington Avenue
2. Potential reversible peak period lanes on any of the north-south streets
3. Possible one-way couplet pairing of Barrington Avenue and Centinela Avenue, or Bundy Drive and Centinela Avenue
4. Potential elimination of the permitted westbound left turn movement from Olympic Boulevard to southbound Centinela Avenue

Although the discussion in this section is general and more qualitative in nature, the recommendations are based on partially quantitative analyses of traffic volumes and circulation patterns.

Circulation Changes in the area between Barrington Avenue and Centinela Avenue

To more clearly present the traffic patterns in the general circulation study area between Barrington Avenue and Centinela Avenue, a complete illustration of peak hour traffic volumes has been developed showing the major intersections and roadways through and turning movement traffic volumes for an area bounded by Barrington Avenue, Pico Boulevard, Centinela Avenue and Olympic Boulevard.

Figure 9 shows the projected 2030 traffic volumes as developed for and used in the DEIR during a.m. and p.m. peak hours at following six intersections and associated north-south and east-west roadways:

1. Olympic Boulevard and Centinela Avenue
2. Olympic Boulevard and Bundy Drive
3. Olympic Boulevard and Barrington Avenue
4. Pico Boulevard and Centinela Avenue
5. Pico Boulevard and Bundy Drive
6. Pico Boulevard and Barrington Avenue

The diagram illustrates traffic volumes at the intersection of Olympic Boulevard and Bundy Drive. It is divided into four main sections, each representing an approach to the intersection. Each section shows traffic flows for AM and PM peak hours, with volumes for each lane and direction. Arrows indicate the direction of traffic flow.

Centinela Avenue Approach:

- Top Section (Left):** Shows traffic flowing from the top towards the intersection. Volumes for AM and PM are 0, 826, 635, and 0, 1388, 765 respectively. Arrows indicate left, through, and right turns.
- Bottom Section (Left):** Shows traffic flowing from the bottom towards the intersection. Volumes for AM and PM are 123, 775, 382, and 89, 740, 526 respectively. Arrows indicate left, through, and right turns.
- Right Section (Left):** Shows traffic flowing from the right towards the intersection. Volumes for AM and PM are 967, 452, 195, and 0, 158, 164, 158, 164, 158 respectively. Arrows indicate left, through, and right turns.

Bundy Drive Approach:

- Top Section (Right):** Shows traffic flowing from the top towards the intersection. Volumes for AM and PM are 182, 603, 224, and 195, 837, 355 respectively. Arrows indicate left, through, and right turns.
- Bottom Section (Right):** Shows traffic flowing from the bottom towards the intersection. Volumes for AM and PM are 111, 766, 62, and 159, 878, 41 respectively. Arrows indicate left, through, and right turns.
- Left Section (Right):** Shows traffic flowing from the left towards the intersection. Volumes for AM and PM are 146, 125, 125, and 1234, 1387, 326 respectively. Arrows indicate left, through, and right turns.

Pico Boulevard Approach:

- Top Section (Left):** Shows traffic flowing from the top towards the intersection. Volumes for AM and PM are 460, 1601, 244, and 368, 1348, 293 respectively. Arrows indicate left, through, and right turns.
- Bottom Section (Left):** Shows traffic flowing from the bottom towards the intersection. Volumes for AM and PM are 83, 940, 135, and 194, 901, 99 respectively. Arrows indicate left, through, and right turns.
- Right Section (Left):** Shows traffic flowing from the right towards the intersection. Volumes for AM and PM are 1299, 1520, 1414, and 35, 1299, 80, 74, 1158, 370 respectively. Arrows indicate left, through, and right turns.

Barrington Avenue Approach:

- Top Section (Right):** Shows traffic flowing from the top towards the intersection. Volumes for AM and PM are 181, 1901, 80, and 173, 1687, 176 respectively. Arrows indicate left, through, and right turns.
- Bottom Section (Right):** Shows traffic flowing from the bottom towards the intersection. Volumes for AM and PM are 76, 748, 49, and 50, 753, 104 respectively. Arrows indicate left, through, and right turns.
- Left Section (Right):** Shows traffic flowing from the left towards the intersection. Volumes for AM and PM are 146, 125, 125, and 1234, 1387, 326 respectively. Arrows indicate left, through, and right turns.

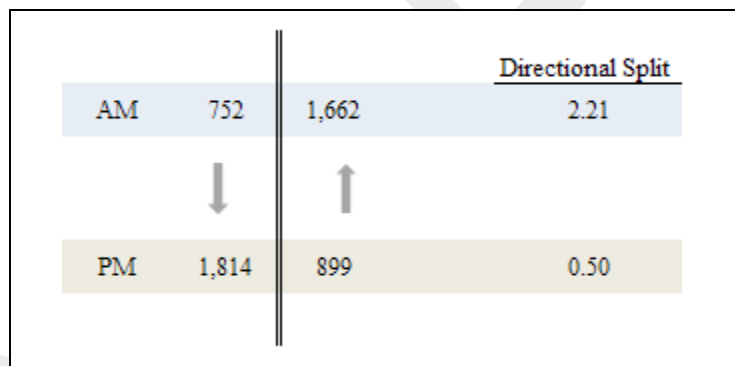
A discussion on the generalized analysis conducted related to the possible circulation change/street pattern reconfigurations and their potential effects and feasibility is presented in the subsequent paragraphs.

**Alternative Strategy #1: Possible offset lane configuration on Barrington Avenue
(e.g., three northbound lanes and one southbound lane)**

Feasibility

Barrington Avenue is currently a four-lane roadway with a center two-way left-turn lane. An important consideration for an offset arrangement to be feasible is the high directional split for this street throughout the day. Figure 10 illustrates the a.m. and p.m. peak hour volumes on Barrington Avenue with the directional splits (northbound volume divided by southbound peak hour volume). Barrington Avenue has a directional split with a significant difference between northbound and southbound traffic in different peak hours. As shown in Figure 10, the directional split of traffic is the reverse during a.m. and p.m. peak hours. During the a.m. peak hour, the northbound traffic is more than twice as high as the southbound traffic and the reverse is true during the p.m. peak hour. One lane of traffic with 1600-1800 vehicles in an hour would result in excessive queuing extending to the downstream intersection or the proposed at-grade LRT crossing. In addition, it would also degrade intersection operations.

Figure 10: Year 2030 Volumes at Barrington Avenue



Recommendation

Offset lane arrangement does not seem to be feasible due to high directional distribution of traffic in both peaks; this alternative is recommended to be eliminated from further consideration.

Alternative Strategy #2: Potential reversible peak period lanes on any of the north-south streets

Feasibility

Centinela Avenue has not been considered for analysis in this alternative since it has only one lane in each direction with no possibility for any widening. Hence, a reversible peak period lane is not a feasible option at Centinela Avenue.

As mentioned under Alternative 1, Barrington Avenue has a very high directional distribution of traffic volumes (Figure 10) which are almost equal and opposite in the morning and evening peak periods. This presents a possibility to have reversible peak period lanes. In the a.m. peak hour, Barrington Avenue could possibly operate with three northbound lanes and one southbound lane, and in p.m. peak hour, it could operate with one northbound lane and three southbound lanes.

The advantage of this kind of an arrangement is that it could reduce the queues in the congested direction, avoiding any potential influence zone and spillback queues to/from the LRT at-grade crossing. However, one lane of traffic with almost 900 vehicles per hour would have similar queues to a two-lane roadway with 1800 vehicles. Additional improvements to provide storage for the queues would be required to make this arrangement feasible. In addition, the center two-way left-turn lane will need to be maintained, which will pose a significant operational problem in managing the reversible lanes. Another issue with reversible peak period lanes is problems related to the appropriate placement of the gates.

Recommendation

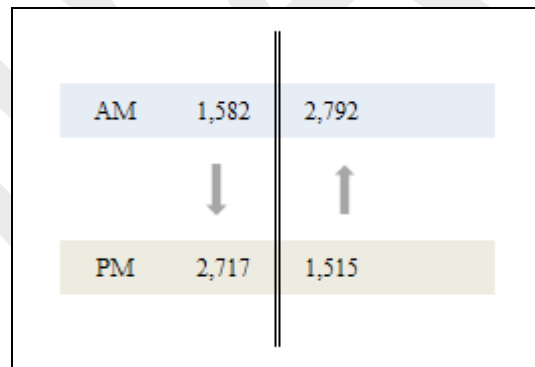
It is not feasible to have reversible lanes on Barrington Avenue due to potential excessive queuing in the off-peak direction, the placement of the gates, and the placement of the center two-way left-turn lane.

Alternative Strategy #3: Possible one-way couplet pairing of Barrington Avenue and Centinela Avenue, or Bundy Drive and Centinela Avenue

Feasibility

One-way couplet pairing of Barrington Avenue and Centinela Avenue: Figure 11 shows the potential combined volumes on Centinela Avenue and Barrington Avenue in each direction during a.m. and p.m. peak hours. Peak hour volume during the day in each direction would be approximately 2,800 vehicles. Centinela Avenue, which is currently a 2 lane roadway, will not have the capacity to handle this volume of traffic, regardless of the direction of travel.

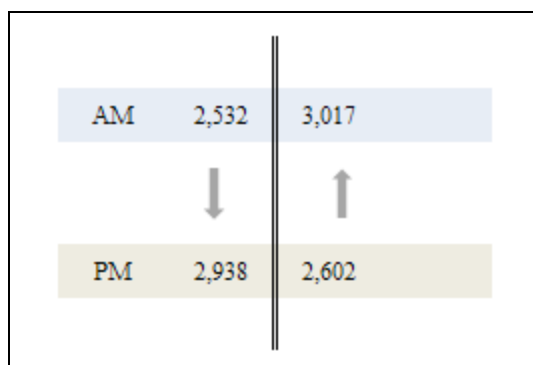
Figure 11: Year 2030 Combined Volumes on Barrington Avenue and Centinela Avenue



Additionally, having a one-way configuration at Centinela Avenue would create freeway access problems for I-10 Freeway, as Centinela Avenue is the only interchange in the vicinity which has a Westbound On-ramp. The distance between Centinela Avenue and Barrington Avenue is more than half a mile. This would create local access and circulation problems for the land uses in the vicinity.

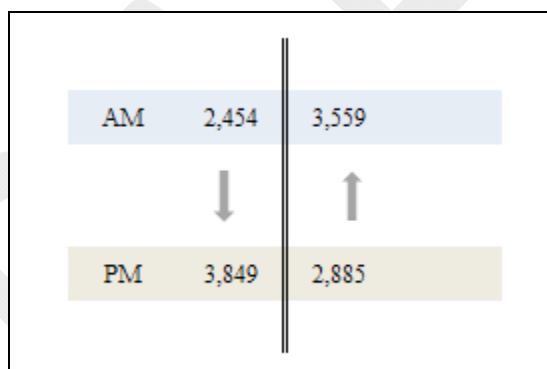
One-way couplet pairing of Bundy Drive and Centinela Avenue: Figure 12 shows the potential combined volumes on Bundy Drive and Centinela Avenue in each direction during a.m. and p.m. peak hour. Peak hour volume during the day in each direction would be approximately 3,000 vehicles. Centinela Avenue, which is currently a two-lane roadway, will not have the capacity to handle this volume of traffic, regardless of the direction of travel.

Figure 12: Year 2030 Combined Volumes on Bundy Drive and Centinela Avenue



One-way couplet pairing of Bundy Drive and Barrington Avenue: The feasibility of having a one-way couplet pairing of Bundy Drive and Barrington Avenue was also analyzed. Figure 13 shows the potential combined volumes on Bundy Drive and Barrington Avenue in each direction. Both Bundy Drive and Barrington Avenue are four-lane roadways and have capacity to handle combined peak hour traffic.

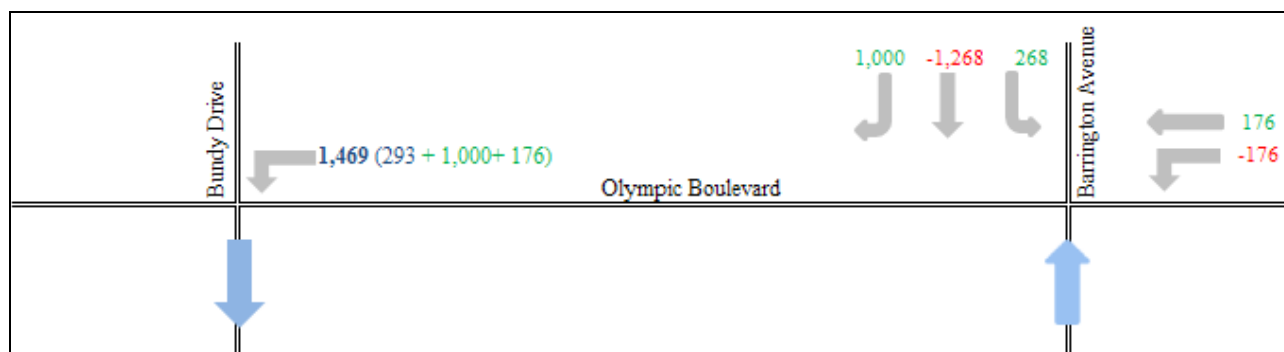
Figure 13: Year 2030 Combined Volumes at Bundy Drive and Barrington Avenue



This potential one-way couplet pairing of Bundy Drive and Barrington Avenue could have two possible scenarios:

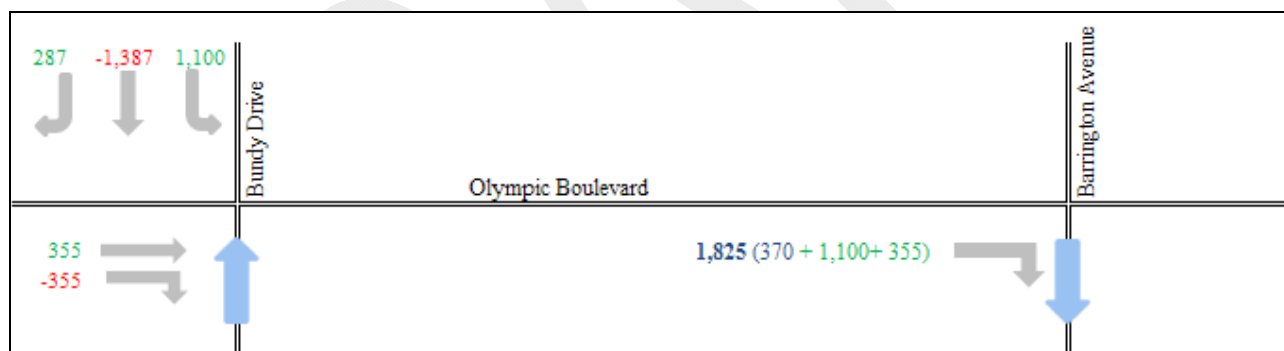
Scenario A: Northbound Barrington Avenue and Southbound Bundy Drive - This scenario would increase the left turning traffic volume on westbound Olympic Boulevard to Bundy Drive southbound by approximately 1,100 vehicles during the p.m. peak hour, as shown in Figure 14. This would potentially create significant operational impacts on the Bundy Drive/Olympic Boulevard intersection and would increase left turning queues on Olympic Boulevard. Similarly, the Pico Boulevard/Barrington Avenue intersection would experience significant impacts with longer left turn queues at Pico Boulevard.

Figure 14: Year 2030 PM Volume distribution due to One-way Coupling (Scenario A)



Scenario B: Southbound Barrington Avenue and Northbound Bundy Drive - This scenario is likely to have lesser possible significant impacts on the four major intersections in the area compared to Scenario A. In this scenario the increase in traffic would be more in right turning movements than left turning movements on Olympic Boulevard. As shown in Figure 15, due to the possible northbound one-way on Bundy Drive, the right turning traffic to southbound Barrington Avenue is likely to increase from 370 to 1,875 vehicles. Similarly, the right turning traffic from westbound Pico Boulevard to northbound Bundy Drive would increase. However, left turning traffic from Westbound Pico Boulevard to Southbound Bundy Drive and Eastbound Olympic Boulevard to Northbound Bundy Drive would increase significantly.

Figure 15: Year 2030 PM Volume distribution due to One-way Coupling (Scenario B)



Recommendation

It does not seem to be feasible to have a one-way couplet pairing of Barrington Avenue and Centinela Avenue, or Bundy Drive and Centinela Avenue. This is mostly due to the imbalance in the number of lanes on the two streets and possible freeway access issues. One way couplet pairing usually requires compatibility in number of lanes and character of the two streets. This alternative is recommended to be eliminated from further consideration.

The feasibility of Barrington Avenue and Bundy Drive as one-way couplets was also analyzed and does not seem to be feasible at this stage due to potential intersection operations. However, if further detailed studies are performed through travel demand model runs and volume post-processing to identify the actual volume diversions, impacts and mitigations, Scenario B (Northbound Bundy Drive and Southbound Barrington Avenue) should be given the preference.

Alternative Strategy #4: Potential elimination of permitted left-turn movement from westbound Olympic Boulevard to southbound Centinela Avenue southbound

This alternative was considered as a solution to the potential safety issue associated with the vehicle spillback queuing that may result due to the LRT crossing on Centinela Avenue. The proposed LRT crossing is only 240 feet from Olympic Boulevard, with only one southbound lane. The eastbound right-turn volumes at the intersection of Centinela Avenue/Olympic Boulevard are very high, and will possibly use all the storage space and potentially result in the westbound lefts blocking the intersection. Hence, the elimination of westbound lefts at Centinela/Olympic has been considered as a potential solution in this alternative.

Feasibility

If the left turn from Olympic Boulevard is eliminated and restricted, most of the westbound to southbound traffic would likely use Bundy Drive/Olympic Boulevard intersection to reach destinations on Centinela Avenue and/or to access the I-10 Westbound ramps. To analyze the impacts of this traffic diversion, intersection operations and delay at Bundy Drive/Olympic Boulevard intersection was calculated for the following three scenarios:

1. Future 2030 No Build
2. Future 2030 with LRT crossing
3. Future 2030 with LRT crossing and no left turn for westbound Olympic Boulevard traffic to southbound Centinela Avenue

Figures 16 and Figure 17 show the possible a.m. and p.m. peak hour volumes, respectively, at Bundy Drive/Olympic Boulevard intersection for Scenario 2 (S2) and Scenario 3 (S3).

Figure 16: Year 2030 AM Peak Hour Volumes (No Left Turn at Centinela Avenue)

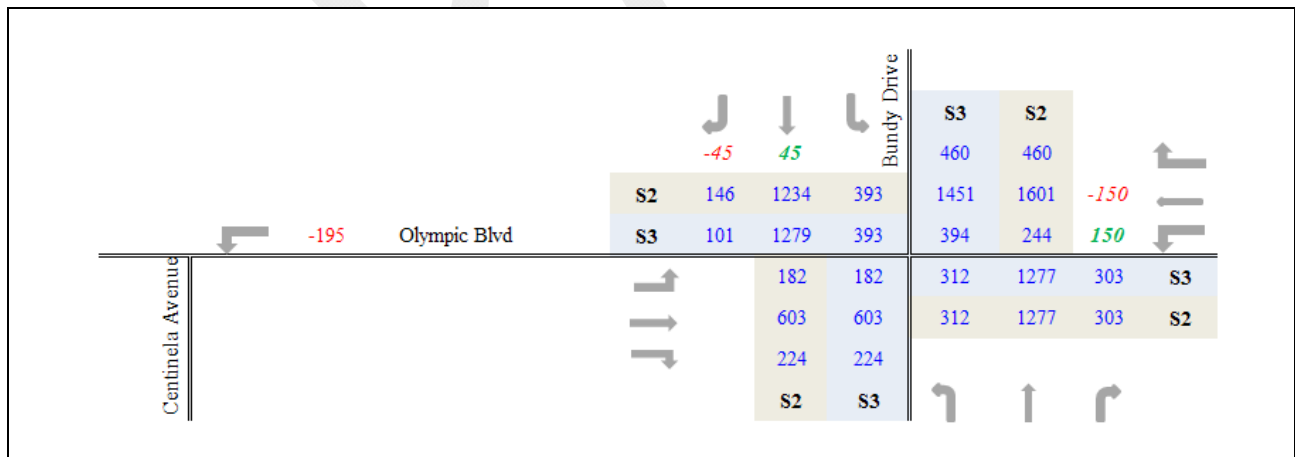


Figure 17: PM Peak Hour Volumes (No Left Turn at Centinela Avenue)

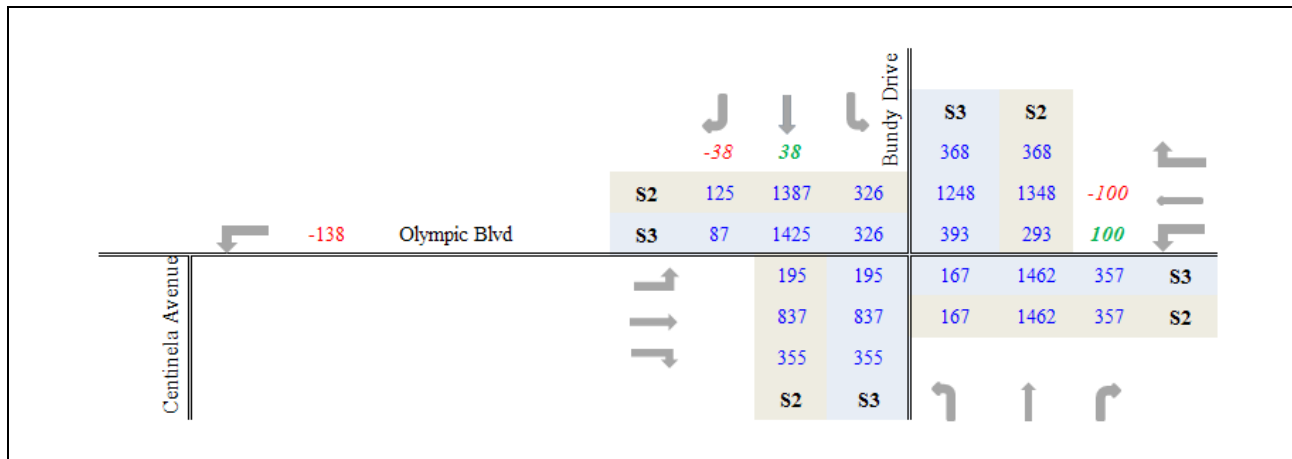


Table 19 shows the intersection delay at the intersection of Bundy Dr/Olympic Boulevard under the three different scenarios.

Table 19: Year 2030 Intersection Delay

Intersection	Time Period	Future 2030 No Build	Future 2030 with LRT	Future 2030 with LRT (No Left at Centinela Ave)
Bundy Dr & Olympic Blvd	AM	217.6	216.0	243.8
	PM	95.3	93.5	101.5

As shown in Table 19, with the additional westbound left turns at Bundy Dr/Olympic Blvd, the intersection delay would get worse resulting in significant impacts. Intersection delay at the Bundy Drive/Olympic Boulevard intersection would potentially increase by 26 seconds per vehicle in a.m. peak hour and by 6 seconds per vehicle in p.m. peak hour. The increase in intersection delay is more than the DEIR threshold criteria of additional 4 seconds increase in intersection delay for an intersection operating at LOS E or F.

The advantages of this arrangement are the elimination of a potential safety problem and reduction in spillback queues on Centinela southbound. In addition, the LRT crossing at Bundy Drive is proposed to be grade separated and hence has no spillback zone or influence zone queuing problems. However, it should be noted that the intersection at Bundy Drive/Olympic Boulevard would have significant impact, with no feasible improvements.

The conflict between the westbound left turn traffic and eastbound right turn traffic on to Centinela Avenue southbound could also be reduced by creating a protected phase for the westbound left turn movement. The level of service at Centinela/Olympic Boulevard, as shown in Table 20, would be the same as in No Build scenario. However, this would require signal timing changes which could impact coordination and progression on Olympic Boulevard.

Table 20: Year 2030 Intersection Delay at Centinela Avenue/Olympic Boulevard Intersection

Time Period	Future 2030 No Build		Future 2030 with LRT Crossing (With Improvements)		Future 2030 with LRT Crossing (With Improvements and Protected Left Turn)	
	Delay	LOS	Delay	LOS	Delay	LOS
AM	21.4	C	17.4	B	25.1	C
PM	17.7	B	14.2	B	19.6	B

Recommendation

Eliminating left turn movement to from westbound Olympic Boulevard to southbound Centinela Avenue would reduce the queues and eliminate potential safety and intersection blockage issues, but it could possibly result in a significant impact at Bundy Drive/Olympic Boulevard.

CENTINELA AVENUE

In order to assess the feasibility of the mitigations (as described in the DEIR) at the Centinela crossing, a more detailed operations analysis was conducted using Synchro 7 software. This software helps to analyze traffic operations including queuing in a more comprehensive manner because it takes into account the operations of not only the LRT crossing itself, but also its relationship with adjacent intersections. The Synchro model included the following three intersections:

1. Centinela Avenue (W)/Olympic Boulevard;
2. Centinela Avenue (E)/Olympic Boulevard;
3. Centinela Avenue/Exposition Boulevard/LRT.

The following section provides a brief summary of improvements identified in the DEIR at the Centinela crossing. These improvements were included in the Synchro model.

Proposed Improvements at Centinela Avenue (DEIR)

Figure 18 illustrates the proposed geometric configuration at Centinela Avenue as an at-grade crossing, as described in the DEIR. The DEIR proposed the following improvements:

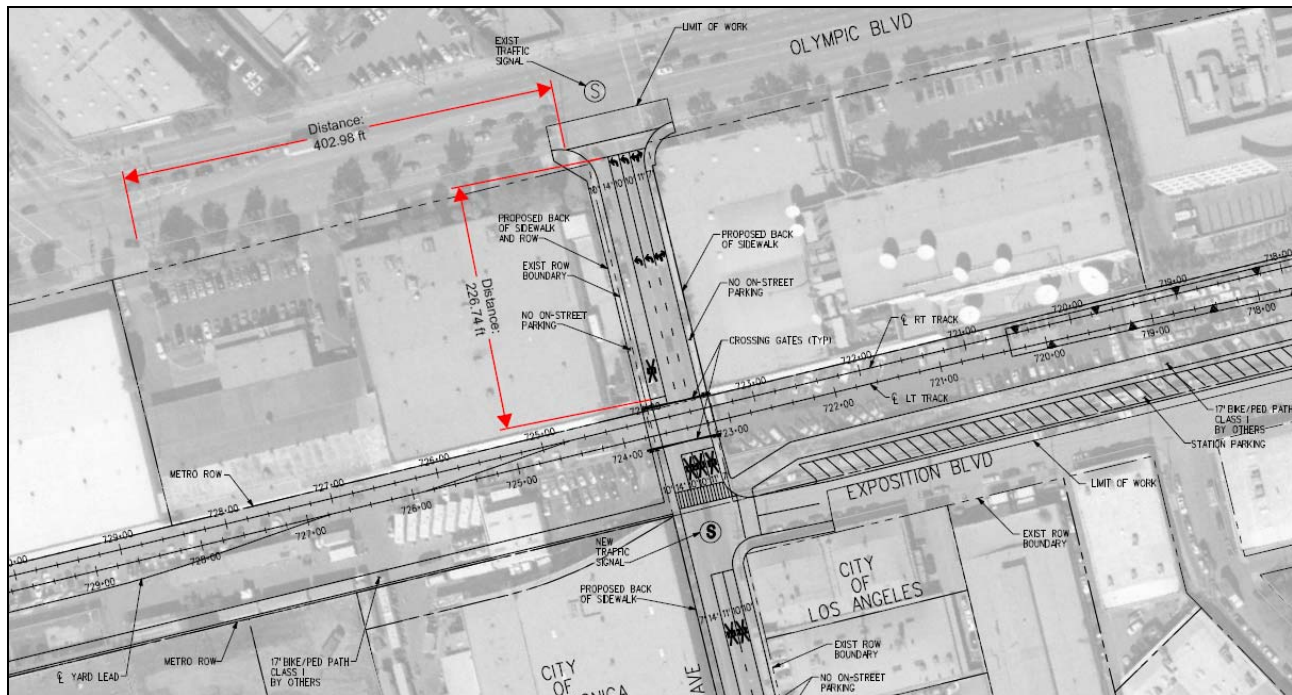
- Add one northbound lane between the Exposition ROW and Olympic Boulevard
- Add two northbound lanes between Exposition Boulevard and the Exposition ROW
- Signalize Exposition Boulevard (North) and prohibit southbound left turns
- Prohibit on-street parking on both sides of Centinela Avenue between Olympic Boulevard and Exposition Boulevard

As illustrated in Figure 18, the key things to note are:

1. The available storage distance between the LRT crossing and Olympic Boulevard is approximately 230 feet.
2. The available storage distance between the Centinela (W) intersection and Centinela (E) intersection is approximately 400 feet.

The DEIR analysis (as part of Milestone 2) had also acknowledged the fact that with the additional lanes, northbound queuing impact is mitigated for both spillback and influence zone queues. However, the southbound spillback queues are still a potential problem. It should be noted that the queuing analysis was performed based on queue calculation formulas given in the Metro Grade Crossing Policy.

Figure 18: Improvements at Centinela Avenue crossing as proposed in the DEIR



The detailed Synchro analysis discussed in the following section looks in detail at both Synchro queue results (which are based on HCM [Highway Capacity Manual] queue formulas) and SimTraffic (visual simulation) queues to evaluate the potential queues near the crossing.

Synchro Model Results

Assumptions for Synchro Analysis Model

Based on discussions with LADOT, the following assumptions were made:

- Forecast Year 2030 intersection turning movement volumes (as reported in the DEIR) were used in the analysis.
- Signal timing splits and cycle lengths of the existing signalized intersections were obtained from LADOT staff and incorporated into the analysis
- Two-phase LRT signal at Centinela Avenue/Exposition Boulevard/LRT – The LRT signal was assumed to be a two-phased signal with North-South phase for Centinela Avenue traffic and East-West phase for the LRT/Exposition Blvd.
- Cycle length of 150 seconds - The LRT crossing in the Build scenario was assumed as a signal with cycle length of 150 seconds, based on the assumption that the gates would be down every two and a half minutes (5 minutes headway, each direction), 24 trains in an hour. The LRT phase was assumed to be 40 seconds, which is based on the gate down time, as given in the Metro Grade Crossing Policy.

- Centinela Avenue (E) and Olympic Boulevard will not be preempted - The intersection of Centinela Avenue (E)/Olympic Boulevard is more than 200 feet from the crossing and part of a coordinated/progressive signal cycle on Olympic Boulevard. Any kind of preemption can disrupt the traffic progression on Olympic Boulevard. The Metro Grade crossing policy provides a numerical procedure to evaluate the impact of preemption on progressive traffic movements. The latter part of this memorandum evaluates the impact of preemption at Centinela/Olympic intersection on Olympic Boulevard.

Synchro Analysis Queuing Results

The Synchro software analysis methodology calculates vehicular queues for each lane on the approaches to a signalized intersection. The queue calculation is based upon the following parameters:

- Red time: the number of seconds the signal is red for approaching traffic
- Saturation Flow Rate: the number of vehicles per hour that a lane is capable of serving
- Arrival Rate: the rate (in vehicles per second) at which vehicles approach the signal on its red phase
- Length of vehicles including space between vehicles (in feet)
- Number of Lanes
- Lane Utilization Factor: the proportion of vehicles to the capacity of each lane

The 95% queue length is reported as the 95th percentile queue expected to be observed, which means that a longer queue has a probability of occurring only 5% of the time within the peak hour. It should be pointed out that when a corridor analysis includes high traffic volumes and closely spaced signals, the queue calculation is affected. The actual observed queue length may exceed the value reported in the table if the traffic volume exceeds the theoretical capacity at the intersection. Also, excessive queues or traffic volumes at an upstream intersection may consequently affect queues at the analyzed intersection. Table 21 show the queuing analysis by each traffic movement during a.m. and p.m. peak hours.

Table 21: 95th Percentile Queue Length (ft)

Intersection	Movement	Available Storage Distance (feet)	95th Percentile Queue - AM Peak Hour (feet)	95th Percentile Queue - PM Peak Hour (feet)
Centinela Ave (E) and Olympic Blvd	Northbound Left	230	302	161
	Northbound Left-Right	230	#316	87
	Eastbound Right	250	0	33
	Westbound Left	200	#247	#215
Centinela Ave and Exposition Blvd/LRT	Northbound Through	-	366	148
	Southbound Through	230	392	730

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

Three potential queuing issues are highlighted in the above table, as follows:

- In the a.m. peak hour, northbound queues from Centinela (E)/Olympic intersection (influence zone queues) extend beyond the LRT crossing. This is a potential safety hazard.
- In the p.m. peak hour, the southbound spillback queues from the LRT extend to more than 700 feet. An examination of Figure 1 shows that the total available distance from the LRT crossing to Olympic Boulevard is 230 feet, and the distance between Centinela (W) and Centinela (E) intersection is another 400 feet. Hence,

even if southbound vehicles queuing up from the LRT crossing extend onto Olympic Boulevard, the total available distance is less than the projected 95th percentile queues.

3. The westbound left turn queuing at Centinela (E)/Olympic intersection is more than the available distance with the potential of it being longer (see footnote), in both the peak hours. This problem would exacerbate if the westbound left turning vehicles are not able to make the movement due to southbound spillback queues from the LRT crossing.

SimTraffic Visual Queuing Results

In addition to the Synchro analysis, SimTraffic animated simulation was also run to visually assess the length of queues and their conflict with adjacent intersections. Figures 19 and 20 are “snapshots” from the simulation illustrating the queues formed near the LRT crossing, in the a.m. and p.m. peak hours, respectively.

Figure 19 illustrates the “influence zone” queues from the Centinela (E)/Olympic intersection up to the LRT crossing. The same was calculated based on Synchro HCM based 95th percentile queues, as described in the previous section.

Figure 20 illustrates the “spillback” queues from the LRT crossing up to the intersection of Centinela (E)/Olympic intersection and extending west almost up till the intersection of Centinela (W)/Olympic intersection. The same was calculated based on Synchro HCM based 95th percentile queues, as described in the previous section.

Figures 19 and 20 also illustrate the potential problem created by the westbound left turning traffic at Centinela (E)/Olympic intersection. As shown, the excessive queue lengths for this movement blocks one lane of the westbound through traffic reducing the capacity in the westbound approach.

Figure 19: Centinela Crossing – AM Peak Hour

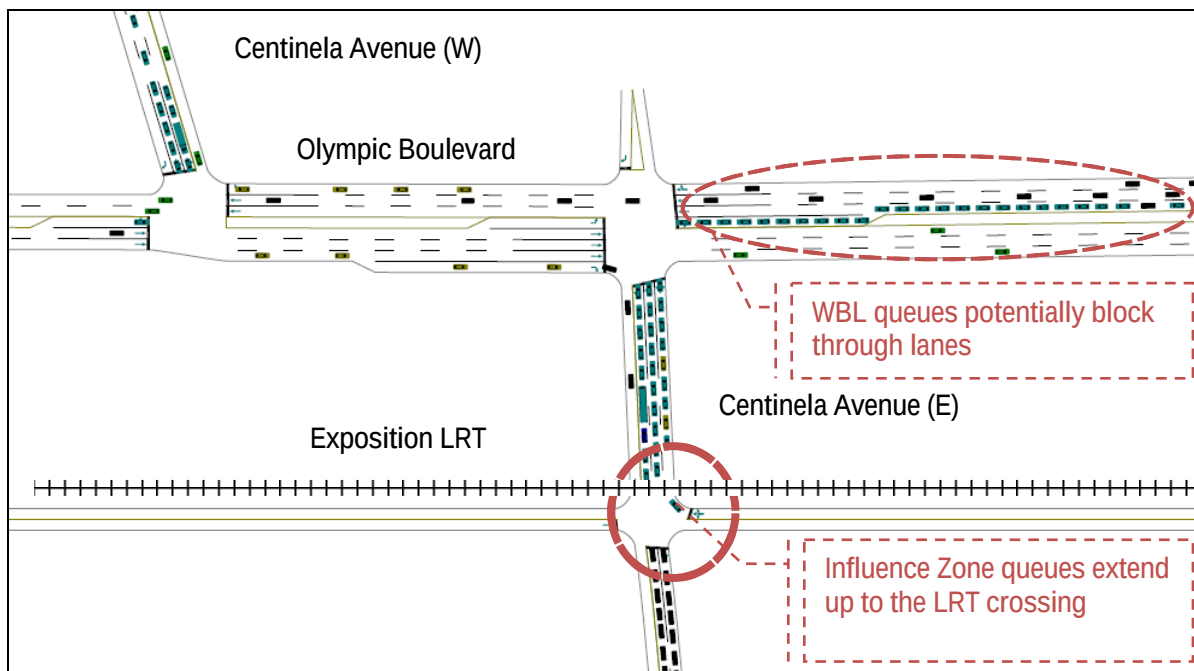
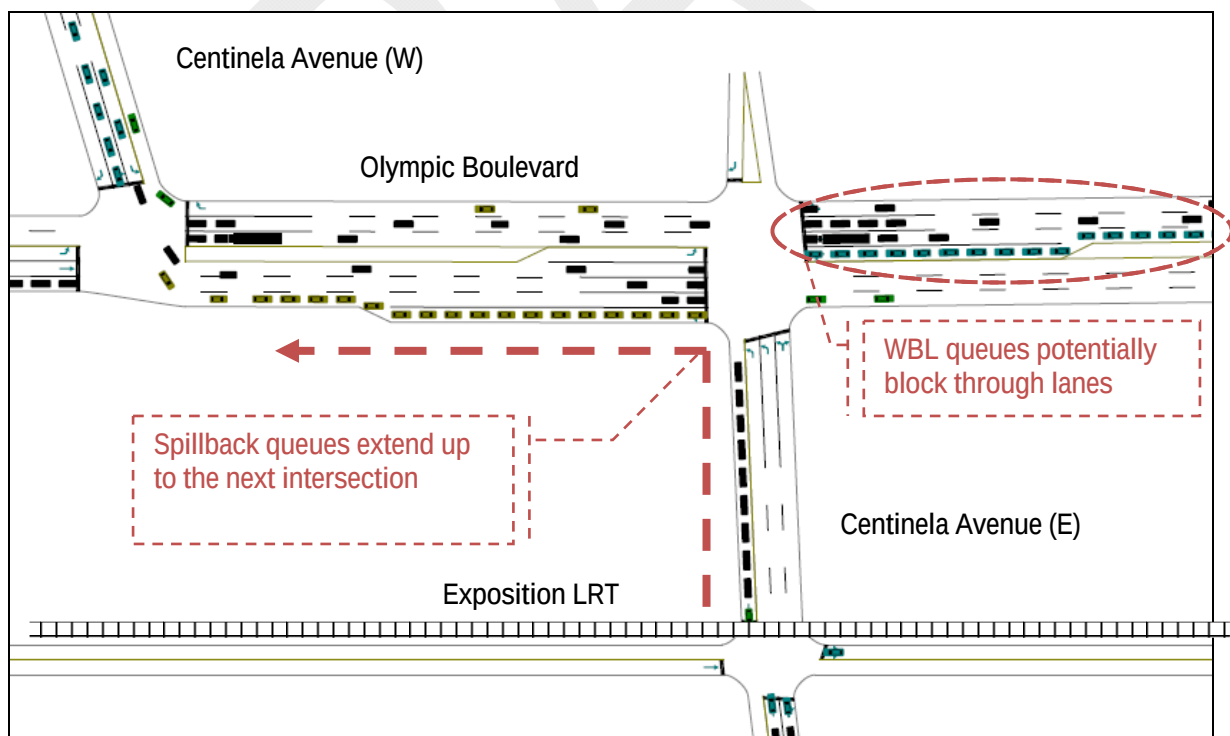


Figure 20: Centinela Crossing – PM Peak Hour



Synchro Analysis LOS Results

Intersection level of service analyses were also conducted for the Build scenario on Centinela Avenue and Olympic Boulevard for a.m. and p.m. peak hours. Measures of effectiveness including intersection delay and intersection level of service were analyzed.

Table 22 present intersection level analysis results based upon the signal delay for all movements (in seconds), and the corresponding intersection levels of service.

Table 22: Intersection Level of Service

Intersection	Control Type	AM Peak Hour			PM Peak Hour		
		LOS	Delay	V/C	LOS	Delay	V/C
Centinela Ave (W) and Olympic Blvd	Signal	C	27.0	0.87	B	16.2	0.78
Centinela Ave (E) and Olympic Blvd	Signal	C	21.8	0.79	B	15.3	0.85
Centinela Ave and Exposition Blvd	Signal	B	14.1	0.45	B	18.2	0.68

As can be seen from the table, all the three intersections analyzed are projected to operate at satisfactory levels of service.

Evaluation of Preemption on Progressive Traffic Movements on Olympic Boulevard

The Metro Grade crossing policy provides a procedure to evaluate the potential impact of preemption on progressive traffic movements. The evaluation is based upon the degree of cross street traffic progression required to be present and the adjusted volume/capacity (V/C) ratio of the controlling intersection. Table 23 provides the conditions under which the test fails.

Table 23: Preemption Evaluation

Adjusted Volume/Capacity Ratio Of Controlling Intersection (1)	Quality of Cross Street Progression (2)		
	Little or No	Moderate	High
$V/C < 0.85$	OK	OK	Marginal (3)
$0.85 \leq V/C \leq 0.95$	OK	Marginal (3)	Fail (4)
$V/C > 0.95$	Marginal (3)	Fail (4)	Fail (4)

Case Study – Controlling Intersection - Centinela (E)/Olympic

Parameters:

- 42 seconds effective gate blockage time
- Train Frequency = 24 trains/hour
- Signal Cycle = 90 seconds
- Volume to Capacity = 0.85 (see table 2)
- Non-Compatible Green Time = 29 seconds

Then:

$GC_T = 0.46$ (Gate Down time / Cycle time representing proportion of cycle that crossing gates will block the cross street)

$GC_{NC} = 0.32$ (Green + Yellow time / Cycle time for non-LRT compatible movements at controlling intersection)

$GC_C = 0.45$ (GC for compatible movements; $GC_C = 1.0 - GC_{NC}$)

“Best Case” Useable Green Ratio

Since $GC_T > GC_C$ then $GC_1 = GC_{NC} = 0.32$

“Worst Case” Useable Green Ratio

Since $GC_{NC} < GC_T$ then $GC_2 = 0$

“Average Case” Capacity Factor

$GC_{NC} = (0.32 + 0.00) / 2 = 0.16$

Train Weighted Capacity Factor

$L_T = 24 \text{ trains/hour} / 36 \text{ cycles/hr} = 0.67$

$F_T = 1.0 - L_T + (GC_{NC} \times L_T) = (1.0 - 0.67) + (0.16 \times 0.67) = 0.43$

Adjusted V/C

$V/C_{ADJ} = V/C_0 / F_T = 0.85 / 0.43 = 1.97$

This analysis shows that the impact of 24 preemptions per hour is sufficient to raise the V/C at the controlling intersection Centinela (E)/Olympic from 0.85 to 1.97. Using the methodology, traffic operational performance would be considered a “FAIL” if a moderate or high degree of progression is present, or required to be maintained, on the cross street. Extenuating factors would need to be considered in order to accept pre-emption at this location.

Conclusions

Based on the above Synchro and SimTraffic simulation analysis, it can be concluded that both spillback queues and influence zone queues will be a potential problem between the LRT crossing and the Centinela (E)/Olympic intersection. In addition, the westbound left turning queues at Centinela (E)/Olympic intersection have the potential to block the westbound through vehicles, disrupting traffic operations on Olympic Boulevard.

In order to assess the feasibility of preemption at the intersection of Centinela (E)/Olympic, a numerical evaluation was performed to determine the impact of preemption on progression on Olympic Boulevard. This evaluation was conducted based on calculations given in the Metro Grade Crossing Policy. The results of the evaluation indicate that preemption of Centinela (E)/Olympic intersection would result in significant reduction in the quality of progression on Olympic Boulevard impacting traffic flow.

RITA L. ROBINSON
GENERAL MANAGER

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October 15, 2009

RECEIVED

OCT 20 2009

Mr. Richard D. Thorpe
Chief Executive Officer
Exposition Construction Authority
707 Wilshire Boulevard, 34th Floor
Los Angeles, CA 90017

Exposition Metro Line
Construction Authority
Executive Office

RE: GRADE CROSSINGS FOR EXPOSITION LIGHT RAIL TRANSIT PROJECT,
PHASE 2

Dear Mr. Thorpe:

LADOT continues to be committed to working with the Exposition Construction Authority (Authority) and the offices of elected officials to design a safe and effective extension of the Exposition Light Rail Transit Project (Phase 2) through the West Los Angeles area. In this regard, the Authority proposes at-grade crossings at six locations, with aerial grade separation at four other locations. In addition, special measures have been developed in consultation with LADOT where at-grade operation had been proposed by the Authority. This letter summarizes these measures and identifies the related parking and traffic impacts.

It is our understanding that these measures will be presented and discussed in the Final EIR. The California Public Utilities Commission (CPUC) will ultimately determine if the at-grade crossings recommended by the Authority are to be approved.

We recognize that interested elected officials and community groups may wish to have a better understanding of the rationale for grade separation versus at-grade operation. Further, we believe that stakeholders may wish to understand the projected impacts of at-grade operation. Accordingly, we are using the opportunity of this correspondence to objectively report on the impacts.

Grade Separation Versus At-Grade Operation

The Authority has three general criteria for grade separation when planning a light rail project: alignment practicality; traffic disruption; and close proximity to a major intersection. An example of the "alignment practicality" criterion is the decision to have grade separation at the Pico Boulevard crossing, as a result of the nearby crossing at Sawtelle Boulevard also being grade separated. At this location it would not be possible to descend to an at-grade alignment before reaching Pico Boulevard.

"Traffic disruption" describes the condition where the volume of traffic on the street being crossed is so great and the light rail crossings are so frequent that significant disruption and delay would result, which would also increase traffic safety risk. An example of the traffic disruption criterion is the decision to have grade separation at the Bundy Drive crossing. For this criterion, the Authority uses guidelines developed by the Institute of Transportation Engineers and adopted by Metropolitan Transportation Authority (MTA).

"Close proximity to a major intersection" describes the condition where the light rail crossing is so close to a major signalized intersection that the intersection would be in a recurrent state of interlock which would also increase traffic safety risk. An example of this criterion is the recent proposal by the Authority to provide grade separation at the Centinela Avenue crossing.

If a crossing doesn't meet any of these three general criteria the Authority and the MTA conclude that traffic safety risk would be minimal and that at-grade operation would be an acceptable and cost effective means to expand the County's light rail system.

Based on these criteria, grade separations are proposed by the Authority at the Centinela Avenue, Bundy Drive, Pico Boulevard and Sawtelle Boulevard crossings. In each case, the light rail line would travel above the existing street grades. At-grade operation is proposed by the Authority at the Barrington Avenue, Sepulveda Boulevard, Military Avenue, Westwood Boulevard, Overland Avenue and Bagley Avenue crossings.

Description of At-Grade Operation

Exposition light rail trains are proposed to operate on five-minute headways in each direction during peak periods. Thus, on the average, light rail trains will arrive once every two and one-half minutes during peak periods when both directions are considered.

Each at-grade crossing will have automated state-of-the-art crossing controls and features, including:

- Fencing
- Audible Sounds
- Flashing lights
- Vehicle approach gates
- Vehicle departure gates (to prevent vehicles from going around approach gates)
- Pedestrian approach gates
- Pedestrian emergency exit swing gates
- Emergency battery back-up power
- Activated electronic No Turn symbol signs
- Activated electronic Train Coming symbol signs at selected locations
- Pedestrian countdown signals
- Accessible features for blind pedestrians
- "Queue-cutter" features to prevent vehicles from stopping on the tracks

Traffic signal displays facing the north-south cross streets will show red under three conditions: when the gates are down for a crossing light rail train; to serve vehicular and pedestrian traffic on Exposition Boulevard; and to prevent vehicles from stopping across the light rail tracks. In fulfilling this third objective, red signals will be displayed to north-south cross streets when downstream traffic comes close to extending across the tracks, even in the absence of an approaching light rail train. Stopped vehicles downstream from and near the light rail crossing would be sensed by detectors embedded in the roadway pavement. When stopped vehicles are detected near the light rail crossing, the traffic signal at the crossing would display a red to prevent further vehicles from passing across the tracks. When downstream stopped vehicles no longer are detected, no light rail trains are approaching and there is no signal call from traffic on Exposition Boulevard, the traffic signal at the crossing will return to green. This safety feature is known as a "queue-cutter".

General Impacts of At-Grade Operation

Each at-grade crossing will result in incremental delays to vehicular traffic. This is due to the frequency and duration of the light rail pre-emptions and the random arrivals associated with light-rail pre-emption. By its very nature, pre-emption would generally be out-of-step with the patterns prescribed for the interconnected and synchronized traffic signal network. The pre-emption period and calculated delays to motorists are summarized below:

- The minimum pre-emption period will be 46 seconds – 12 seconds for the gates to descent, 20 seconds for the gates to remain down prior to arrival of a light rail train, six seconds for the gates to remain down while the light rail train crosses and eight seconds for the gates to rise.
- The average pre-emption period will be 56 seconds, or approximately 10 seconds longer, since the traffic signal would go to red in advance of gate activation, due to insufficient time to serve the next signal phase, such as for pedestrian crossing time.
- The maximum pre-emption period will be 112 seconds when back-to-back pre-emptions occur.
- Based on the 2.5 minute frequency of light rail pre-emptions during the peak period and the probability of motorists arriving during a light rail pre-emption, the average delay to motorists at each at-grade crossing is estimated by LADOT to be approximately 22 seconds.
- The Authority modeled the pre-emption delay at many of the at-grade crossings. The modeled delay ranged from 10.4 to 55.0 seconds, and the differences are due to a variety of site-specific factors. The average delay as calculated by LADOT is in general agreement with the delays modeled by the Authority.

The modeled delay at each at-grade crossing was compared to the various threshold values shown in the Highway Capacity Manual for identifying if delay is within acceptable limits.

Each at-grade crossing signal will cause some degree of queuing (a line of waiting vehicles) upstream of the tracks. If the upstream queuing were to extend into an adjacent signalized intersection then a gridlock situation could result. Accordingly, the modeled upstream queuing was evaluated for proposed at-grade crossings. The

modeled 95th percentile queue (meaning that the length is exceeded only 5% of the time) was used as a reasonable conservative threshold for identifying a potential gridlock situation.

Finally, each at-grade crossing could result in the new signalized rail crossing being so close to a downstream traffic signal that waiting traffic at the downstream signal might extend across the tracks. Without special controls such a situation could entrap a stopped vehicle and could present a safety risk when light rail trains approach. Accordingly, the downstream queues were examined. Where the value for the modeled 95th percentile queues for downstream traffic came close to the distance between the light rail crossing and the downstream signalized intersection, LADOT requires that a "queue-cutter" feature be provided.

Centinela Avenue

We concur with the Authority's new recommendation to provide an aerial grade separation at this crossing. Grade separation is justified based on the light rail crossing's close proximity to Olympic Boulevard.

Barrington Avenue

The Authority, in consultation with LADOT, has revised the operational plan on Barrington Avenue by providing a southbound right turn lane at Pico Boulevard and an extended northbound left turn lane at Olympic Boulevard.

Nineteen on-street parking spaces would be lost in order to operate Barrington Avenue with two lanes in each direction and turn lanes. We note that businesses and residents have access to side street parking and off-street parking lots.

The average delay due to the at-grade crossing signal (northbound and southbound combined) is identified by the Authority as 10.4 seconds during the AM peak period and 12.5 seconds during the PM peak. This corresponds to Level of Service B (reasonably free flow), as specified in the Highway Capacity Manual. This level of service is acceptable to LADOT.

With the currently proposed measures, the queue lengths that would extend upstream of the light rail crossing up to 5% of the time, as modeled by the Authority, are as follows:

Northbound, AM peak: 426 feet
Northbound, PM peak: 230 feet
Southbound, AM peak: 193 feet
Southbound, PM peak: 464 feet

These queue lengths marginally would not impact the operation of adjacent signalized intersections which are immediately upstream – 480 feet for northbound and 490 feet for southbound.

Further evaluation by LADOT indicates that traffic stopped at a signalized intersection downstream from the light rail crossing might infrequently extend to the light rail tracks.

In order to ensure that traffic would not extend across the tracks when light rail trains are approaching, a queue-cutter feature would be provided. This feature would activate a red signal display for traffic approaching the light rail crossing, when downstream queues come close to extending across the light rail crossing, even in the absence of an approaching light rail train.

We note that the adjacent crossings at Pico Boulevard and at Bundy Drive would have aerial grade separations. This could result in a "roller-coaster" alignment if the crossing at Barrington Avenue were to remain at-grade. The Authority should re-examine the feasibility of an aerial grade separation at Barrington Avenue, primarily from an alignment practicality perspective.

In summary, the on-street parking loss can be accommodated by available side street and off-street parking. Delay would be within acceptable limits and vehicles queuing upstream of the crossing marginally would be within manageable limits. A queue-cutter would be provided to ensure that vehicles queuing downstream of the light rail crossing would not extend across the tracks. Finally, the feasibility of an aerial grade separation should be re-examined, for the purpose of maintaining a smoother vertical alignment.

Sepulveda Boulevard

The Draft EIR describes an at-grade crossing with widening of Sepulveda Boulevard, for the purpose of providing an additional southbound travel lane through the crossing. The Authority now proposes to revise this description of the proposed at-grade crossing to include widening of Sepulveda Boulevard to create an additional travel lane in each direction between Tennessee Avenue and Pearl Street. The additional lane would avoid excessive queuing upstream of the light rail crossing. The Authority also proposes to add a Design Option for an aerial grade separation which would be implemented if additional funding can be identified. If the grade separation option is implemented, it would be undertaken in place of the widening. However, the structure would have to accommodate future widening of Sepulveda Boulevard to ultimate Major Highway standards.

With at-grade operation, 49 on-street parking spaces would be lost, in order to operate Sepulveda Boulevard with three lanes in each direction plus left turn lanes. We note that off-street spaces are available.

The average delay due to the at-grade crossing signal (northbound and southbound combined) is identified by the Authority as 55.0 seconds during the AM peak period. This corresponds to a Level of Service D (approaching unstable flow), as specified in the Highway Capacity Manual. The PM peak period is identified as 32.4 seconds corresponding to Level of Service C (stable flow). Although LADOT would prefer Level of Service C (stable flow) or better at all intersections, this is not achievable at many locations. Accordingly, Level of Service D or better is acceptable to LADOT.

Finally, the queue lengths that would extend upstream of the light rail crossing up to 5% of the time, as modeled by the Authority, are as follows:

Northbound, AM peak: 495 feet

Northbound, PM peak: 315 feet

Southbound, AM peak: 97 feet
Southbound, PM peak: 362 feet

These queue lengths would not impact the operation at adjacent signalized intersections which are further upstream – 3,370 feet for northbound and 550 feet for southbound.

The queue lengths and delay cited above reflect normal conditions. We note that Sepulveda Boulevard sometimes serves as a *de facto* alternate route for Interstate 405 during freeway incidents. When this occurs, motorists divert to Sepulveda Boulevard and traffic demand increases dramatically. Accordingly, we encourage consideration of the Design Option and believe that an aerial grade separation at Sepulveda Boulevard would be a better long-term measure than at-grade operation.

In summary, on-street parking loss can be accommodated by available off-street parking. Under normal conditions, delay and queuing would be within acceptable limits with at-grade operation. However, when freeway incidents and the corresponding diversion occurs, southbound vehicles on Sepulveda Boulevard might queue into the intersection at Pico Boulevard. We support serious consideration of the aerial grade separation Design Option, due to the important role of Sepulveda in serving regional traffic. The Design Option would have to accommodate the ultimate width of Sepulveda Boulevard to Major Highway standards.

Military Avenue

This location will be signalized in order to provide appropriate safety features. Due to the relatively lighter traffic volumes on Military Avenue, the Authority did not analyze delay and queue lengths for this crossing. It is reasonable to conclude that there would be no significant impacts at this location.

Westwood Boulevard

Fifty-eight on-street parking spaces would be lost in order to provide two lanes in each direction plus a left-turn lane. This proposed striping of two lanes in each direction near the crossing would reduce excessive queuing. We have worked extensively with the Authority to develop viable alternatives to minimize parking loss and street tree removal with minor street widening.

The at-grade proposal would still prohibit parking to some fronting residences along Westwood Boulevard near the crossing, although access from parallel alleys and parking on cross streets would still be available. We note that parking is not fully utilized on Westwood Boulevard near Exposition Boulevard. The Authority's proposal to make park-and-ride spaces available to residents would reduce the parking inconvenience to residents.

The designated school crossing at Ashby Avenue would become signalized as part of the project, thus providing more positive control.

The queue lengths that would extend upstream of the light rail crossing up to 5% of the time, as modeled by the Authority, are as follows:

Northbound, AM peak: 258 feet
Northbound, PM peak: 190 feet
Southbound, AM peak: Not identified
Southbound, PM peak: Not identified

The northbound queue lengths would not impact the operation at the adjacent signalized intersection which is 1,220 feet upstream. Although the southbound queue lengths were not identified by the Authority, it is reasonable to conclude that they would not impact the operation at the adjacent signalized intersection which is 970 feet upstream.

The Authority did not identify delays due to light rail pre-emption at Westwood Boulevard. Due to the relatively lighter volumes on Westwood Boulevard, it is reasonable to conclude the delay would be less than those shown for the other analyzed at-grade crossings.

As mentioned to the Authority before, LADOT strongly recommends a side platform station design at the Westwood Boulevard station, instead of a center platform design. A side platform design would allow the provision of sidewalks aligned in the projected area of the platforms. The sidewalks would provide pedestrian refuge when light rail trains are approaching and pedestrian gates are down.

In summary, there would be some inconvenience to those who might wish to continue to park on Westwood Boulevard near Exposition Boulevard. Delay and queuing would likely be within acceptable limits. We strongly recommend a side platform station design.

Overland Avenue

The Authority now commits to a minor widening of Overland Avenue so as to add one lane in each direction. The additional lanes would avoid excessive queuing, while the widening would preserve parking for homes fronting on Overland Avenue on the west side. Parking would be prohibited on the east side where there is no frontage.

We are aware of safety concerns expressed with regard to students attending Overland Avenue School. We note that the designated school crossing at Ashby Avenue has a crossing guard and is signalized with actuation by pedestrians. Pedestrian gates and pedestrian signals would be installed at the light rail crossing.

The queue lengths that would extend upstream of the light rail crossing up to 5% of the time, as modeled by the Authority, are as follows:

Northbound, AM peak: 358 feet
Northbound, PM peak: 312 feet
Southbound, AM peak: 237 feet
Southbound, PM peak: 378 feet

These queue lengths would not impact the signalized intersection to the south at Coventry Place, which is 580 feet from the crossing. However, they would impact the

signalized intersection to the north at Ashby Avenue which is 230 feet from the crossing. Accordingly, a queue-cutter feature would be provided. This feature would activate a red signal display for northbound traffic approaching the light rail crossing when downstream queues come close to extending across the light rail crossing, even in the absence of an approaching light rail train.

The average delay due to the at-grade crossing signal (northbound and southbound combined) under the preemption mode is identified by the Authority as 33.8 seconds during the AM peak period and 24.7 second during the PM peak period, corresponding to Level of Service C (stable flow), as specified in the Highway Capacity Manual. Level of Service D or better is acceptable to LADOT.

In summary, on-street parking would be available for properties fronting on Overland Avenue. Pedestrian safety features would be present at the light rail crossing and at Ashby Avenue. Delay and queuing would be manageable and within acceptable limits.

Bagley Avenue

This location will be signalized in order to provide appropriate safety features. Due to the relatively lighter traffic volumes on Bagley Avenue, the Authority did not analyze delay and queue lengths for this crossing. It is reasonable to conclude that there would be no significant impacts at this location.

LADOT strongly recommends that the bicycle path easterly of Bagley Avenue be located south of the Exposition Light Rail tracks, so that bicyclists would not need to cross the tracks.

We appreciate the opportunity to comment on your study and look forward to continue coordination with the Authority and elected officials in the design and implementation phases of this important transportation project.

Sincerely,


Rita L. Robinson
General Manager

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- c: Honorable Paul Koretz, Council District 5
 Honorable Bernard C. Parks, Council District 8
 Honorable Jan Perry, Council District 9
 Honorable Herb J. Wesson, Jr., Council District 10
 Honorable Bill Rosendahl, Council District 11
 Jaime de la Vega, Mayor's Office
 Borja Leon, Mayor's Office
 Lisa Hansen, Mayor's Office
 Monica Born, Exposition Construction Authority
 Vivian Rescalvo, Supervisor Zev Yaroslavsky's Office
 Betsy Weisman, City Planning Department

PUBLIC UTILITIES COMMISSION

320 WEST 4TH STREET, SUITE 500
LOS ANGELES, CA 90013
(213) 576-7083



December 4, 2009

Richard D. Thorpe, PE,
Chief Executive Officer
Exposition Metro Line Construction Authority
707 Wilshire Boulevard, 34th Floor
Los Angeles, CA 90017

Re: Exposition Light Rail Transit Project – Phase 2

Dear Mr. Thorpe:

We are in receipt of your November 16, 2009 letter that provides a progress summary of the Exposition Light Rail Transit Project, Phase 2 (Project) crossings since release of the Draft Environmental Impact Report (DEIR) for public comment. The Staff of the California Public Utilities Commission (CPUC) submitted comments, dated March 27, 2009, to your Project DEIR.

Since submission of our comments on the Project DEIR, CPUC staff has had several meetings with the Exposition Metro Line Construction Authority (Expo Authority) staff to discuss and evaluate revisions to the Project proposed by Expo Authority in response to the CPUC and other comments. The Expo Authority provided additional analysis of potential impacts of Project crossings and has proposed additional Project revisions and mitigation measures to further reduce these impacts. Additional analyses are still being undertaken in consultation with CPUC staff as part of our regulatory approval process.

As we have indicated in our previous meetings, neither the Commission nor the CPUC Staff have made a final determination regarding the Project's compliance with CPUC regulatory requirements. Final determinations cannot be made prior to the certification of the Project Final EIR and the completion of the CPUC Rail Crossing Hazard Analysis process outlined in our General Order (GO) 164-D. However, as a responsible agency under CEQA section 15381 with regard to this project, the CPUC is obligated to provide comments to the Expo Authority to ensure that the Final EIR adequately addresses impacts of the Project within the jurisdiction and expertise of the CPUC.

CPUC staff acknowledges the additional work and analysis by the Expo Authority on the crossing issues, and appreciates the extensive coordination and consultation by the Expo Authority with the CPUC, the City of Los Angeles Department of Transportation (LADOT) and the City of Santa Monica on the crossings proposed as part of the Project. The Expo Authority has been responsive to issues raised by the CPUC staff and LADOT concerning the impacts of the proposed crossings, and the parties continue to discuss the various issues raised to minimize and mitigate those impacts. We look forward to continuing this effective working relationship with the Expo Authority, LADOT and City of Santa Monica during the next steps of the CPUC approval process.

Under the Rail Crossing Hazard Analysis process outlined in our GO 164-D, Section 10, the hazard analysis must be completed for each crossing proposed at-grade as part of the Project, in order for the CPUC staff to develop its recommendations to the Commission on each of the Project crossings.

Richard D. Thorpe, PE,
Chief Executive Officer
Page 2 of 2
December 4, 2009

Should you have any questions, please contact me at (213) 576 – 7083 or email at jfp@cpuc.ca.gov.

Sincerely,

/S/

Jose Pereyra
Utilities Engineer
Rail Crossings Engineering Section
Rail Transit and Crossings Branch
Consumer Protection and Safety Division

CC: Monica Borne, Project Director, Expo Phase II

Appendix E – Intersection Level of Service Tables

EXISTING CONDITIONS (2007) - INTERSECTION LEVELS OF SERVICE

Intersection	Control	AM Peak Hour			PM Peak Hour		
		LOS	Delay (Sec.)	V/C	LOS	Delay (Sec.)	V/C
1. 4th St and Colorado Ave	Signal	C	31.3	0.883	C	33.9	0.848
2. 4th St/I-10WB and Olympic Blvd	Signal	C	22.8	0.748	C	22.4	0.761
3. 4th St/I-10EB and Olympic Blvd	Signal	E	56.7	0.915	C	29.0	0.646
4. Lincoln Blvd and Colorado Ave	Signal	D	37.9	1.164	D	40.5	1.112
5. Lincoln Blvd/I-10WB and Olympic Blvd	Signal	C	32.4	0.862	C	30.3	0.830
6. Lincoln Blvd/I-10EB and Olympic Blvd	Signal	F	113.8	1.000	C	29.9	0.625
7. 11th St and Colorado Ave	Signal	B	18.8	0.689	C	22.3	0.828
8. 11th St (N) and Olympic Blvd	Signal	B	13.9	0.577	B	16.1	0.523
9. 11th St (S) and Olympic Blvd	Signal	B	12.7	0.595	B	16.4	0.647
10. 14th St and Colorado Ave	Signal	B	16.8	0.468	B	19.2	0.603
11. 14th St and Olympic Blvd	Signal	B	18.6	0.539	B	18.1	0.478
12. 17th St and Colorado Ave	Signal	B	16.5	0.474	B	17.7	0.527
13. 17th St and Olympic Blvd	Signal	B	17.3	0.414	B	18.4	0.486
14. 20th St and Colorado Ave	Signal	C	21.5	0.917	B	17.5	0.588
15. 20th St and Olympic Blvd	Signal	D	42.6	1.250	C	28.4	1.110
16. Cloverfield Blvd and Colorado Ave	Signal	D	36.9	0.681	D	36.8	0.556
17. Cloverfield Blvd and Olympic Blvd	Signal	D	48.2	0.759	D	39.5	0.783
18. 26th St and Colorado Ave	Signal	B	19.0	0.640	C	20.8	0.771
19. 26th St and Olympic Blvd	Signal	D	37.4	0.648	D	39.6	0.713
20. Stewart St and Colorado Ave	Signal	B	16.6	0.612	B	15.3	0.577
21. Stewart St and Olympic Blvd	Signal	C	32.0	1.121	D	38.0	1.048
22. Centinela Ave(W) and Olympic Blvd	Signal	B	14.8	0.794	B	16.3	0.650
23. Centinela Ave(E) and Olympic Blvd	Signal	B	19.1	0.758	B	14.7	0.498
24. Centinela Ave and Exposition Blvd	TWSC	A	2.6	N/A	A	4.2	N/A
25. Centinela Ave and Pico Blvd	Signal	B	19.5	0.815	C	24.0	0.663
26. Bundy Dr and Olympic Blvd	Signal	F	174.0	1.092	E	66.7	1.040
27. Bundy Dr and Exposition Blvd	TWSC	A	2.6	N/A	F	300.0	N/A
28. Bundy Dr and Pico Blvd	Signal	C	33.6	1.586	D	38.7	1.187
29. Barrington Ave and Olympic Blvd	Signal	D	35.7	1.095	D	48.3	1.420
30. Barrington Ave and Exposition Blvd (N)	TWSC	A	8.0	N/A	C	24.7	N/A
31. Barrington Ave and Exposition Blvd (S)	TWSC	A	3.8	N/A	F	300.0	N/A
32. Barrington Ave and Pico Blvd	Signal	C	24.6	1.039	D	37.8	1.177
33. Gateway Blvd/Pico Blvd and Exposition Blvd	Signal	F	106.5	1.176	F	93.2	1.245
34. Sawtelle Blvd and Pico Blvd	Signal	F	90.3	1.647	E	77.6	1.440
35. Sawtelle Blvd and Exposition Blvd	TWSC	D	34.5	N/A	F	300.0	N/A
36. Sawtelle Blvd and National Blvd	Signal	C	28.9	0.991	C	25.6	1.082
37. Sawtelle Blvd and Palms Blvd	Signal	B	19.8	0.773	C	27.3	1.022
38. Sawtelle Blvd and Venice Blvd	Signal	E	56.8	1.062	D	50.8	0.996
39. Sawtelle Blvd and I-405 SB Ramps	Signal	C	31.1	0.766	C	31.1	0.726
40. Sepulveda Blvd and Pico Blvd	Signal	D	40.4	1.162	F	91.5	1.802
41. Sepulveda Blvd and Exposition Blvd	Signal	B	15.6	0.691	C	27.4	0.876
42. Sepulveda Blvd and National Blvd	Signal	D	52.6	1.548	F	94.7	1.705
43. Sepulveda Blvd and Palms Blvd	Signal	C	26.1	0.889	E	63.6	1.359
44. Sepulveda Blvd and Charnock Rd	Signal	B	15.8	0.718	A	8.9	0.725
45. Sepulveda Blvd and Venice Blvd	Signal	F	107.2	1.050	F	90.1	1.380
46. Sepulveda Blvd and I-405 NB Ramps	Signal	D	39.1	0.989	C	23.2	0.786
47. Sepulveda Blvd and Washington Pl	Signal	C	23.6	0.885	B	15.5	0.517
48. Washington Pl and Washington Blvd	Signal	C	32.8	0.730	C	25.7	0.660
49. Military Ave & Exposition Blvd	AWSC	B	11.5	0.522	C	15.1	0.650
50. Girard Ave & Venice Blvd	Signal	C	24.9	0.617	C	23.8	0.633
51. Westwood Blvd & Exposition Blvd (N)	TWSC	C	17.3	N/A	F	119.7	N/A
52. Westwood Blvd & Exposition Blvd (S)	TWSC	C	20.9	N/A	F	129.9	N/A
53. Overland Ave & Ashby Ave	Signal	B	16.8	0.815	C	23.4	0.903
54. Overland Ave & Northvale Rd	TWSC	F	56.0	N/A	A	1.6	N/A
55. Overland Ave & National Blvd/I-10 WB Ramps	Signal	F	300.4	1.422	F	190.3	1.108
56. Overland Ave and I-10 EB On-Ramp	Signal	B	19.6	0.857	B	16.4	0.849
57. Overland Ave and National Blvd/National Pl	Signal	C	20.1	0.654	C	31.4	1.130
58. I-10 EB Off-Ramp and National Blvd	Signal	C	23.8	0.820	C	21.2	0.697
59. Overland Ave and Venice Blvd	Signal	E	64.0	1.153	F	98.5	1.385
60. Overland Ave and Washington Blvd	Signal	D	50.0	1.347	E	57.7	1.324
61. Motor Ave and National Blvd	Signal	C	23.6	0.971	C	24.3	1.001
62. Motor Ave and Venice Blvd	Signal	C	23.6	0.955	C	22.1	0.935
63. Motor Ave and Washington Blvd	Signal	B	19.7	0.737	B	15.4	0.661
64. Clarington Ave and Venice Blvd	Signal	C	34.4	1.290	D	40.1	1.432
65. Clarington Ave/Madison Ave and Washington Blvd	Signal	C	24.0	0.636	C	26.1	0.640
66. Palms Blvd/National Blvd and Exposition Blvd/I-10	Signal	B	17.4	0.599	E	56.8	1.490
67. Hughes Ave and Venice Blvd	Signal	D	46.0	1.812	D	45.0	1.501
68. Hughes Ave/Duquesne Ave and Washington Blvd	Signal	B	16.9	0.565	B	17.3	0.550
69. Manning Ave/I-10 WB and National Blvd	Signal	F	116.0	1.987	D	37.5	1.030
70. Culver Blvd and Washington Blvd	Signal	D	40.6	0.650	D	40.6	0.665
71. Bagley Ave and Exposition Blvd	AWSC	C	20.5	0.730	E	48.7	1.029
72. Bagley Ave/Main St and Venice Blvd	Signal	C	30.8	0.845	E	56.2	0.813
73. Culver Blvd and Washington Blvd/Main St	Signal	F	290.6	1.108	F	191.4	1.042
74. Culver Blvd and Venice Blvd	Signal	F	143.0	0.877	F	199.8	0.898
75. Sawtelle Blvd and Washington Pl	Signal	B	15.0	0.540	B	17.8	0.587
76. Sepulveda Blvd and Queensland st	Signal	B	14.9	0.623	B	14.0	0.608
77. Sepulveda Blvd and Rose Ave	TWSC	C	23.1	N/A	C	15.7	N/A
78. Sepulveda Blvd and Washington Blvd	Signal	B	19.5	0.789	B	19.3	0.586
79. Military Ave and Venice Blvd	TWSC	F	300.0	N/A	F	300.0	N/A
80. Girard Ave and Washington Blvd	Signal	B	19.2	0.667	B	14.5	0.615
81. Roberstons Blvd/Higuera St and Washington Blvd	Signal	C	26.8	0.581	C	24.3	0.446
82. 20th St and Broadway	Signal	B	18.0	0.579	B	18.4	0.653
83. 14th St and Broadway	Signal	B	18.4	0.593	C	22.2	0.767
84. Lincoln Blvd and Broadway	Signal	B	16.0	0.747	B	17.4	0.699
85. 4th St and Broadway	Signal	C	26.8	0.943	C	28.9	0.984
86. Main St and Colorado Ave	Signal	B	11.8	0.240	B	15.5	0.653
87. Sepulveda Blvd and Olympic Blvd	Signal	C	31.5	1.014	F	81.8	1.415
88. Westwood Blvd and Pico Blvd	Signal	C	34.7	0.916	D	43.1	1.049
89. Overland Ave and Pico Blvd	Signal	E	65.1	0.839	F	180.9	1.003
90. Bagley Ave and National Blvd	Signal	C	27.6	0.878	C	22.6	0.830

Notes:

LOS = Level of Service, Delay = Average Vehicle Delay (Seconds), V/C = Volume-to-Capacity Ratio for Signalized Intersections
TWSC - Two-Way Stop Control
AWSC - All-Way Stop Control

YEAR 2030 NO BUILD - INTERSECTION LEVELS OF SERVICE

Intersection	Control	AM Peak Hour			PM Peak Hour		
		LOS	Delay (Sec.)	V/C	LOS	Delay (Sec.)	V/C
1. 4th St and Colorado Ave	Signal	C	31.2	0.879	C	34.7	0.890
2. 4th St/I-10WB and Olympic Blvd	Signal	C	26.2	0.866	C	27.8	0.896
3. 4th St/I-10EB and Olympic Blvd	Signal	E	69.3	0.955	C	32.6	0.707
4. Lincoln Blvd and Colorado Ave	Signal	D	53.3	1.253	D	52.3	1.235
5. Lincoln Blvd/I-10WB and Olympic Blvd	Signal	D	39.1	0.947	D	35.2	0.916
6. Lincoln Blvd/I-10EB and Olympic Blvd	Signal	F	115.5	0.960	C	34.7	0.689
7. 11th St and Colorado Ave	Signal	C	21.0	0.786	C	29.5	0.961
8. 11th St (N) and Olympic Blvd	Signal	B	14.1	0.645	B	16.7	0.561
9. 11th St (S) and Olympic Blvd	Signal	B	11.2	0.646	B	17.9	0.731
10. 14th St and Colorado Ave	Signal	B	17.1	0.512	B	19.6	0.665
11. 14th St and Olympic Blvd	Signal	B	19.4	0.586	B	18.7	0.523
12. 17th St and Colorado Ave	Signal	B	17.2	0.532	B	17.5	0.554
13. 17th St and Olympic Blvd	Signal	B	18.4	0.428	B	18.9	0.542
14. 20th St and Colorado Ave	Signal	C	22.0	0.937	B	18.3	0.640
15. 20th St and Olympic Blvd	Signal	E	60.5	1.397	C	34.5	1.236
16. Cloverfield Blvd and Colorado Ave	Signal	D	38.1	0.723	D	37.3	0.563
17. Cloverfield Blvd and Olympic Blvd	Signal	D	47.6	0.777	D	39.3	0.770
18. 26th St and Colorado Ave	Signal	C	20.1	0.728	C	23.6	0.846
19. 26th St and Olympic Blvd	Signal	D	38.6	0.703	D	47.1	0.779
20. Stewart St and Colorado Ave	Signal	B	17.1	0.633	B	16.4	0.661
21. Stewart St and Olympic Blvd	Signal	C	34.2	1.162	D	44.6	1.124
22. Centinela Ave(W) and Olympic Blvd	Signal	B	16.9	0.865	B	18.0	0.745
23. Centinela Ave(E) and Olympic Blvd	Signal	C	21.4	0.848	B	17.7	0.551
24. Centinela Ave and Exposition Blvd	TWSC	A	3.3	N/A	A	6.7	N/A
25. Centinela Ave and Pico Blvd	Signal	C	26.5	0.965	C	27.1	0.806
26. Bundy Dr and Olympic Blvd	Signal	F	217.6	1.252	F	95.3	1.188
27. Bundy Dr and Exposition Blvd	TWSC	A	2.9	N/A	F	300.0	N/A
28. Bundy Dr and Pico Blvd	Signal	E	62.8	1.715	D	48.7	1.274
29. Barrington Ave and Olympic Blvd	Signal	D	53.7	1.184	E	77.4	2.006
30. Barrington Ave and Exposition Blvd (N)	TWSC	C	20.4	N/A	C	16.5	N/A
31. Barrington Ave and Exposition Blvd (S)	TWSC	A	7.4	N/A	F	300.0	N/A
32. Barrington Ave and Pico Blvd	Signal	C	27.1	1.057	D	41.8	1.255
33. Gateway Blvd/Pico Blvd and Exposition Blvd	Signal	F	168.8	1.419	F	156.4	1.505
34. Sawtelle Blvd and Pico Blvd	Signal	F	134.1	1.721	F	131.8	1.611
35. Sawtelle Blvd and Exposition Blvd	TWSC	D	34.5	N/A	F	300.0	N/A
36. Sawtelle Blvd and National Blvd	Signal	E	63.2	1.395	F	93.5	1.592
37. Sawtelle Blvd and Palms Blvd	Signal	D	47.3	1.614	E	67.5	1.773
38. Sawtelle Blvd and Venice Blvd	Signal	F	158.5	1.411	F	102.3	1.320
39. Sawtelle Blvd and I-405 SB Ramps	Signal	D	36.7	0.864	D	37.4	0.802
40. Sepulveda Blvd and Pico Blvd	Signal	D	44.5	1.266	F	152.9	2.237
41. Sepulveda Blvd and Exposition Blvd	Signal	C	20.5	0.789	C	23.0	0.759
42. Sepulveda Blvd and National Blvd	Signal	F	116.7	1.769	F	195.7	1.971
43. Sepulveda Blvd and Palms Blvd	Signal	F	95.3	1.579	F	119.4	1.940
44. Sepulveda Blvd and Charnock Rd	Signal	C	26.4	0.936	C	29.8	1.412
45. Sepulveda Blvd and Venice Blvd	Signal	F	109.1	1.298	F	211.1	2.230
46. Sepulveda Blvd and I-405 NB Ramps	Signal	E	66.5	1.163	C	30.0	0.943
47. Sepulveda Blvd and Washington Pl	Signal	D	43.1	1.090	C	20.0	0.713
48. Washington Pl and Washington Blvd	Signal	C	31.7	0.760	C	30.8	0.780
49. Military Ave & Exposition Blvd	AWSC	B	11.5	0.536	C	17.3	0.698
50. Girard Ave & Venice Blvd	Signal	D	46.8	0.724	D	45.3	0.738
51. Westwood Blvd & Exposition Blvd (N)	TWSC	D	26.6	N/A	F	185.0	N/A
52. Westwood Blvd & Exposition Blvd (S)	TWSC	E	41.6	N/A	F	186.8	N/A
53. Overland Ave & Ashby Ave	Signal	C	20.1	0.870	D	37.1	1.002
54. Overland Ave & Northvale Rd	TWSC	E	42.6	N/A	A	2.4	N/A
55. Overland Ave & National Blvd/I-10 WB Ramps	Signal	F	343.2	1.426	F	232.8	1.446
56. Overland Ave and I-10 EB On-Ramp	Signal	C	31.4	0.982	C	20.5	0.928
57. Overland Ave and National Blvd/National Pl	Signal	C	22.2	0.822	D	48.6	1.589
58. I-10 EB Off-Ramp and National Blvd	Signal	C	25.2	0.848	C	21.0	0.668
59. Overland Ave and Venice Blvd	Signal	F	136.7	1.413	F	144.0	1.574
60. Overland Ave and Washington Blvd	Signal	E	76.1	1.437	F	108.0	1.531
61. Motor Ave and National Blvd	Signal	C	25.0	1.014	C	27.1	1.133
62. Motor Ave and Venice Blvd	Signal	C	31.1	1.103	C	27.0	1.098
63. Motor Ave and Washington Blvd	Signal	C	21.6	0.806	B	18.5	0.783
64. Clarington Ave and Venice Blvd	Signal	D	44.4	1.501	D	40.7	1.450
65. Clarington Ave/Madison Ave and Washington Blvd	Signal	C	24.9	0.679	C	27.4	0.766
66. Palms Blvd/National Blvd and Exposition Blvd/National Blvd	Signal	B	18.0	0.659	E	60.8	1.583
67. Hughes Ave and Venice Blvd	Signal	E	60.2	2.132	D	52.9	1.693
68. Hughes Ave/Duquesne Ave and Washington Blvd	Signal	C	21.2	0.836	B	18.1	0.738
69. Manning Ave/I-10 WB and National Blvd	Signal	F	139.5	2.257	E	57.4	1.301
70. Culver Blvd and Washington Blvd	Signal	D	50.9	0.745	E	67.8	0.808
71. Bagley Ave and Exposition Blvd	AWSC	B	13.7	0.553	F	52.4	1.059
72. Bagley Ave/Main St and Venice Blvd	Signal	D	46.1	0.991	F	95.8	0.933
73. Culver Blvd and Washington Blvd/Main St	Signal	F	314.2	1.129	F	290.0	1.222
74. Culver Blvd and Venice Blvd	Signal	F	148.6	0.922	F	266.4	1.056
75. Sawtelle Blvd and Washington Pl	Signal	B	16.8	0.642	C	21.8	0.805
76. Sepulveda Blvd and Queensland st	Signal	E	75.1	0.816	C	32.5	0.776
77. Sepulveda Blvd and Rose Ave	TWSC	F	133.4	N/A	F	64.2	N/A
78. Sepulveda Blvd and Washington Blvd	Signal	C	29.8	1.084	C	32.8	1.212
79. Military Ave and Venice Blvd	TWSC	F	300.0	N/A	F	300.0	N/A
80. Girard Ave and Washington Blvd	Signal	B	19.9	0.732	B	14.4	0.709
81. Roberstons Blvd/Higuera St and Washington Blvd	Signal	C	27.7	0.623	C	33.9	0.657
82. 20th St and Broadway	Signal	B	18.2	0.617	B	19.3	0.695
83. 14th St and Broadway	Signal	B	18.9	0.630	C	20.8	0.708
84. Lincoln Blvd and Broadway	Signal	B	16.4	0.757	C	20.7	0.860
85. 4th St and Broadway	Signal	C	27.3	1.000	C	29.2	0.998
86. Main St and Colorado Ave	Signal	A	8.3	0.216	B	12.6	0.537
87. Sepulveda Blvd and Olympic Blvd	Signal	D	35.8	1.111	F	93.7	1.489
88. Westwood Blvd and Pico Blvd	Signal	D	37.0	0.965	D	52.8	1.138
89. Overland Ave and Pico Blvd	Signal	E	71.4	0.886	F	213.0	1.065
90. Bagley Ave and National Blvd	Signal	C	32.1	0.904	C	31.7	1.080

Notes:

LOS = Level of Service, Delay = Average Vehicle Delay (Seconds), V/C = Volume-to-Capacity Ratio for Signalized Intersections

TWSC - Two-Way Stop Control

AWSC - All-Way Stop Control

For all TWSC operating at overflow conditions, the delay has been taken as 300 seconds

YEAR 2030 TSM - INTERSECTION LEVELS OF SERVICE

Intersection	Control	AM Peak Hour			PM Peak Hour		
		LOS	Delay (Sec.)	V/C	LOS	Delay (Sec.)	V/C
1. 4th St and Colorado Ave	Signal	C	31.1	0.875	C	34.7	0.890
2. 4th St/I-10WB and Olympic Blvd	Signal	C	25.7	0.858	C	27.8	0.896
3. 4th St/I-10EB and Olympic Blvd	Signal	E	67.2	0.945	C	32.6	0.707
4. Lincoln Blvd and Colorado Ave	Signal	D	51.5	1.246	D	52.4	1.235
5. Lincoln Blvd/I-10WB and Olympic Blvd	Signal	D	38.0	0.937	D	35.2	0.916
6. Lincoln Blvd/I-10EB and Olympic Blvd	Signal	F	111.8	0.951	C	34.7	0.689
7. 11th St and Colorado Ave	Signal	C	20.6	0.774	C	29.5	0.961
8. 11th St (N) and Olympic Blvd	Signal	B	14.0	0.638	B	16.7	0.561
9. 11th St (S) and Olympic Blvd	Signal	B	11.1	0.639	B	17.9	0.731
10. 14th St and Colorado Ave	Signal	B	17.0	0.507	B	19.6	0.665
11. 14th St and Olympic Blvd	Signal	B	19.3	0.581	B	18.7	0.523
12. 17th St and Colorado Ave	Signal	B	17.1	0.527	B	17.5	0.555
13. 17th St and Olympic Blvd	Signal	B	18.1	0.421	B	18.9	0.542
14. 20th St and Colorado Ave	Signal	C	21.3	0.908	B	18.3	0.640
15. 20th St and Olympic Blvd	Signal	E	58.2	1.377	C	34.5	1.236
16. Cloverfield Blvd and Colorado Ave	Signal	D	37.8	0.715	D	37.3	0.563
17. Cloverfield Blvd and Olympic Blvd	Signal	D	46.8	0.769	D	39.3	0.770
18. 26th St and Colorado Ave	Signal	B	20.0	0.717	C	23.6	0.846
19. 26th St and Olympic Blvd	Signal	D	38.3	0.695	D	47.1	0.779
20. Stewart St and Colorado Ave	Signal	B	17.0	0.626	B	16.4	0.661
21. Stewart St and Olympic Blvd	Signal	C	33.7	1.155	D	44.7	1.125
22. Centinela Ave(W) and Olympic Blvd	Signal	B	16.8	0.862	B	18.0	0.741
23. Centinela Ave(E) and Olympic Blvd	Signal	C	21.3	0.845	B	17.6	0.548
24. Centinela Ave and Exposition Blvd	TWSC	A	3.2	N/A	A	6.5	N/A
25. Centinela Ave and Pico Blvd	Signal	C	26.3	0.962	C	26.9	0.799
26. Bundy Dr and Olympic Blvd	Signal	F	216.6	1.248	F	94.1	1.182
27. Bundy Dr and Exposition Blvd	TWSC	A	2.8	N/A	F	300.0	N/A
28. Bundy Dr and Pico Blvd	Signal	E	61.9	1.713	D	48.1	1.271
29. Barrington Ave and Olympic Blvd	Signal	D	53.8	1.176	E	75.7	1.956
30. Barrington Ave and Exposition Blvd (N)	TWSC	C	19.7	N/A	C	15.8	N/A
31. Barrington Ave and Exposition Blvd (S)	TWSC	A	7.1	N/A	F	300.0	N/A
32. Barrington Ave and Pico Blvd	Signal	C	27.0	1.055	D	41.3	1.248
33. Gateway Blvd/Pico Blvd and Exposition Blvd	Signal	F	167.3	1.414	F	154.6	1.498
34. Sawtelle Blvd and Pico Blvd	Signal	F	133.3	1.718	F	129.9	1.605
35. Sawtelle Blvd and Exposition Blvd	TWSC	D	34.5	N/A	F	300.0	N/A
36. Sawtelle Blvd and National Blvd	Signal	E	60.5	1.325	F	92.2	1.585
37. Sawtelle Blvd and Palms Blvd	Signal	D	45.3	1.560	E	66.3	1.752
38. Sawtelle Blvd and Venice Blvd	Signal	F	151.8	1.390	F	101.0	1.313
39. Sawtelle Blvd and I-405 SB Ramps	Signal	D	36.0	0.855	D	37.0	0.799
40. Sepulveda Blvd and Pico Blvd	Signal	D	43.8	1.254	F	148.4	2.204
41. Sepulveda Blvd and Exposition Blvd	Signal	C	20.2	0.786	C	22.9	0.747
42. Sepulveda Blvd and National Blvd	Signal	F	111.8	1.753	F	193.3	1.965
43. Sepulveda Blvd and Palms Blvd	Signal	F	92.8	1.564	F	117.6	1.935
44. Sepulveda Blvd and Charnock Rd	Signal	C	25.0	0.922	C	29.0	1.392
45. Sepulveda Blvd and Venice Blvd	Signal	F	105.2	1.285	F	210.0	2.222
46. Sepulveda Blvd and I-405 NB Ramps	Signal	E	64.6	1.153	C	29.9	0.941
47. Sepulveda Blvd and Washington Pl	Signal	D	40.7	1.072	B	19.9	0.713
48. Washington Pl and Washington Blvd	Signal	C	31.4	0.760	C	30.7	0.770
49. Military Ave & Exposition Blvd	AWSC	B	11.5	0.533	C	17.0	0.691
50. Girard Ave & Venice Blvd	Signal	D	46.5	0.723	D	44.0	0.734
51. Westwood Blvd & Exposition Blvd (N)	TWSC	D	26.2	N/A	F	176.6	N/A
52. Westwood Blvd & Exposition Blvd (S)	TWSC	E	39.5	N/A	F	175.0	N/A
53. Overland Ave & Ashby Ave	Signal	B	19.8	0.865	D	35.2	0.992
54. Overland Ave & Northvale Rd	TWSC	E	41.7	N/A	A	2.3	N/A
55. Overland Ave & National Blvd/I-10 WB Ramps	Signal	F	341.0	1.420	F	228.0	1.432
56. Overland Ave and I-10 EB On-Ramp	Signal	C	30.6	0.978	B	19.8	0.918
57. Overland Ave and National Blvd/National Pl	Signal	C	22.0	0.817	D	46.3	1.530
58. I-10 EB Off-Ramp and National Blvd	Signal	C	25.0	0.844	C	20.9	0.661
59. Overland Ave and Venice Blvd	Signal	F	136.5	1.413	F	141.9	1.570
60. Overland Ave and Washington Blvd	Signal	E	75.7	1.436	F	106.1	1.518
61. Motor Ave and National Blvd	Signal	C	24.9	1.012	C	28.1	1.094
62. Motor Ave and Venice Blvd	Signal	C	31.1	1.103	C	27.0	1.097
63. Motor Ave and Washington Blvd	Signal	C	21.6	0.805	B	18.4	0.780
64. Clarington Ave and Venice Blvd	Signal	D	44.4	1.501	D	40.4	1.442
65. Clarington Ave/Washington Blvd	Signal	C	24.9	0.677	C	27.3	0.763
66. Palms Blvd/Exposition Blvd/National Blvd	Signal	B	17.9	0.641	E	58.2	1.548
67. Hughes Ave and Venice Blvd	Signal	E	59.8	2.123	D	52.5	1.683
68. Hughes Ave/Duquesne Ave and Washington Blv	Signal	C	21.2	0.835	B	18.0	0.731
69. Manning Ave/I-10 WB and National Blvd	Signal	F	138.9	2.248	D	54.6	1.267
70. Culver Blvd and Washington Blvd	Signal	D	50.8	0.745	E	66.8	0.804
71. Bagley Ave and Exposition Blvd	AWSC	B	13.6	0.550	E	49.4	1.040
72. Bagley Ave/Main St and Venice Blvd	Signal	D	45.8	0.990	F	93.9	0.929
73. Culver Blvd and Washington Blvd/Main St	Signal	F	313.9	1.128	F	287.5	1.216
74. Culver Blvd and Venice Blvd	Signal	F	148.0	0.920	F	264.7	1.051
75. Sawtelle Blvd and Washington Pl	Signal	B	16.7	0.635	C	21.7	0.801
76. Sepulveda Blvd and Queensland st	Signal	E	69.2	0.803	C	31.8	0.772
77. Sepulveda Blvd and Rose Ave	TWSC	F	123.1	N/A	F	63.0	N/A
78. Sepulveda Blvd and Washington Blvd	Signal	C	29.0	1.065	C	32.7	1.208
79. Military Ave and Venice Blvd	TWSC	F	300.0	N/A	F	300.0	N/A
80. Girard Ave and Washington Blvd	Signal	B	19.9	0.731	B	14.3	0.705
81. Roberstons Blvd/Washington Blvd	Signal	C	27.6	0.623	C	33.7	0.657
82. 20th St and Broadway	Signal	B	18.1	0.611	B	19.3	0.695
83. 14th St and Broadway	Signal	B	18.8	0.624	C	20.8	0.708
84. Lincoln Blvd and Broadway	Signal	B	16.1	0.750	C	20.7	0.860
85. 4th St and Broadway	Signal	C	27.2	0.994	C	29.2	0.998
86. Main St and Colorado Ave	Signal	A	8.3	0.213	B	12.6	0.537
87. Sepulveda Blvd and Olympic Blvd	Signal	D	35.4	1.098	F	92.8	1.486
88. Westwood Blvd and Pico Blvd	Signal	D	37.0	0.962	D	52.1	1.134
89. Overland Ave and Pico Blvd	Signal	E	70.4	0.882	F	211.3	1.061
90. Bagley Ave and National Blvd	Signal	C	31.3	0.899	C	31.5	1.079

Notes:

LOS = Level of Service, Delay = Average Vehicle Delay (Seconds), V/C = Volume-to-Capacity Ratio for Signalized Intersections
TWSC - Two-Way Stop Control
AWSC - All-Way Stop Control
For all TWSC operating at overflow conditions, the delay has been taken as 300 seconds

YEAR 2030 SEGMENT 1 - INTERSECTION LEVELS OF SERVICE

Intersection	Control	AM Peak Hour			PM Peak Hour		
		LOS	Delay (Sec.)	V/C	LOS	Delay (Sec.)	V/C
40. Sepulveda Blvd and Pico Blvd	Signal	D	39.0	1.111	F	133.2	1.946
41. Sepulveda Blvd and Exposition Blvd	Signal	D	55.0	0.918	C	32.4	0.658
49. Military Ave & Exposition Blvd	Signal	B	14.0	0.241	C	21.0	0.463
51. Westwood Blvd & Exposition Blvd (N)	Signal	A	4.0	0.490	B	10.9	0.710
52. Westwood Blvd & Exposition Blvd (S)	Signal	A	5.1	0.430	A	9.8	0.790
53. Overland Ave & Ashby Ave	Signal	B	16.3	0.716	C	24.5	0.847
54. Overland Ave & Northvale Rd	Signal	C	34.6	0.631	C	30.6	0.593
55. Overland Ave/I-10 WB Ramps	Signal	F	338.3	1.416	F	230.6	1.436
56. Overland Ave and I-10 EB On-Ramp	Signal	C	30.2	0.976	B	20.0	0.921
57. Overland Ave and National Blvd/National Pl	Signal	C	21.9	0.814	D	47.3	1.554
58. I-10 EB Off-Ramp and National Blvd	Signal	C	24.9	0.841	C	20.9	0.663
61. Motor Ave and National Blvd	Signal	C	24.9	1.010	C	28.2	1.095
66. Palms Blvd/Exposition Blvd/National Blvd	Signal	B	17.9	0.661	E	59.6	1.567
69. Manning Ave/I-10 WB and National Blvd	Signal	F	138.4	2.239	E	56.3	1.288
71. Bagley Ave and Exposition Blvd	Signal	B	16.7	0.451	C	22.3	0.759
87. Sepulveda Blvd and Olympic Blvd	Signal	D	36.0	1.100	F	94.5	1.486
88. Westwood Blvd and Pico Blvd	Signal	D	36.8	0.959	D	51.9	1.133
89. Overland Ave and Pico Blvd	Signal	E	71.2	0.885	F	210.1	1.057
90. Bagley Ave and National Blvd	Signal	C	31.2	0.898	C	31.1	1.070

Notes:

LOS = Level of Service, Delay = Average Vehicle Delay (Seconds), V/C = Volume-to-Capacity Ratio for Signalized Intersections

TWSC - Two-Way Stop Control

AWSC - All-Way Stop Control

YEAR 2030 SEGMENT 1A - INTERSECTION LEVELS OF SERVICE

Intersection	Control	AM Peak Hour			PM Peak Hour		
		LOS	Delay (Sec.)	V/C	LOS	Delay (Sec.)	V/C
36. Sawtelle Blvd and National Blvd	Signal	E	61.2	1.327	F	90.0	1.573
37. Sawtelle Blvd and Palms Blvd	Signal	D	45.5	1.562	E	65.3	1.735
38. Sawtelle Blvd and Venice Blvd	Signal	F	153.7	1.395	F	101.0	1.313
39. Sawtelle Blvd and I-405 SB Ramps	Signal	D	36.1	0.856	D	37.0	0.799
41. Sepulveda Blvd and Exposition Blvd	Signal	D	47.7	0.908	D	40.5	0.807
42. Sepulveda Blvd and National Blvd	Signal	E	79.7	1.663	F	135.3	1.805
43. Sepulveda Blvd and Palms Blvd	Signal	F	105.7	1.679	F	339.1	3.982
45. Sepulveda Blvd and Venice Blvd	Signal	F	110.4	1.300	F	213.6	2.257
46. Sepulveda Blvd and I-405 NB Ramps	Signal	E	64.7	1.154	C	29.9	0.942
47. Sepulveda Blvd and Washington Pl	Signal	D	41.1	1.076	B	20.0	0.713
48. Washington Pl and Washington Blvd	Signal	C	31.4	0.760	C	30.8	0.770
50. Girard Ave & Venice Blvd	Signal	F	206.0	0.924	F	214.5	0.953
59. Overland Ave and Venice Blvd	Signal	F	137.9	1.414	F	147.9	1.571
60. Overland Ave and Washington Blvd	Signal	E	74.5	1.432	F	107.1	1.525
62. Motor Ave and Venice Blvd	Signal	D	45.6	0.859	D	36.2	0.873
63. Motor Ave and Washington Blvd	Signal	C	21.4	0.801	B	18.5	0.782
64. Clarington Ave and Venice Blvd	Signal	E	58.1	1.045	E	60.4	0.913
65. Clarington Ave/Washington Blvd	Signal	C	24.8	0.674	C	27.3	0.765
67. Hughes Ave and Venice Blvd	Signal	E	74.9	1.142	F	92.5	1.010
68. Hughes Ave/Washington Blvd	Signal	C	21.0	0.821	B	18.1	0.734
70. Culver Blvd and Washington Blvd	Signal	D	50.2	0.741	E	67.3	0.806
72. Bagley Ave/Main St and Venice Blvd	Signal	D	46.0	0.994	F	95.1	0.938
73. Culver Blvd and Washington Blvd	Signal	F	312.0	1.127	F	289.0	1.221
74. Culver Blvd and Venice Blvd	Signal	F	146.1	0.916	F	265.7	1.056
75. Sawtelle Blvd and Washington Pl	Signal	B	16.7	0.635	C	21.7	0.801
76. Sepulveda Blvd and Queensland st	Signal	E	78.0	0.824	C	34.8	0.785
77. Sepulveda Blvd and Rose Ave	TWSC	F	137.2	N/A	F	65.8	N/A
78. Sepulveda Blvd and Washington Blvd	Signal	C	29.0	1.065	C	32.7	1.209
80. Girard Ave and Washington Blvd	Signal	B	19.8	0.728	B	14.4	0.707
81. Roberstons Blvd/Washington Blvd	Signal	C	27.4	0.611	C	33.8	0.657

Notes:

LOS = Level of Service, Delay = Average Vehicle Delay (Seconds), V/C = Volume-to-Capacity Ratio for Signalized Intersections

TWSC - Two-Way Stop Control

AWSC - All-Way Stop Control

For all TWSC operating at overflow conditions, the delay has been taken as 300 seconds

YEAR 2030 SEGMENT 2 - INTERSECTION LEVELS OF SERVICE

Intersection	Control	AM Peak Hour			PM Peak Hour		
		LOS	Delay (Sec.)	V/C	LOS	Delay (Sec.)	V/C
16. Cloverfield Blvd and Colorado Ave	Signal	D	37.8	0.714	D	37.2	0.560
17. Cloverfield Blvd and Olympic Blvd	Signal	D	46.7	0.768	D	39.2	0.765
18. 26th St and Colorado Ave	Signal	B	19.9	0.714	C	23.3	0.839
19. 26th St and Olympic Blvd	Signal	D	41.8	0.675	D	53.5	0.797
20. Stewart St and Colorado Ave	Signal	B	17.0	0.625	B	16.3	0.653
21. Stewart St and Olympic Blvd	Signal	D	49.0	0.832	D	50.7	0.892
22. Centinela Ave(W) and Olympic Blvd	Signal	B	17.0	0.865	B	17.9	0.739
23. Centinela Ave(E) and Olympic Blvd	Signal	C	21.2	0.870	B	18.4	0.545
24. Centinela Ave and Exposition Blvd	Signal	B	11.2	0.866	B	11.4	0.789
25. Centinela Ave and Pico Blvd	Signal	C	26.0	0.968	C	27.7	0.820
26. Bundy Dr and Olympic Blvd	Signal	F	216.0	1.252	F	93.5	1.182
27. Bundy Dr and Exposition Blvd	TWSC	A	3.4	N/A	F	300.0	N/A
28. Bundy Dr and Pico Blvd	Signal	E	60.6	1.716	D	48.7	1.274
29. Barrington Ave and Olympic Blvd	Signal	D	50.7	1.079	E	74.4	1.962
30. Barrington Ave and Exposition Blvd (N)	Signal	A	5.0	0.720	A	8.2	0.690
31. Barrington Ave and Exposition Blvd (S)	Signal	A	2.8	0.570	B	10.4	0.880
32. Barrington Ave and Pico Blvd	Signal	C	27.1	1.055	D	37.0	1.177
33. Gateway Blvd and Pico Blvd	Signal	F	167.8	1.416	F	152.9	1.491
34. Sawtelle Blvd and Pico Blvd	Signal	F	130.9	1.719	F	134.1	1.616
35. Sawtelle Blvd and Exposition Blvd	TWSC	D	34.5	N/A	F	300.0	N/A

Notes:

LOS = Level of Service, Delay = Average Vehicle Delay (Seconds), V/C = Volume-to-Capacity Ratio for Signalized Intersections

TWSC - Two-Way Stop Control

AWSC - All-Way Stop Control

For all TWSC operating at overflow conditions, the delay has been taken as 300 seconds

YEAR 2030 SEGMENT 3 - INTERSECTION LEVELS OF SERVICE

Intersection	Control	AM Peak Hour			PM Peak Hour		
		LOS	Delay (Sec.)	V/C	LOS	Delay (Sec.)	V/C
1. 4th St and Colorado Ave	Signal	C	32.0	0.893	D	35.7	0.889
2. 4th St/I-10WB and Olympic Blvd	Signal	C	26.0	0.858	C	28.1	0.901
3. 4th St/I-10EB and Olympic Blvd	Signal	E	66.6	0.943	C	32.7	0.713
4. Lincoln Blvd and Colorado Ave	Signal	D	51.1	1.244	D	54.7	1.244
5. Lincoln Blvd/I-10WB and Olympic Blvd	Signal	D	41.2	0.963	D	38.4	0.947
6. Lincoln Blvd/I-10EB and Olympic Blvd	Signal	F	110.9	0.949	C	34.2	0.684
7. 11th St and Colorado Ave	Signal	C	20.5	0.770	C	28.9	0.953
8. 11th St (N) and Olympic Blvd	Signal	B	14.0	0.637	B	16.6	0.558
9. 11th St (S) and Olympic Blvd	Signal	B	11.1	0.638	B	17.8	0.726
10. 14th St and Colorado Ave	Signal	B	17.0	0.506	B	19.6	0.659
11. 14th St and Olympic Blvd	Signal	C	25.3	0.664	C	25.0	0.475
12. 17th St and Colorado Ave	Signal	B	17.1	0.526	B	17.5	0.551
13. 17th St and Olympic Blvd	Signal	C	27.3	0.466	C	27.0	0.555
14. 20th St and Colorado Ave	Signal	C	21.2	0.902	B	18.2	0.636
15. 20th St and Olympic Blvd	Signal	F	81.6	1.335	D	46.3	1.169

Notes:

LOS = Level of Service, Delay = Average Vehicle Delay (Seconds), V/C = Volume-to-Capacity Ratio for Signalized Intersections

TWSC - Two-Way Stop Control

AWSC - All-Way Stop Control

SEGMENT 3A (2030) - INTERSECTION LEVELS OF SERVICE

Intersection Name	Control	AM Peak Hour			PM Peak Hour		
		LOS	Delay (Sec.)	V/C	LOS	Delay (Sec.)	V/C
1. 4th St and Colorado Ave	Signal	C	33.6	0.990	D	38.8	1.022
2. 4th St/I-10WB and Olympic Blvd	Signal	C	26.8	0.871	C	30.7	0.937
3. 4th St/I-10EB and Olympic Blvd	Signal	E	69.6	0.957	D	36.6	0.749
4. Lincoln Blvd and Colorado Ave	Signal	C	29.6	1.087	D	49.4	1.086
5. Lincoln Blvd/I-10WB and Olympic Blvd	Signal	D	40.6	0.958	D	44.3	0.987
6. Lincoln Blvd/I-10EB and Olympic Blvd	Signal	F	116.2	0.963	D	41.1	0.728
7. 11th St and Colorado Ave	Signal	C	27.9	0.889	D	53.4	1.061
8. 11th St and Olympic Blvd	Signal	B	14.1	0.647	B	16.9	0.591
9. 11th St (S) and Olympic Blvd	Signal	B	11.3	0.649	B	18.6	0.768
10. 14th St and Colorado Ave	Signal	C	20.3	0.677	C	26.1	0.843
11. 14th St and Olympic Blvd	Signal	B	19.5	0.591	B	19.0	0.550
12. 17th St and Colorado Ave	Signal	C	34.6	0.670	D	41.9	0.832
13. 17th St and Olympic Blvd	Signal	B	18.4	0.432	B	19.4	0.566
14. 20th St and Colorado Ave	Signal	C	21.7	0.923	B	18.6	0.661
15. 20th St and Olympic Blvd	Signal	E	61.3	1.408	D	37.8	1.286
82. 20th St and Broadway	Signal	B	18.3	0.618	B	20.0	0.724
83. 14th St and Broadway	Signal	B	19.0	0.630	C	22.1	0.737
84. Lincoln Blvd and Broadway	Signal	B	16.6	0.758	C	24.4	1.051
85. 4th St and Broadway	Signal	C	27.3	1.004	C	29.8	1.042
86. Main St and Colorado Ave	Signal	A	8.7	0.214	B	13.1	0.546

Notes:

LOS = Level of Service, Delay = Average Vehicle Delay (Seconds), V/C = Volume-to-Capacity Ratio for Signalized Intersections

TWSC - Two-Way Stop Control

AWSC - All-Way Stop Control

Appendix F – Parking Surveys

Appendix F1 – Segment 1: Overland Avenue and Westwood
Boulevard Areas

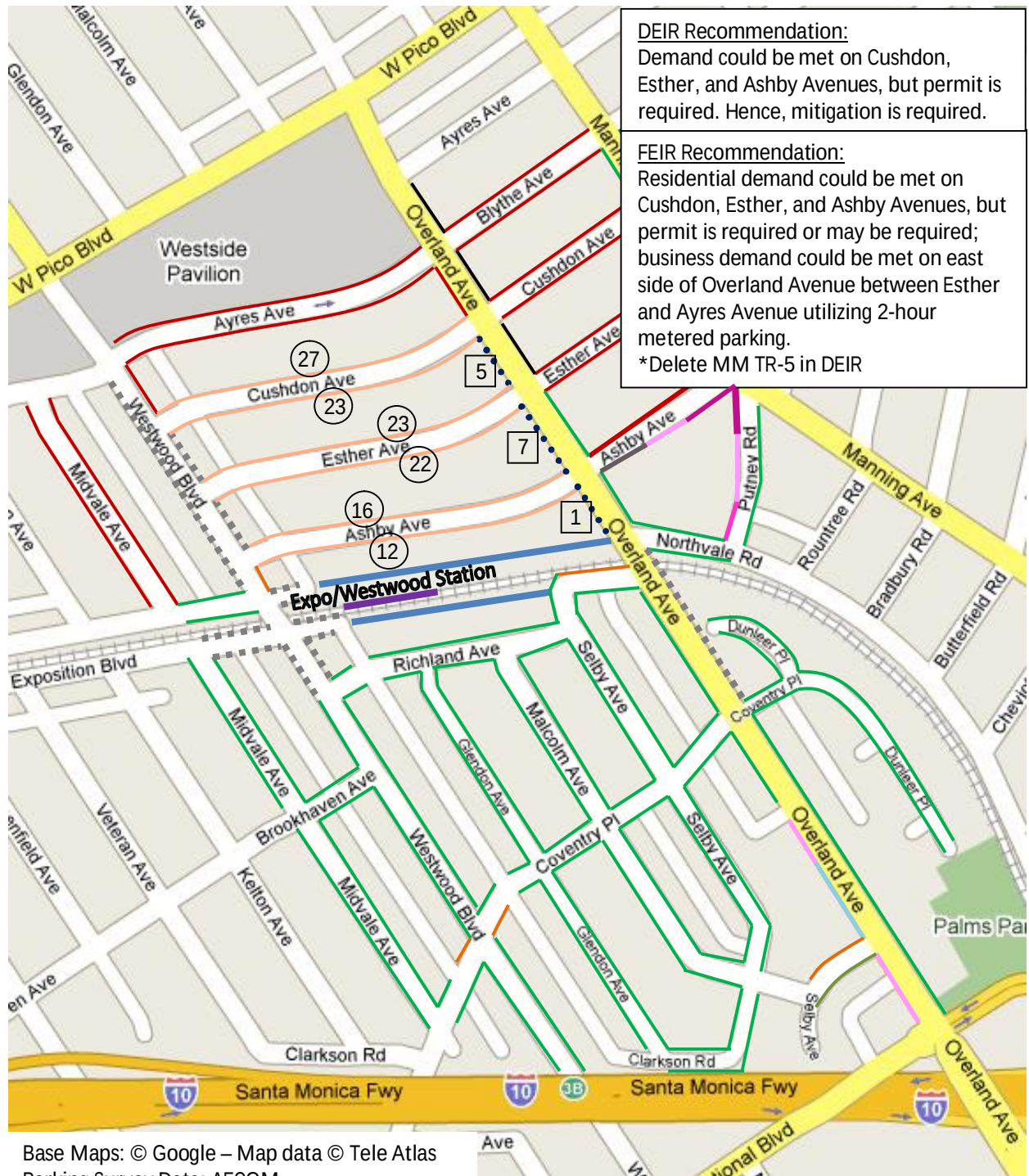
Segment 1 – Overland Avenue and Westwood Boulevard Areas
Existing Parking Restrictions, May 2009



—	- Anytime Parking	—	- 5 Minute Passenger Loading 6:30am-9am, 12:30pm-4pm School Days; 2 Hour Parking 9am-1:30pm School Days
—	- Residential Parking Permit Required or 2 Hour Parking Only	—	- 15 Minute Parking 7am-5pm School Days
—	- No Parking		
—	- Station Provided Parking		
—	- Expo/Westwood Station		
—	- 2 Hour Metered Parking		
—	- No Parking 1:30-3:30 School Days		
—	- 7am-5pm Buses Only		
—	- No parking 7am-5pm School Days		
—	- No parking 1am-6:30am Except Saturday & Sunday		

Segment 1 – Overland Avenue Area

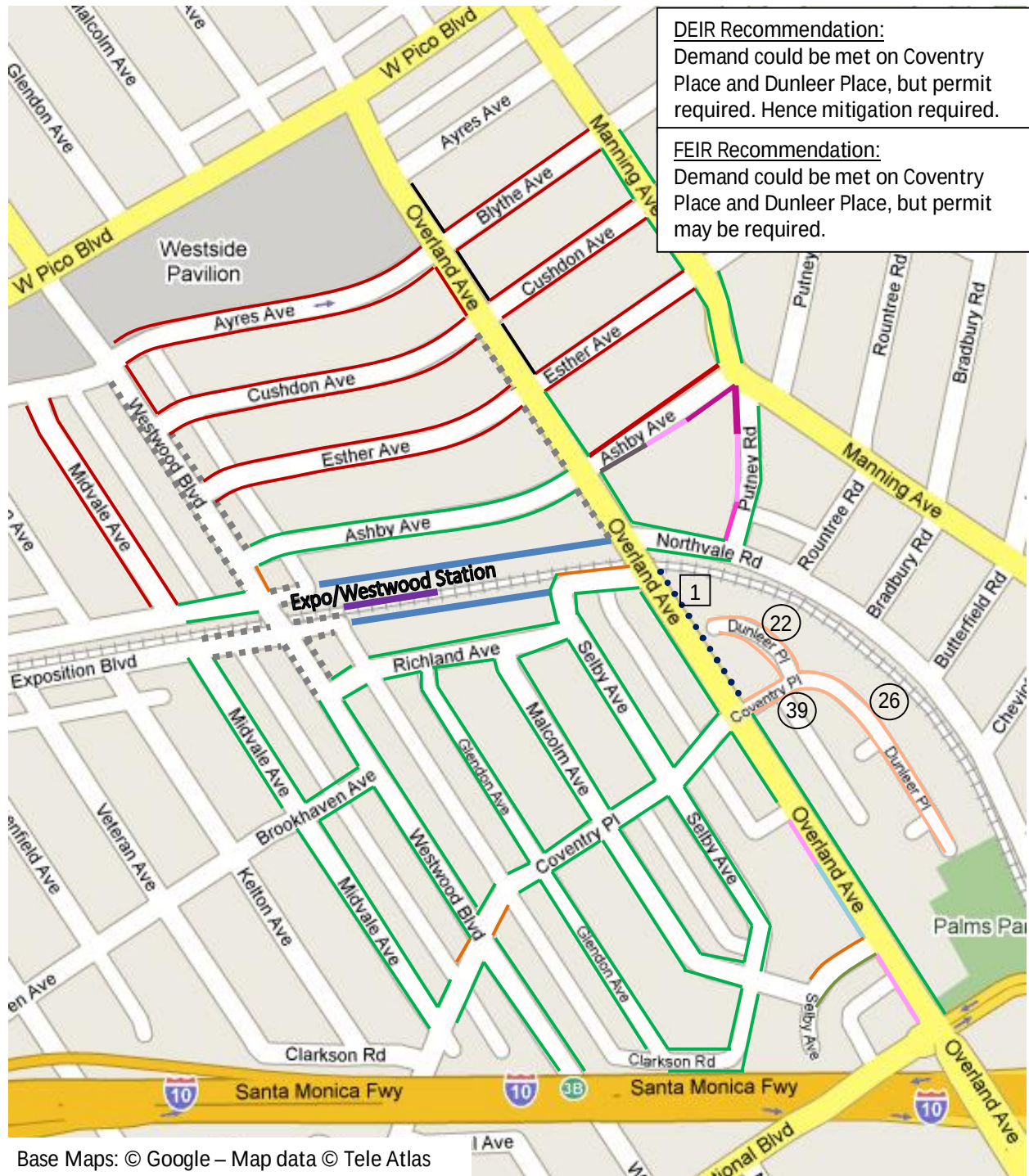
West Side of Overland Avenue – Between Cushdon Avenue and Expo ROW, May 2009



—	- Anytime Parking	—	- 5 Minute Passenger Loading 6:30am-9am, 12:30pm-4pm School Days; 2 Hour Parking 9am-1:30pm School Days
—	- Residential Parking Permit Required or 2 Hour Parking Only	—	- 15 Minute Parking 7am-5pm School Days
—	- No Parking	----	- Proposed Parking Removal Areas
—	- Station Provided Parking		- Proposed to Displace
—	- Expo/Westwood Station	—	- Potential Replacement Parking Option
—	- 2 Hour Metered Parking		
—	- No Parking 1:30-3:30 School Days	(X)	- Number of Vacant Parking Spaces
—	- 7am-5pm Buses Only	[X]	- Number of Displaced Occupied Spaces
—	- No parking 7am-5pm School Days		
—	- No parking 1am-6:30am Except Saturday & Sunday		

Segment 1 – Overland Avenue Area

East Side of Overland Avenue – Between Expo ROW and Coventry Place, May 2009



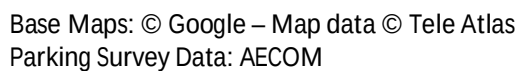
Segment 1 – Westwood Boulevard Area

West Side of Westwood Boulevard – 700' North of Ashby Avenue, May 2009



—	- Anytime Parking	—	- 5 Minute Passenger Loading 6:30am-9am, 12:30pm-4pm School Days; 2 Hour Parking 9am-1:30pm School Days
—	- Residential Parking Permit Required or 2 Hour Parking Only	—	- 15 Minute Parking 7am-5pm School Days
—	- No Parking	---	- Proposed Parking Removal Areas
—	- Station Provided Parking	...	- Proposed to Displace
—	- Expo/Westwood Station	---	- Potential Replacement Parking Option
—	- 2 Hour Metered Parking		
---	- No Parking 1:30-3:30 School Days	(X)	- Number of Vacant Parking Spaces
---	- 7am-5pm Buses Only	[X]	- Number of Displaced Occupied Spaces
---	- No parking 7am-5pm School Days		
---	- No parking 1am-6:30am Except Saturday & Sunday		

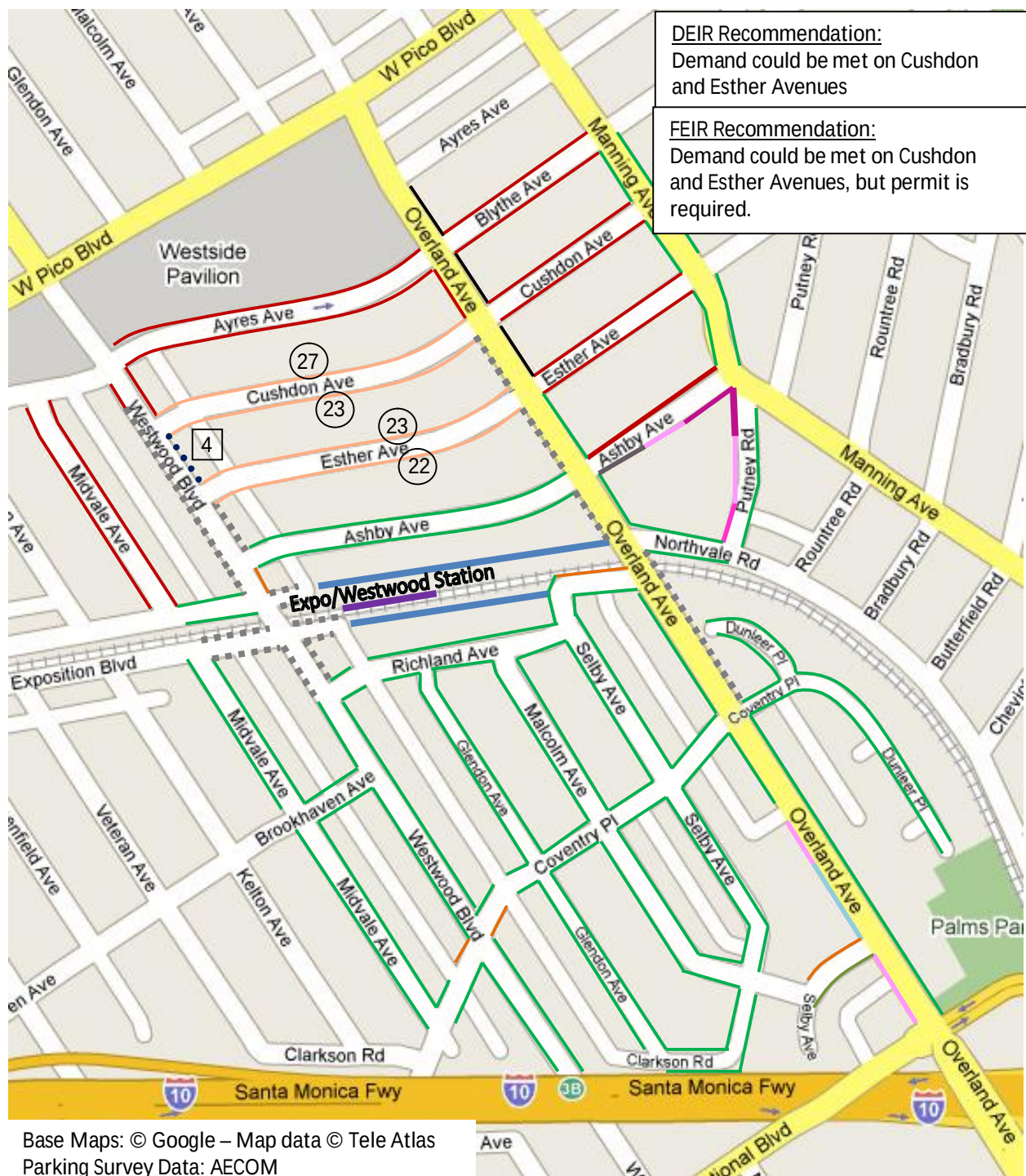
West Side of Westwood Boulevard – Between S. Exposition Boulevard and Richland Avenue, May 2009



	- Anytime Parking		- 5 Minute Passenger Loading 6:30am-9am, 12:30pm-4pm School Days; 2 Hour Parking 9am-1:30pm School Days
	- Residential Parking Permit Required or 2 Hour Parking Only		- 15 Minute Parking 7am-5pm School Days
	- No Parking		- Proposed Parking Removal Areas
	- Station Provided Parking		- Proposed to Displace
	- Expo/Westwood Station		- Potential Replacement Parking Option
	- 2 Hour Metered Parking		
	- No Parking 1:30-3:30 School Days		- Number of Vacant Parking Spaces
	- 7am-5pm Buses Only		- Number of Displaced Occupied Spaces
	- No parking 7am-5pm School Days		
	- No parking 1am-6:30am Except Saturday & Sunday		

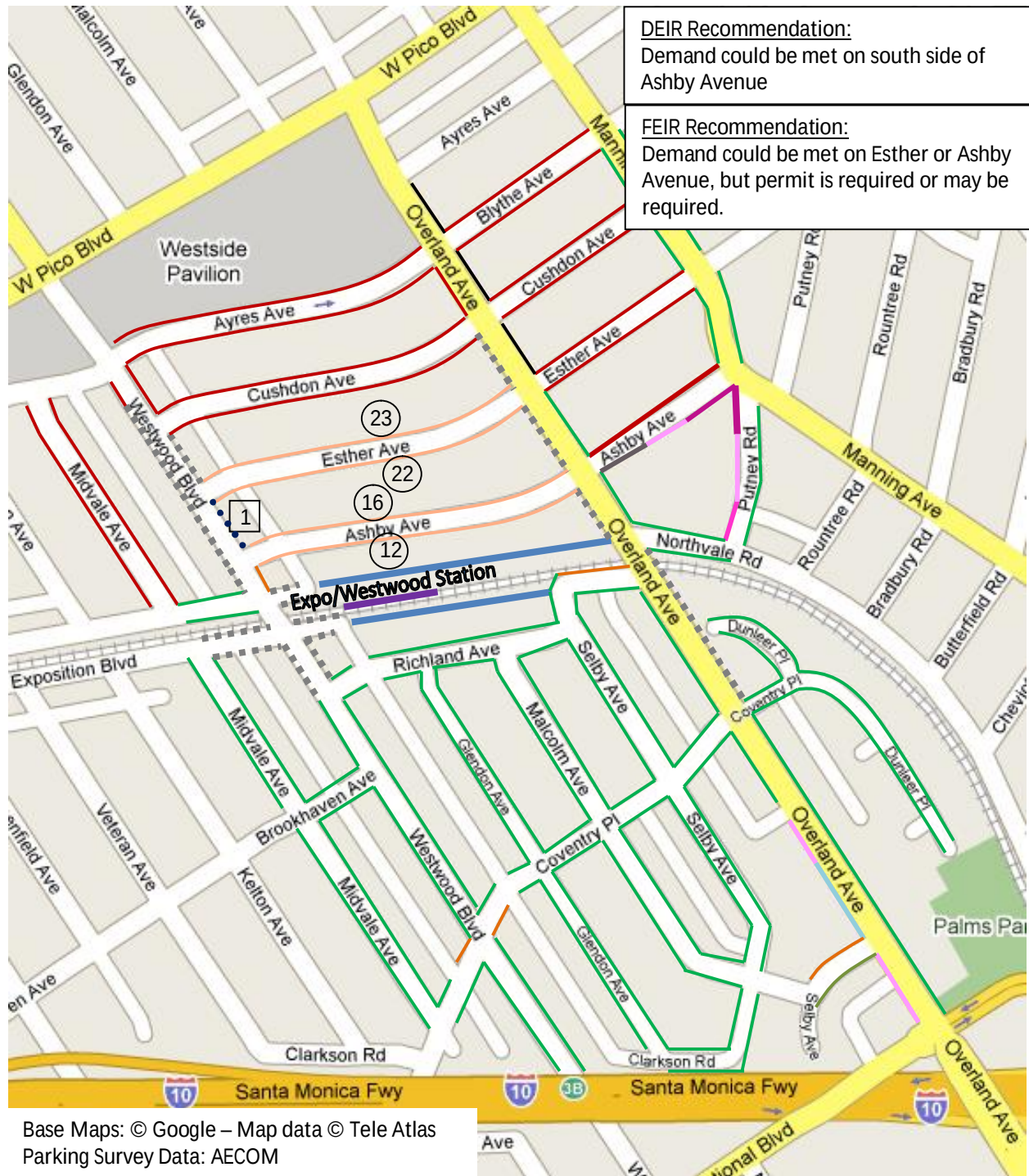
Segment 1 – Westwood Boulevard Area

East Side of Westwood Boulevard – Between Cushdon and Esther Avenues, May 2009



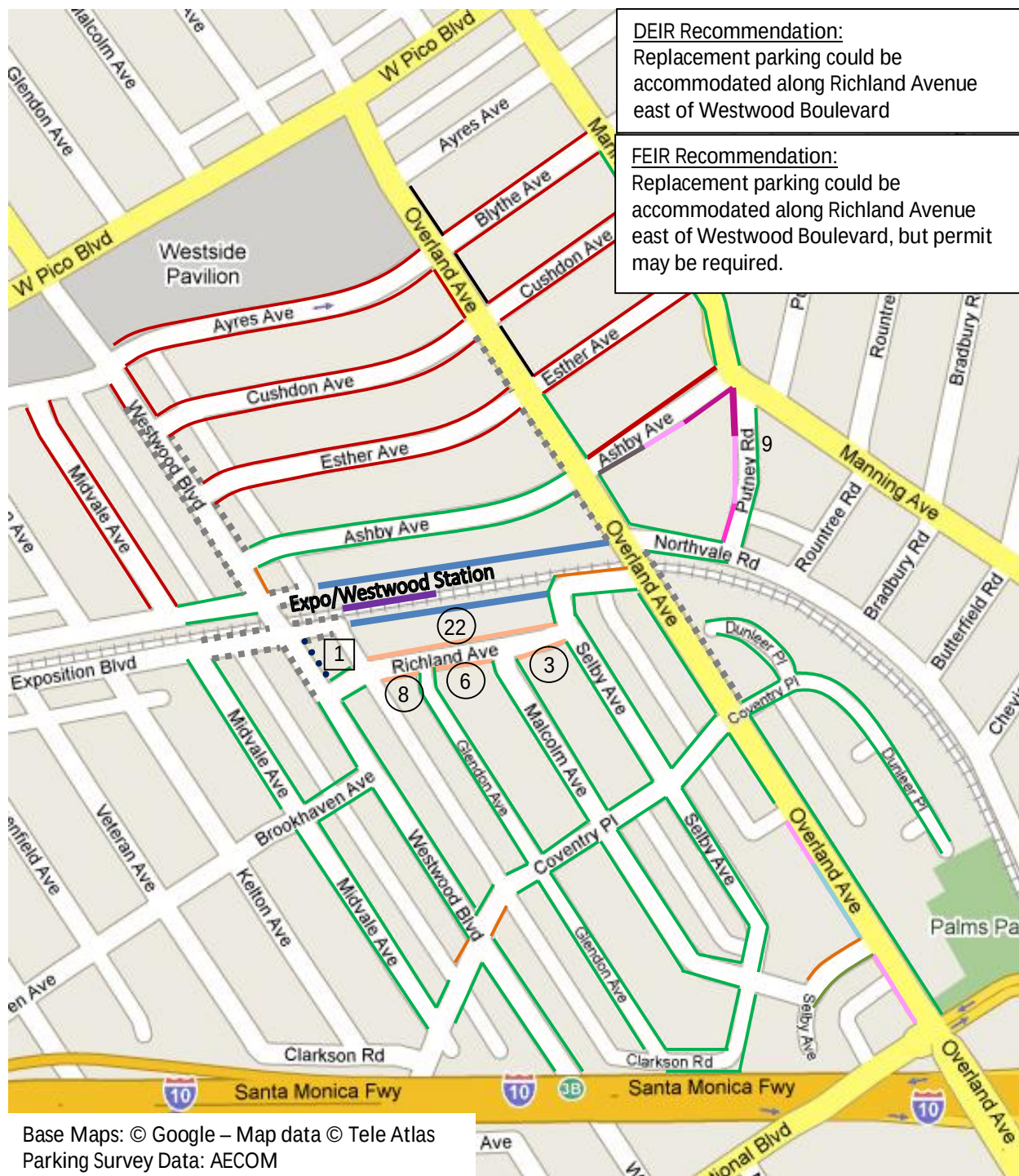
Segment 1 – Westwood Boulevard Area

East Side of Westwood Boulevard – Between Esther and Ashby Avenues, May 2009



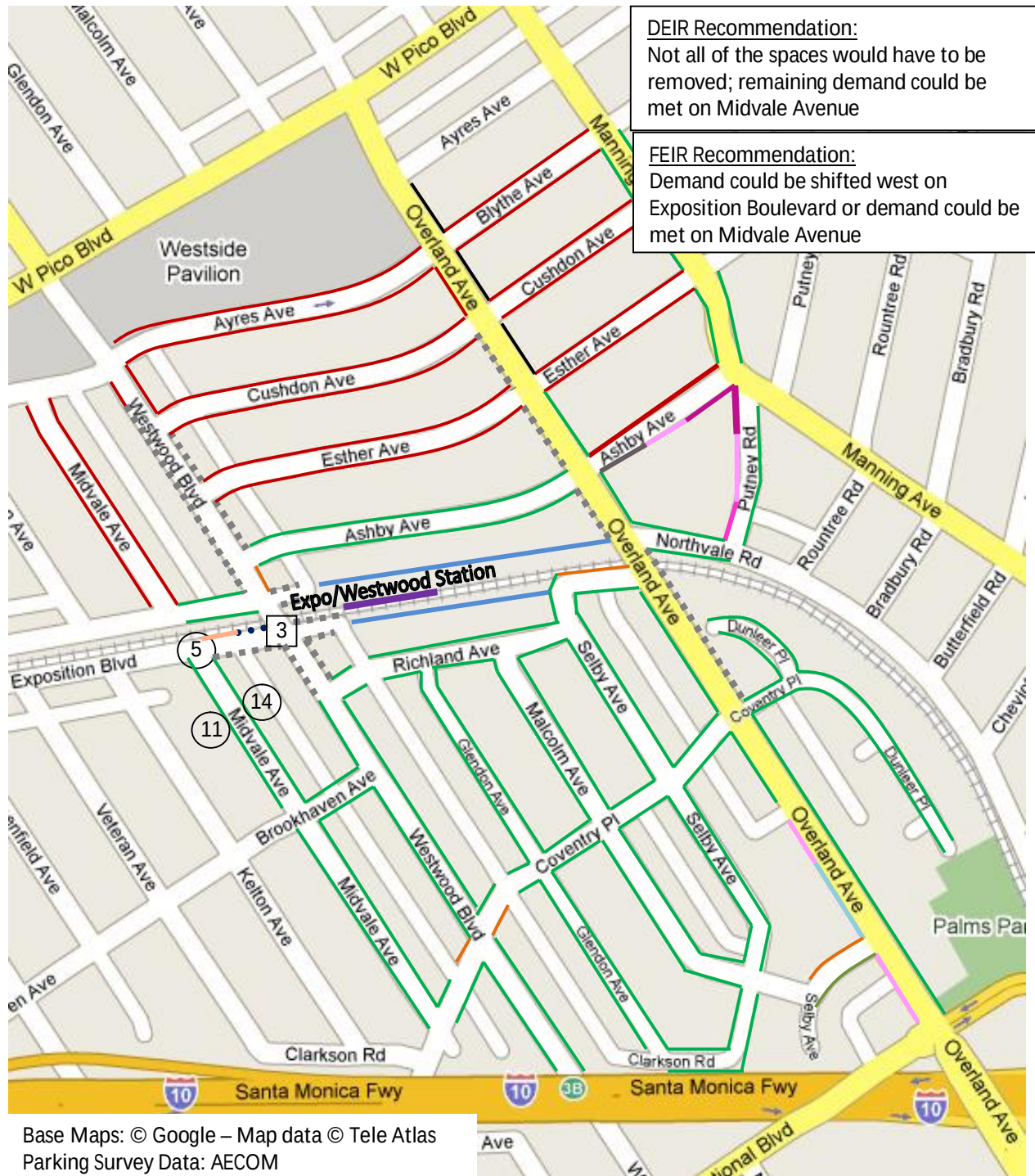
Segment 1 – Westwood Boulevard Area

East Side of Westwood Boulevard – Between S. Exposition Boulevard and Richland Avenue, May 2009



Segment 1 – Westwood Boulevard Area

North Side of S. Expo Blvd – 120' West of Westwood Boulevard, May 2009



—	- Anytime Parking	—	- 5 Minute Passenger Loading 6:30am-9am, 12:30pm-4pm School Days; 2 Hour Parking 9am-1:30pm School Days
—	- Residential Parking Permit Required or 2 Hour Parking Only	—	- 15 Minute Parking 7am-5pm School Days
—	- No Parking	- - - - -	- Proposed Parking Removal Areas
—	- Station Provided Parking	• • • • •	- Proposed to Displace
—	- Expo/Westwood Station	—	- Potential Replacement Parking Option
—	- 2 Hour Metered Parking		
—	- No Parking 1:30-3:30 School Days	(X)	- Number of Vacant Parking Spaces
—	- 7am-5pm Buses Only	[X]	- Number of Displaced Occupied Spaces
—	- No parking 7am-5pm School Days		
—	- No parking 1am-6:30am Except Saturday & Sunday		

Segment 1 – Westwood Boulevard Area

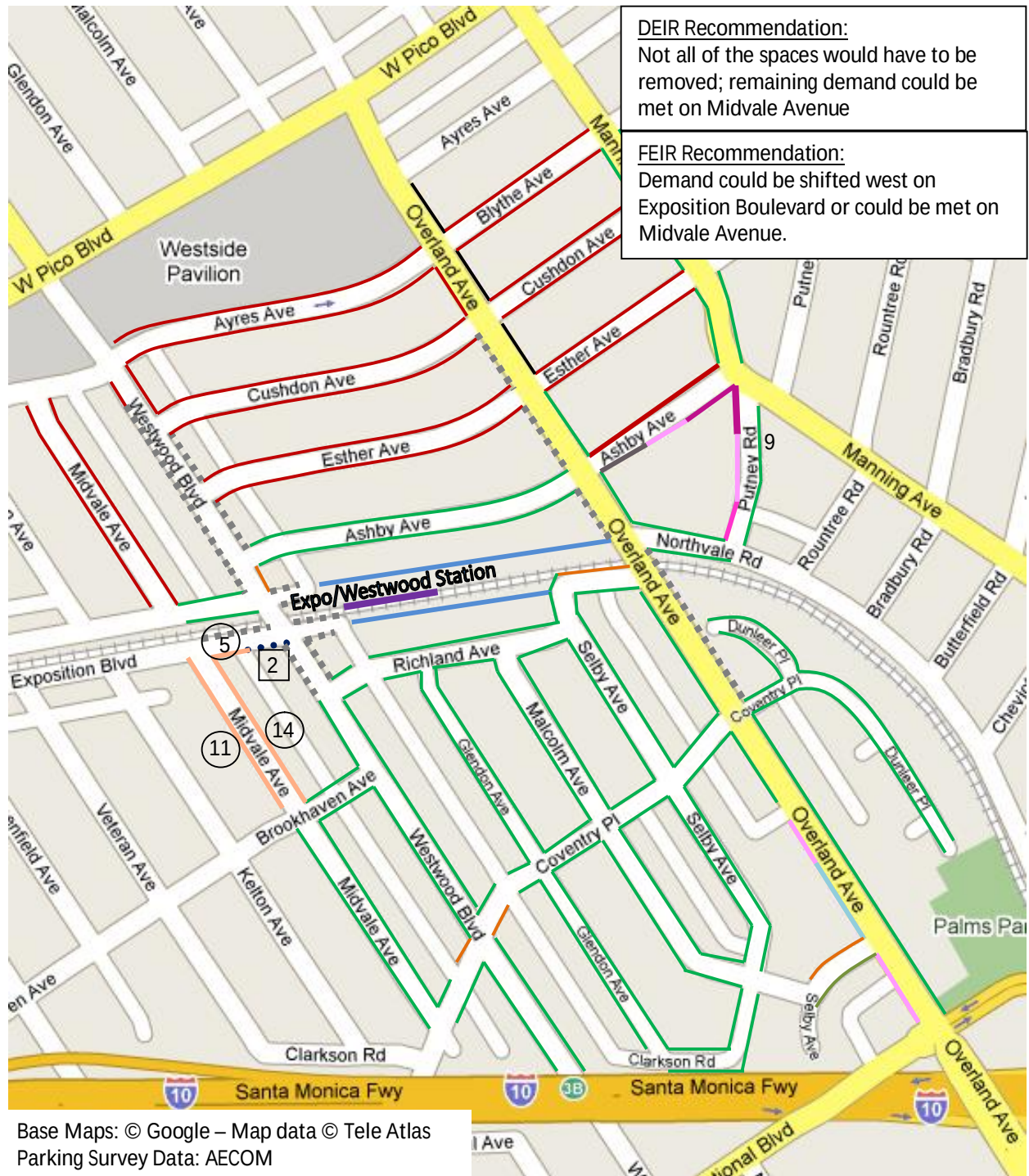
North Side of S. Exposition Boulevard – East of Westwood Boulevard, May 2009



—	- Anytime Parking	—	- 5 Minute Passenger Loading 6:30am-9am, 12:30pm-4pm School Days; 2 Hour Parking 9am-1:30pm School Days
—	- Residential Parking Permit Required or 2 Hour Parking Only	—	- 15 Minute Parking 7am-5pm School Days
—	- No Parking	- - - - -	- Proposed to Remove Parking Areas
—	- Station Provided Parking	• • • • •	- Proposed to Displace
—	- Expo/Westwood Station	—	- Potential Replacement Parking Option
—	- 2 Hour Metered Parking	X	- Number of Vacant Parking Spaces
—	- No Parking 1:30-3:30 School Days	X	- Number of Displaced Occupied Spaces
—	- 7am-5pm Buses Only		
—	- No parking 7am-5pm School Days		
—	- No parking 1am-6:30am Except Saturday & Sunday		

Segment 1 – Westwood Boulevard Area

South Side of S. Exposition Boulevard – 120' West of Westwood Boulevard, May 2009



—	- Anytime Parking	—	- 5 Minute Passenger Loading 6:30am-9am, 12:30pm-4pm School Days; 2 Hour Parking 9am-1:30pm School Days
—	- Residential Parking Permit Required or 2 Hour Parking Only	—	- 15 Minute Parking 7am-5pm School Days
—	- No Parking	---	- Proposed Parking Removal Areas
—	- Station Provided Parking	•••••	- Proposed to Displace
—	- Expo/Westwood Station	---	- Potential Replacement Parking Option
—	- 2 Hour Metered Parking		
—	- No Parking 1:30-3:30 School Days	(X)	- Number of Vacant Parking Spaces
—	- 7am-5pm Buses Only	[X]	- Number of Displaced Occupied Spaces
—	- No parking 7am-5pm School Days		
—	- No parking 1am-6:30am Except Saturday & Sunday		

Segment 1 – Westwood Boulevard Area

South Side of S. Exposition Boulevard – East of Westwood Boulevard, May 2009



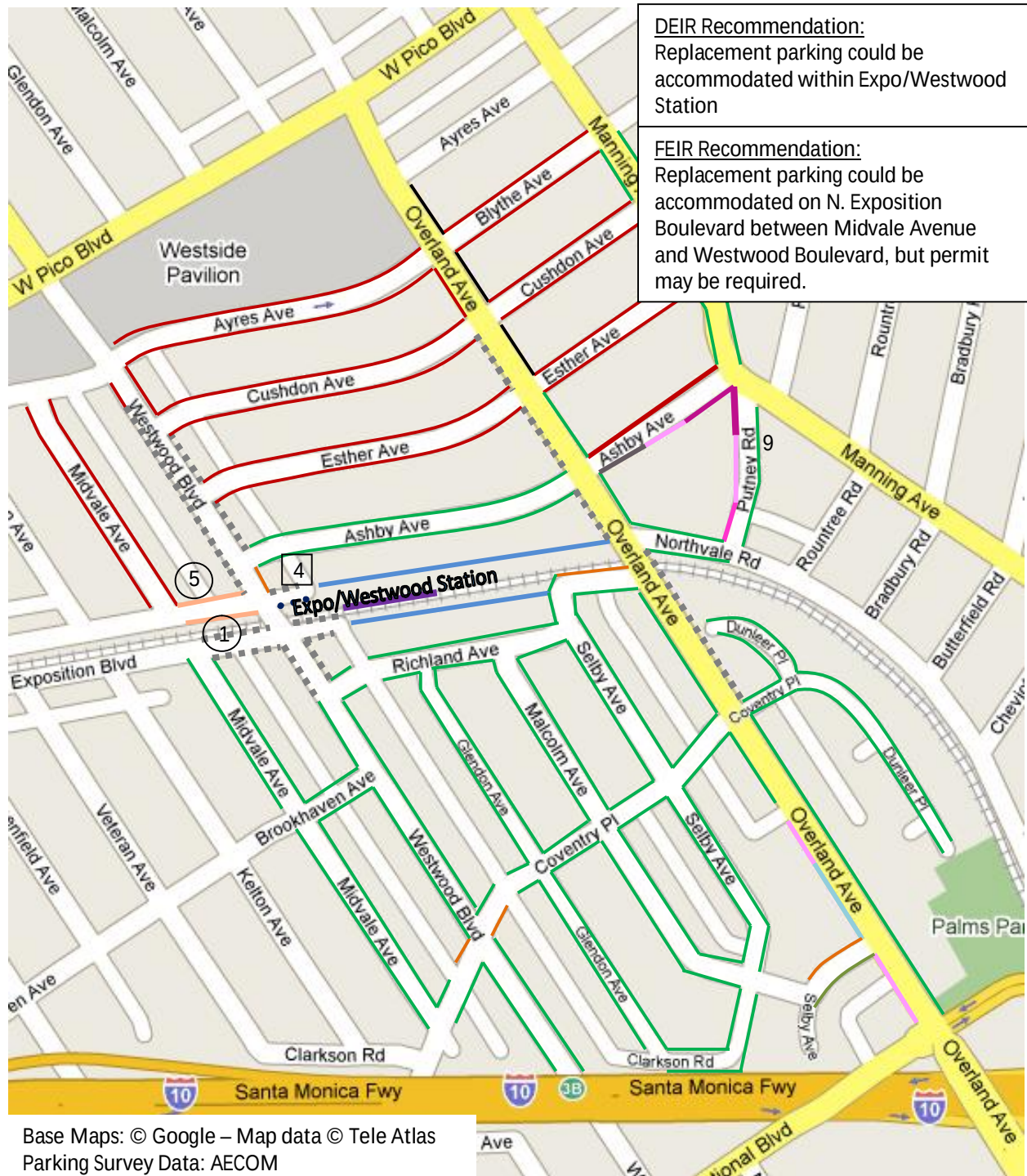
Segment 1 – Westwood Boulevard Area

North Side of N. Exposition Boulevard – East of Westwood Boulevard, May 2009

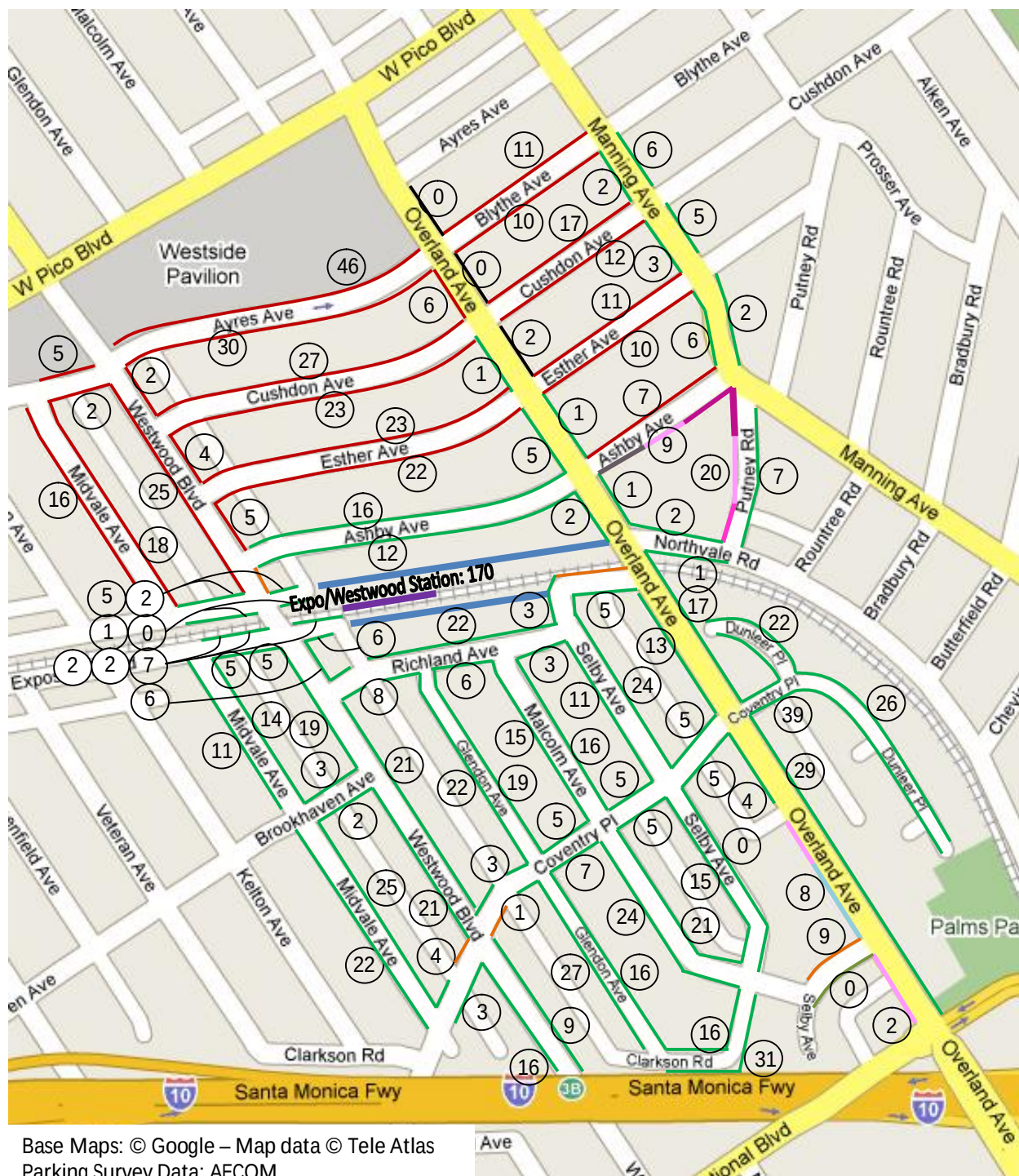


—	- Anytime Parking	—	- 5 Minute Passenger Loading 6:30am-9am, 12:30pm-4pm School Days; 2 Hour Parking 9am-1:30pm School Days
—	- Residential Parking Permit Required or 2 Hour Parking Only	—	- 15 Minute Parking 7am-5pm School Days
—	- No Parking	- - - -	- Proposed Parking Removal Areas
—	- Station Provided Parking	• • • • •	- Proposed to Displace
—	- Expo/Westwood Station	—	- Potential Replacement Parking Option
—	- 2 Hour Metered Parking		
—	- No Parking 1:30-3:30 School Days	(X)	- Number of Vacant Parking Spaces
—	- 7am-5pm Buses Only	[X]	- Number of Displaced Occupied Spaces
—	- No parking 7am-5pm School Days		
—	- No parking 1am-6:30am Except Saturday & Sunday		

Segment 1 – Westwood Boulevard Area
 South Side of N. Exposition Boulevard – East of Westwood Boulevard

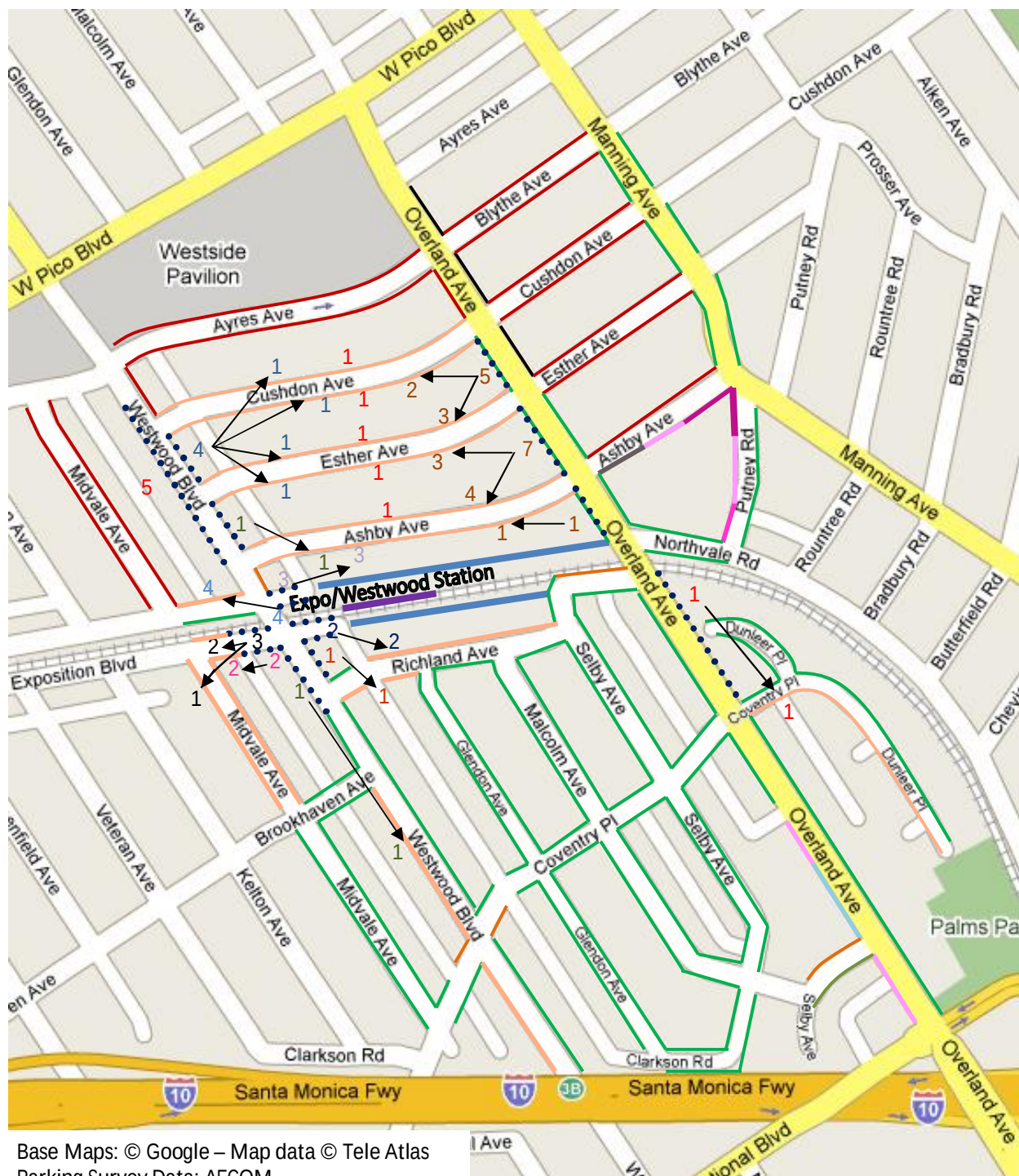


Segment 1 – Overland Avenue and Westwood Boulevard Areas
Existing Availability Before Relocation, May 2009



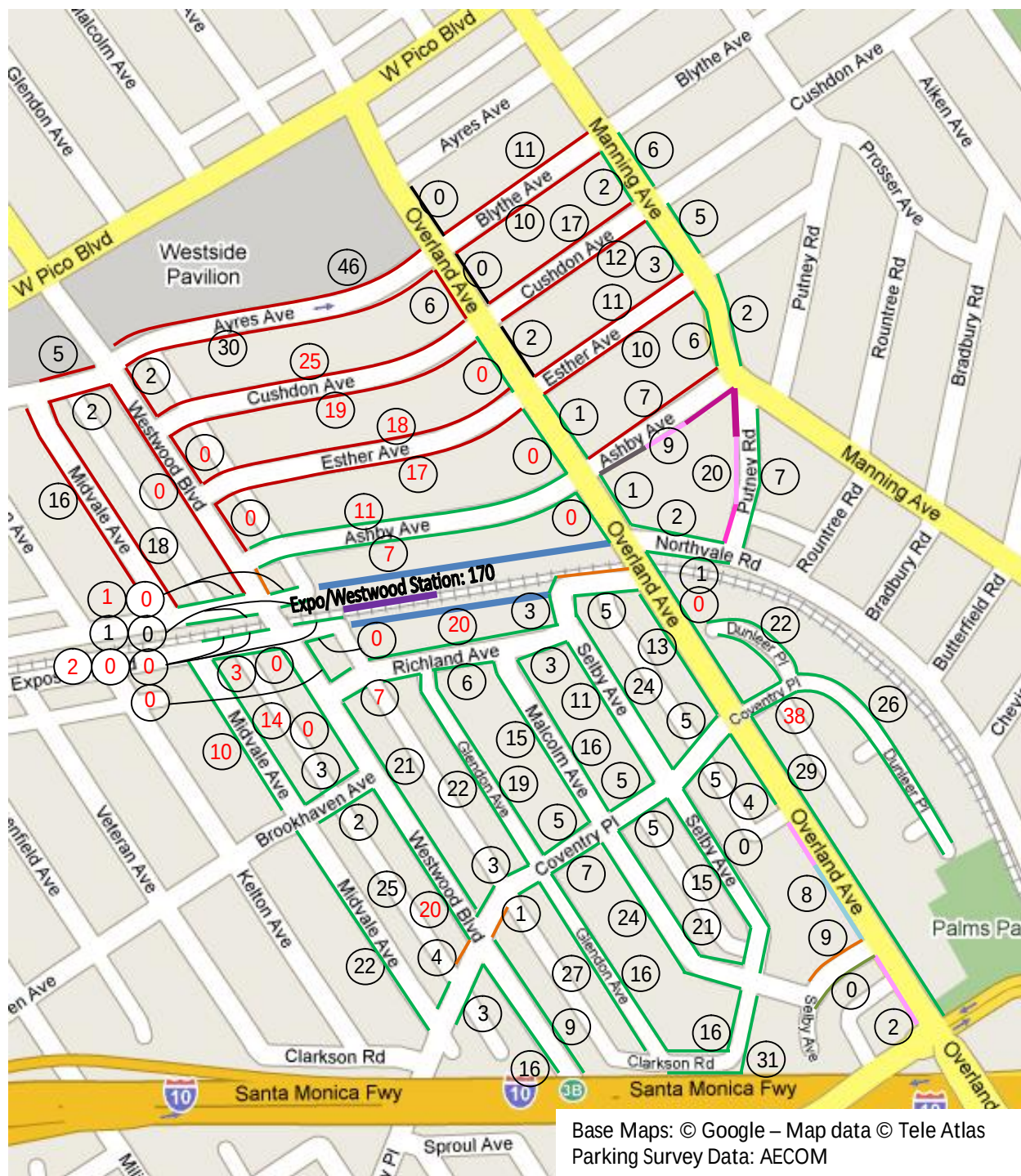
—	- Anytime Parking	—	- 5 Minute Passenger Loading 6:30am-9am, 12:30pm-4pm School Days; 2 Hour Parking 9am-1:30pm School Days
—	- Residential Parking Permit Required or 2 Hour Parking Only	—	- 15 Minute Parking 7am-5pm School Days
—	- No Parking		- Proposed Parking Removal Areas
—	- Station Provided Parking		- Proposed to Displace
—	- Expo/Westwood Station	—	- Potential Replacement Parking Option
—	- 2 Hour Metered Parking		
—	- No Parking 1:30-3:30 School Days	(X)	- Number of Vacant Parking Spaces
—	- 7am-5pm Buses Only	[X]	- Number of Displaced Occupied Spaces
—	- No parking 7am-5pm School Days		
—	- No parking 1am-6:30am Except Saturday & Sunday		

Segment 1 – Overland Avenue and Westwood Boulevard Areas
Relocation Summary, May 2009



—	- Anytime Parking	—	- 5 Minute Passenger Loading 6:30am-9am, 12:30pm-4pm School Days; 2 Hour Parking 9am-1:30pm School Days
—	- Residential Parking Permit Required or 2 Hour Parking Only	—	- 15 Minute Parking 7am-5pm School Days
—	- No Parking	- - - - -	- Proposed Parking Removal Areas
—	- Station Provided Parking	•••••	- Proposed to Displace
—	- Expo/Westwood Station	—	- Potential Replacement Parking Option
—	- 2 Hour Metered Parking		
—	- No Parking 1:30-3:30 School Days	(X)	- Number of Vacant Parking Spaces
—	- 7am-5pm Buses Only	[X]	- Number of Displaced Occupied Spaces
—	- No parking 7am-5pm School Days		
—	- No parking 1am-6:30am Except Saturday & Sunday		

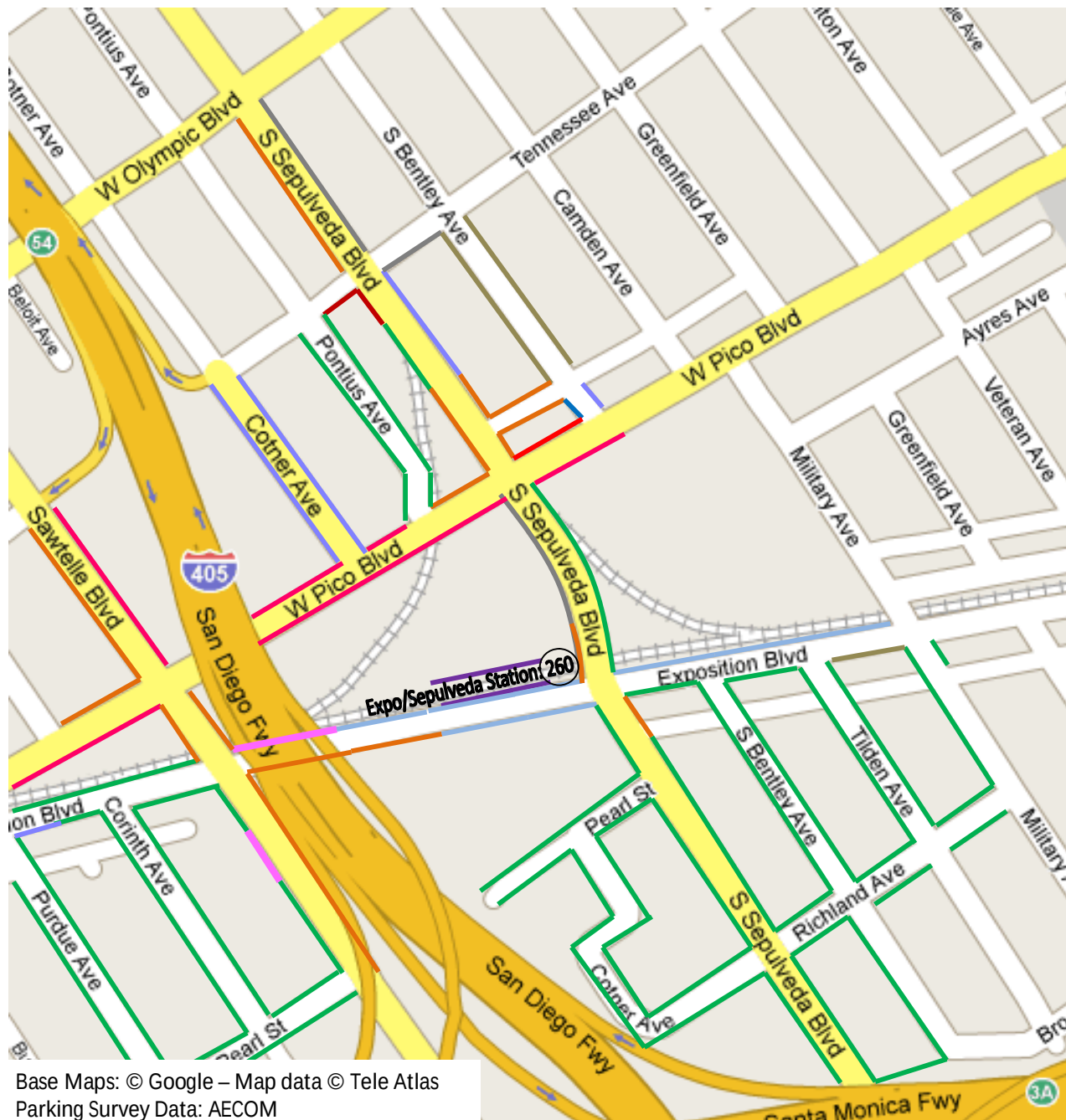
Segment 1 – Overland Avenue and Westwood Boulevard Areas
Existing Availability After Relocation, May 2009



—	- Anytime Parking	—	- 5 Minute Passenger Loading 6:30am-9am, 12:30pm-4pm School Days; 2 Hour Parking 9am-1:30pm School Days
—	- Residential Parking Permit Required or 2 Hour Parking Only	—	- 15 Minute Parking 7am-5pm School Days
—	- No Parking	---	- Proposed Parking Removal Areas
—	- Station Provided Parking	...	- Proposed to Displace
—	- Expo/Westwood Station	---	- Potential Replacement Parking Option
—	- 2 Hour Metered Parking		
---	- No Parking 1:30-3:30 School Days	(X)	- Number of Vacant Parking Spaces
---	- 7am-5pm Buses Only	[X]	- Number of Displaced Occupied Spaces
---	- No parking 7am-5pm School Days		
---	- No parking 1am-6:30am Except Saturday & Sunday		

Appendix F2 – Segment 1: Sepulveda Boulevard Area

Segment 1 – Sepulveda Boulevard Area
Existing Conditions, August 2009



	-	Anytime Parking		-	15 minute parking
	-	No Parking		-	No parking nightly from 2 AM to 4 AM
	-	Expo/Sepulveda Station		-	Proposed to Displace
	-	Loading Zone Only		-	Potential Replacement Parking Option
	-	Customer Parking Only			
	-	2 Hour Metered Parking; 8 AM to 6 PM; except Sunday		-	Number of Vacant Parking Spaces
	-	2 Hour Metered Parking; 8 AM to 4 PM; TOW away 4 PM to 7 PM		-	Number of Occupied Displaced Spaces
	-	1 Hour Metered Parking; 8 AM to 6 PM			
	-	2 Hour Parking; 8 AM to 6 PM; except Sunday			

Segment 1 – Sepulveda Boulevard Area

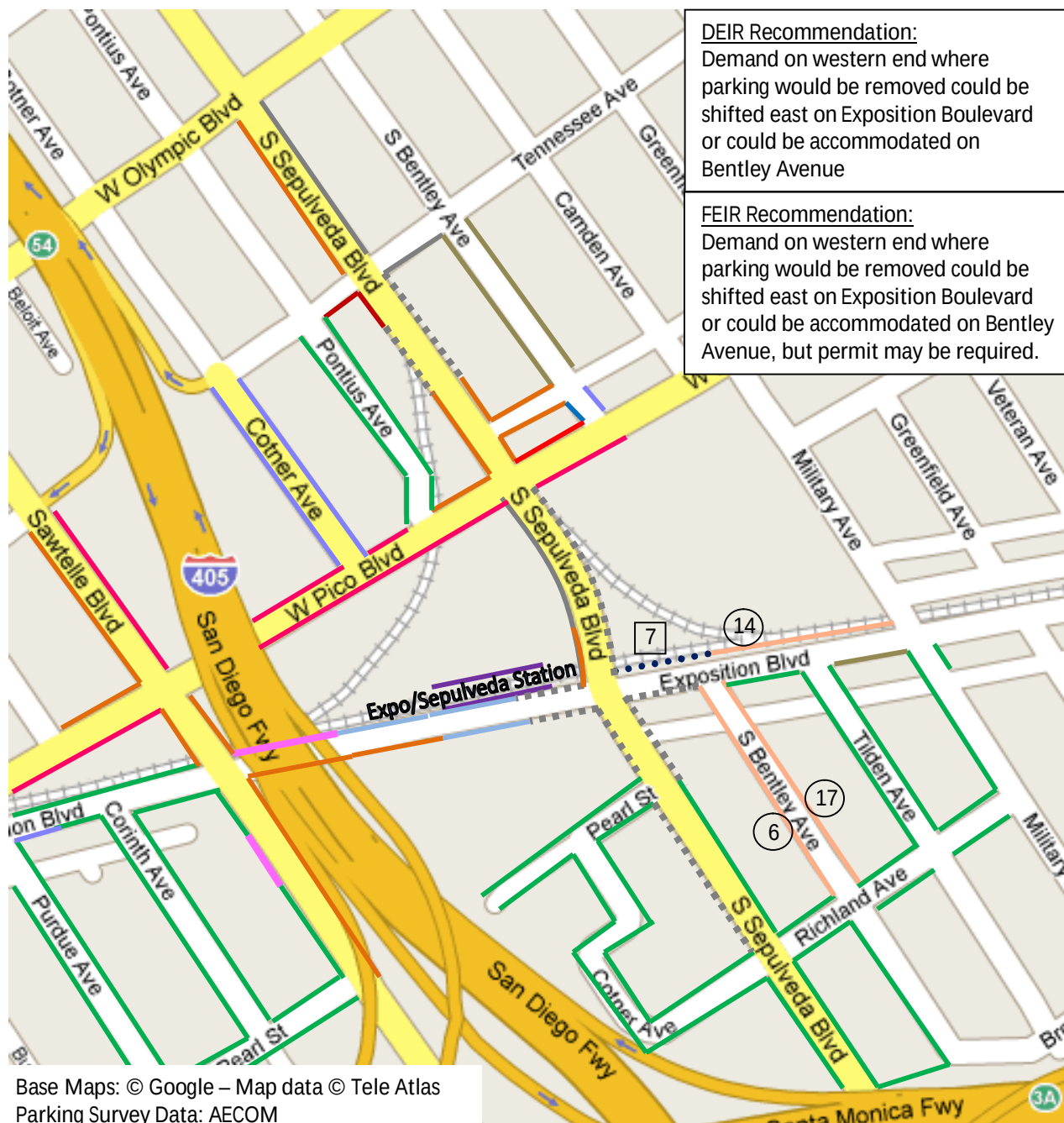
North Side of Exposition Boulevard – 300' West of Sepulveda Boulevard, August 2009



	- Anytime Parking		- 15 minute parking
	- No Parking		- No parking nightly from 2 AM to 4 AM
	- Expo/Sepulveda Station		- 2 Hour Metered Parking 9 AM to 4 PM; No Stopping 7-9 AM and 4-6 PM; except Saturday & Sunday
	- Loading Zone Only		- Proposed Parking Removal Areas
	- Customer Parking Only		- Proposed to Displace
	- 2 Hour Metered Parking; 8 AM to 6 PM; except Sunday		- Potential Replacement Parking Option
	- 2 Hour Metered Parking; 8 AM to 4 PM; TOW away 4 PM to 7 PM		- Number of Vacant Parking Spaces
	- 1 Hour Metered Parking; 8 AM to 6 PM		- Number of Occupied Displaced Spaces
	- 2 Hour Parking; 8 AM to 6 PM; except Sunday		

Segment 1 – Sepulveda Boulevard Area

North Side of Exposition Boulevard – Between Sepulveda Boulevard and Tilden Avenue, August 2009



—	- Anytime Parking	—	- 15 minute parking
—	- No Parking	—	- No parking nightly from 2 AM to 4 AM
—	- Expo/Sepulveda Station	—	- 2 Hour Metered Parking 9 AM to 4 PM; No Stopping 7-9 AM and 4-6 PM; except Saturday & Sunday
—	- Loading Zone Only	—	- Proposed Parking Removal Areas
—	- Customer Parking Only	—	- Proposed to Displace
—	- 2 Hour Metered Parking; 8 AM to 6 PM; except Sunday	—	- Potential Replacement Parking Option
—	- 2 Hour Metered Parking; 8 AM to 4 PM; TOW away 4 PM to 7 PM	—	- Number of Vacant Parking Spaces
—	- 1 Hour Metered Parking; 8 AM to 6 PM	—	- Number of Occupied Displaced Spaces
—	- 2 Hour Parking; 8 AM to 6 PM; except Sunday	—	

Segment 1 – Sepulveda Boulevard Area

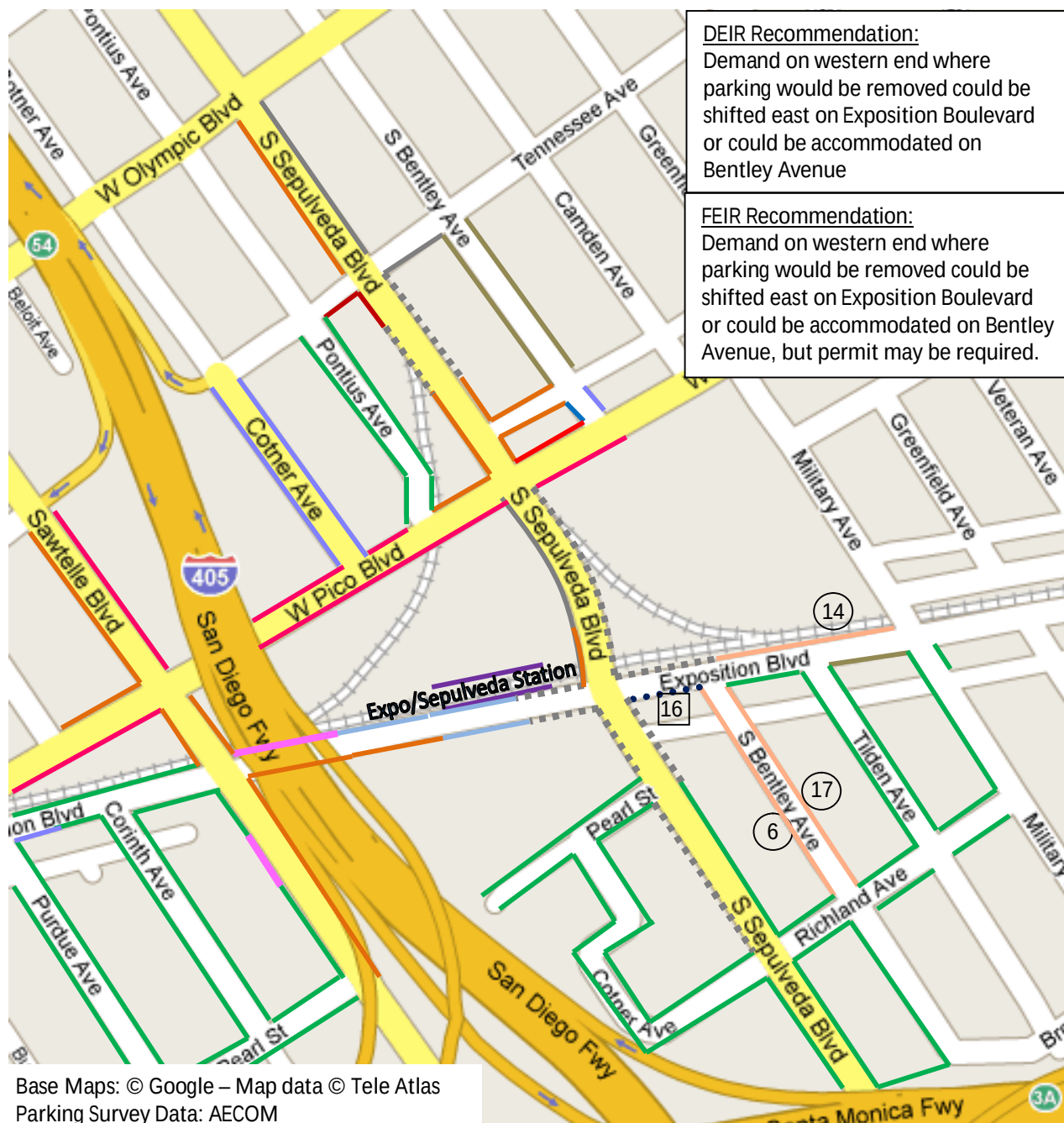
South Side of Exposition Boulevard – 300' West of Sepulveda Boulevard, August 2009



—	- Anytime Parking	—	- 15 minute parking
—	- No Parking	—	- No parking nightly from 2 AM to 4 AM
—	- Expo/Sepulveda Station	—	- 2 Hour Metered Parking 9 AM to 4 PM; No Stopping 7-9 AM and 4-6 PM; except Saturday & Sunday
—	- Loading Zone Only	---	- Proposed Parking Removal Areas
—	- Customer Parking Only	...	- Proposed to Displace
—	- 2 Hour Metered Parking; 8 AM to 6 PM; except Sunday	---	- Potential Replacement Parking Option
—	- 2 Hour Metered Parking; 8 AM to 4 PM; TOW away 4 PM to 7 PM	(X)	- Number of Vacant Parking Spaces
—	- 1 Hour Metered Parking; 8 AM to 6 PM	[X]	- Number of Occupied Displaced Spaces
—	- 2 Hour Parking; 8 AM to 6 PM; except Sunday		

Segment 1 – Sepulveda Boulevard Area

South Side of Exposition Boulevard – Between Sepulveda Boulevard and Tilden Avenue, August 2009



—	- Anytime Parking	—	- 15 minute parking
—	- No Parking	—	- No parking nightly from 2 AM to 4 AM
—	- Expo/Sepulveda Station	—	- 2 Hour Metered Parking 9 AM to 4 PM; No Stopping 7-9 AM and 4-6 PM; except Saturday & Sunday
—	- Loading Zone Only	- - - - -	- Proposed Parking Removal Areas
—	- Customer Parking Only	• • • • •	- Proposed to Displace
—	- 2 Hour Metered Parking; 8 AM to 6 PM; except Sunday	—	- Potential Replacement Parking Option
—	- 2 Hour Metered Parking; 8 AM to 4 PM; TOW away 4 PM to 7 PM	X	- Number of Vacant Parking Spaces
—	- 1 Hour Metered Parking; 8 AM to 6 PM	X	- Number of Occupied Displaced Spaces
—	- 2 Hour Parking; 8 AM to 6 PM; except Sunday		

Segment 1 – Sepulveda Boulevard Area

West side of Sepulveda Boulevard – Between Tennessee Avenue and Pico Boulevard, August 2009



	- Anytime Parking		- 15 minute parking
	- No Parking		- No parking nightly from 2 AM to 4 AM
	- Expo/Sepulveda Station		- 2 Hour Metered Parking 9 AM to 4 PM; No Stopping 7-9 AM and 4-6 PM; except Saturday & Sunday
	- Loading Zone Only		- Proposed Parking Removal Areas
	- Customer Parking Only		- Proposed to Displace
	- 2 Hour Metered Parking; 8 AM to 6 PM; except Sunday		- Potential Replacement Parking Option
	- 2 Hour Metered Parking; 8 AM to 4 PM; TOW away 4 PM to 7 PM		- Number of Vacant Parking Spaces
	- 1 Hour Metered Parking; 8 AM to 6 PM		- Number of Occupied Displaced Spaces
	- 2 Hour Parking; 8 AM to 6 PM; except Sunday		

Segment 1 – Sepulveda Boulevard Area

East side of Sepulveda Boulevard – Between Tennessee Avenue and Pico Boulevard, August 2009



West Side of Sepulveda Boulevard – Between Exposition Boulevard and Pearl Street, August 2009



	-	Anytime Parking		-	15 minute parking
	-	No Parking		-	No parking nightly from 2 AM to 4 AM
	-	Expo/Sepulveda Station		-	2 Hour Metered Parking 9 AM to 4 PM; No Stopping 7-9 AM and 4-6 PM; except Saturday & Sunday
	-	Loading Zone Only		-	Proposed Parking Removal Areas
	-	Customer Parking Only		-	Proposed to Displace
	-	2 Hour Metered Parking; 8 AM to 6 PM; except Sunday		-	Potential Replacement Parking Option
	-	2 Hour Metered Parking; 8 AM to 4 PM; TOW away 4 PM to 7 PM		-	Number of Vacant Parking Spaces
	-	1 Hour Metered Parking; 8 AM to 6 PM		-	Number of Occupied Displaced Spaces
	-	2 Hour Parking; 8 AM to 6 PM; except Sunday			

Segment 1 – Sepulveda Boulevard Area

West Side of Sepulveda Boulevard – between Pearl Street and Richland Avenue, August 2009



Segment 1 – Sepulveda Boulevard Area

East Side of Sepulveda Boulevard – Between Pico and Exposition Boulevards, August 2009



DEIR Recommendation:
Replacement parking could be accommodated in the proposed Expo/Sepulveda station parking structure

FEIR Recommendation:
Replacement parking could be accommodated on Exposition Boulevard, but permit may be required.

Base Maps: © Google – Map data © Tele Atlas
Parking Survey Data: AECOM

—	- Anytime Parking	—	- 15 minute parking
—	- No Parking	—	- No parking nightly from 2 AM to 4 AM
—	- Expo/Sepulveda Station	—	- 2 Hour Metered Parking 9 AM to 4 PM; No Stopping 7-9 AM and 4-6 PM; except Saturday & Sunday
—	- Loading Zone Only	---	- Proposed Parking Removal Areas
—	- Customer Parking Only	---	- Proposed to Displace
—	- 2 Hour Metered Parking; 8 AM to 6 PM; except Sunday	---	- Potential Replacement Parking Option
—	- 2 Hour Metered Parking; 8 AM to 4 PM; TOW away 4 PM to 7 PM	(X)	- Number of Vacant Parking Spaces
—	- 1 Hour Metered Parking; 8 AM to 6 PM	(X)	- Number of Occupied Displaced Spaces
—	- 2 Hour Parking; 8 AM to 6 PM; except Sunday		

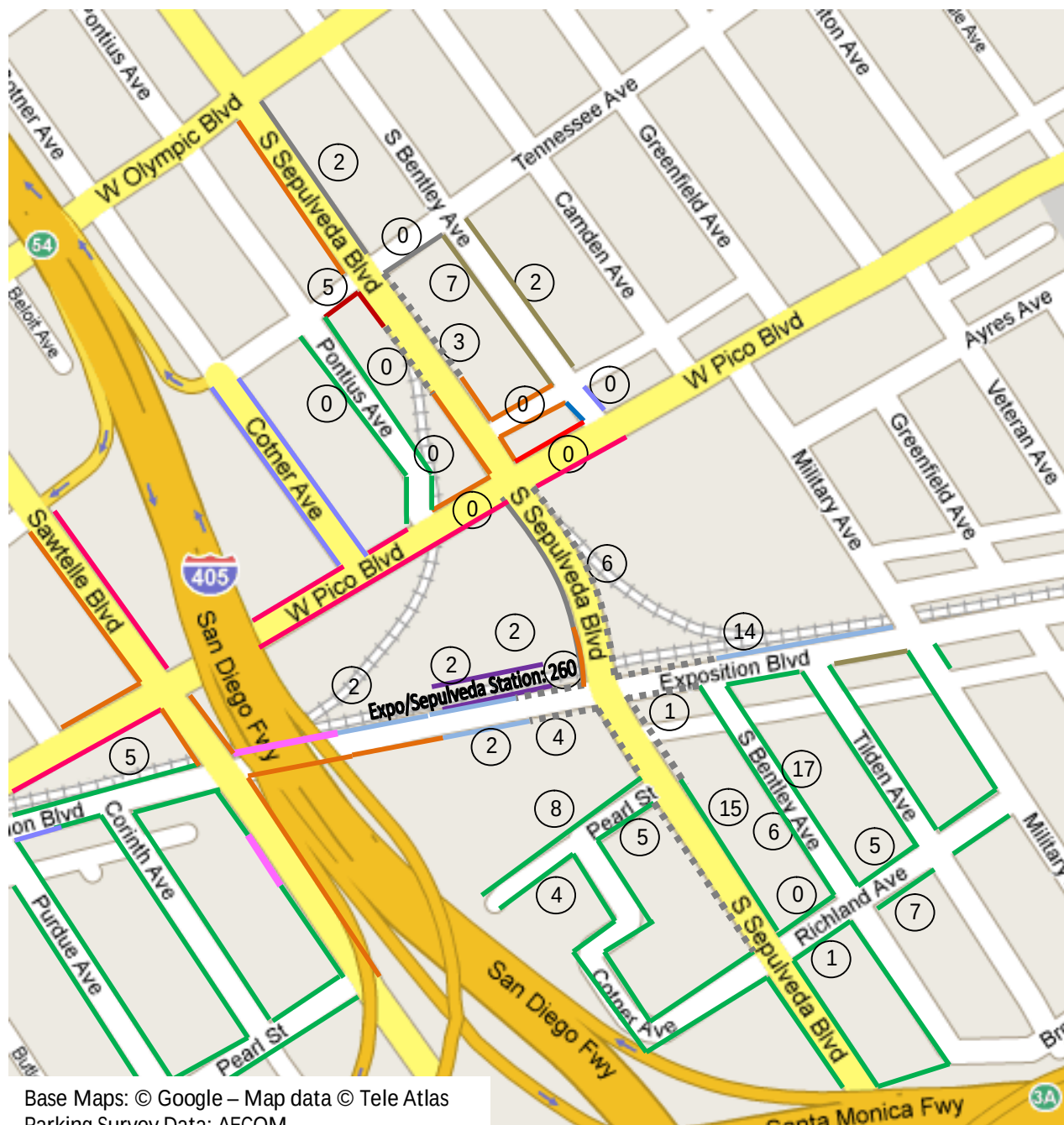
Segment 1 – Sepulveda Boulevard Area

East Side of Sepulveda Boulevard – Between Exposition Boulevard and Pearl Street, August 2009



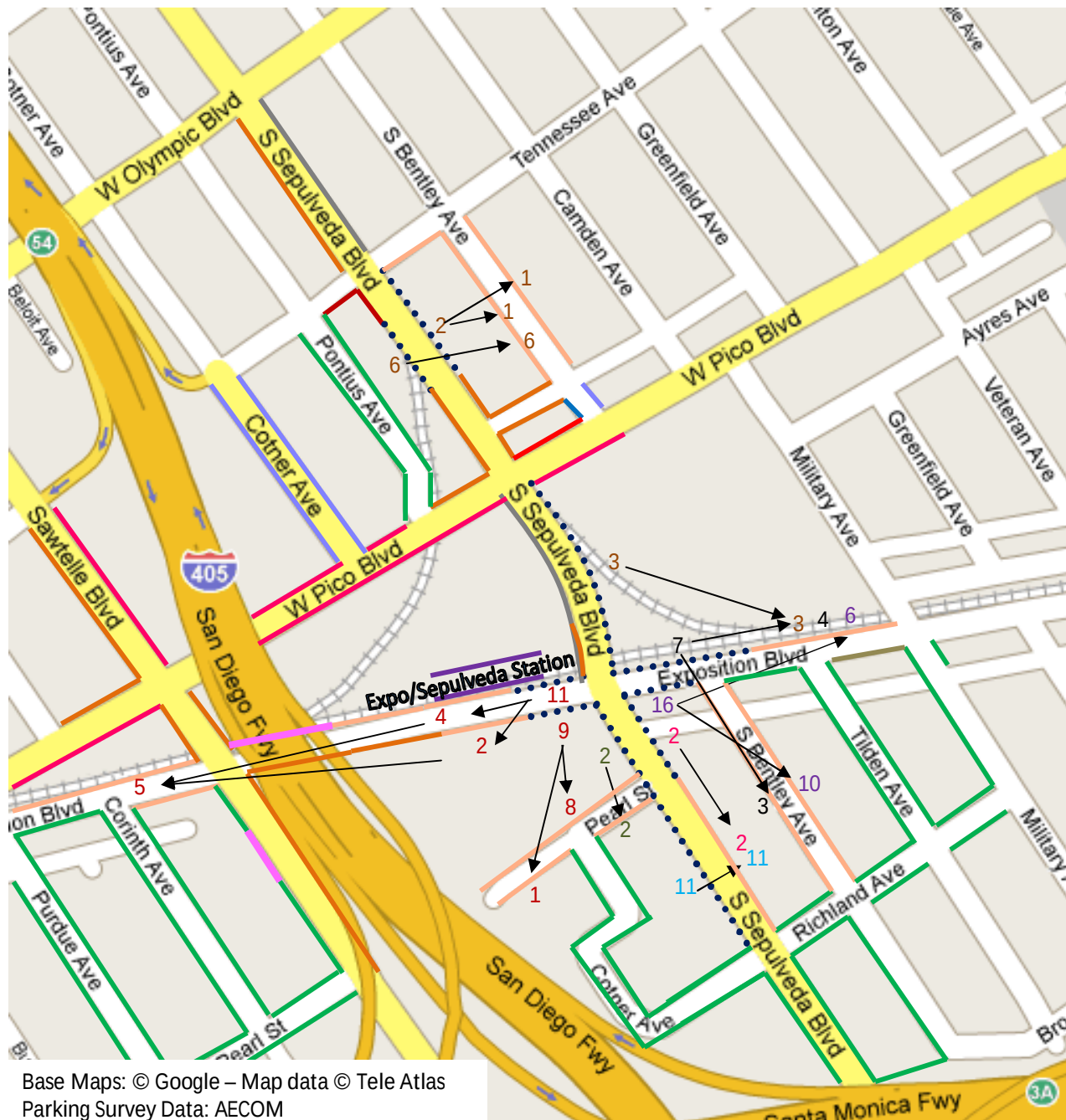
—	- Anytime Parking	—	- 15 minute parking
—	- No Parking	—	- No parking nightly from 2 AM to 4 AM
—	- Expo/Sepulveda Station	—	- 2 Hour Metered Parking 9 AM to 4 PM; No Stopping 7-9 AM and 4-6 PM; except Saturday & Sunday
—	- Loading Zone Only	---	- Proposed Parking Removal Areas
—	- Customer Parking Only	...	- Proposed to Displace
—	- 2 Hour Metered Parking; 8 AM to 6 PM; Except by Permit	---	- Potential Replacement Parking Option
—	- 2 Hour Metered Parking; 8 AM to 4 PM; TOW away 4 PM to 7 PM	X	- Number of Vacant Parking Spaces
—	- 1 Hour Metered Parking; 8 AM to 6 PM	X	- Number of Occupied Displaced Spaces
—	- 2 Hour Parking; 8 AM to 6 PM; except Sunday		

Segment 1 – Sepulveda Boulevard Area
Available Parking Before Relocation, August 2009



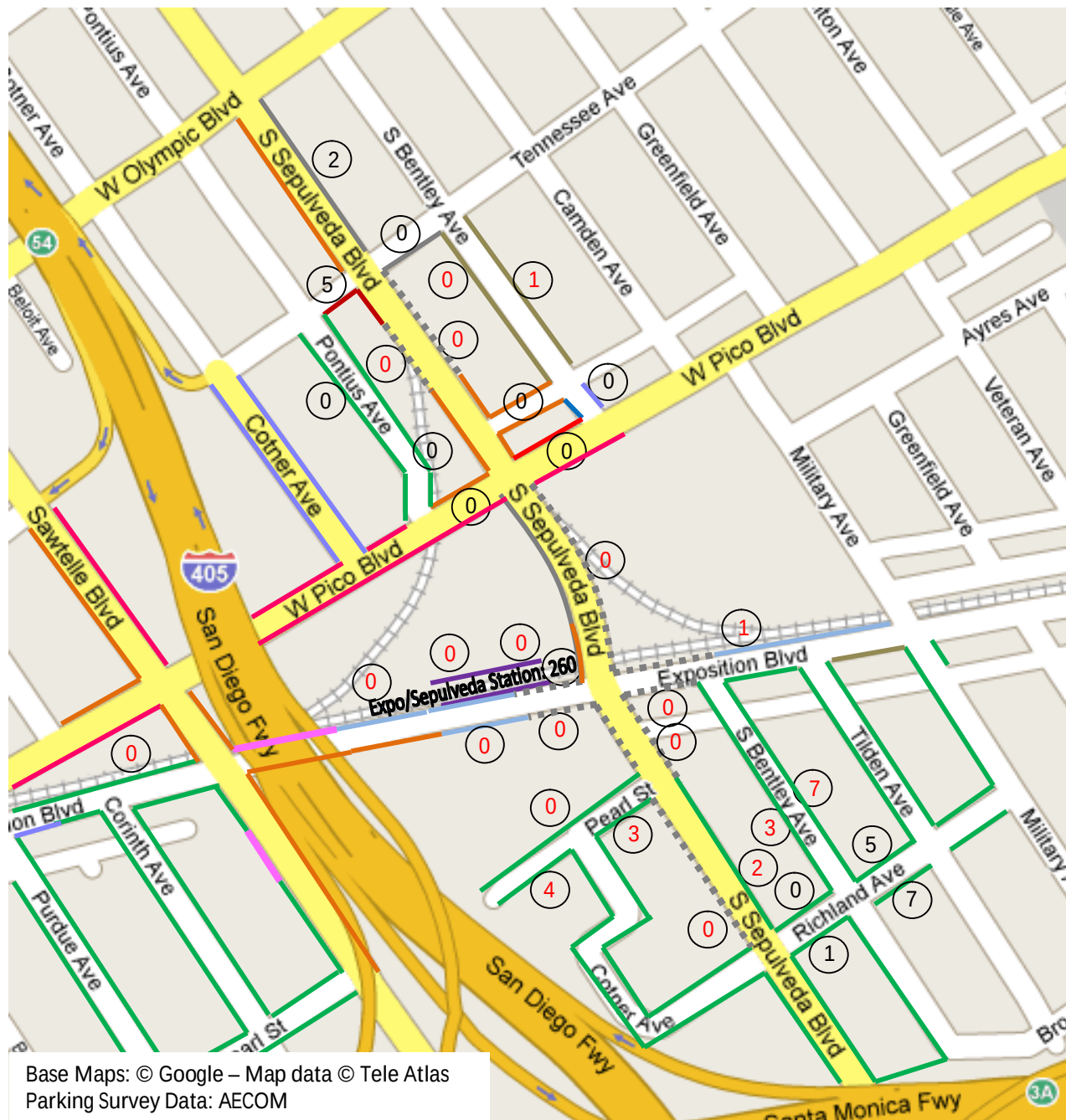
—	- Anytime Parking	—	- 15 minute parking
—	- No Parking	—	- No parking nightly from 2 AM to 4 AM
—	- Expo/Sepulveda Station	—	- 2 Hour Metered Parking 9 AM to 4 PM; No Stopping 7-9 AM and 4-6 PM; except Saturday & Sunday
—	- Loading Zone Only	- - - - -	- Proposed Parking Removal Areas
—	- Customer Parking Only	•••••	- Proposed to Displace
—	- 2 Hour Metered Parking; 8 AM to 6 PM; except Sunday	—	- Potential Replacement Parking Option
—	- 2 Hour Metered Parking; 8 AM to 4 PM; TOW away 4 PM to 7 PM	X	- Number of Vacant Parking Spaces
—	- 1 Hour Metered Parking; 8 AM to 6 PM	X	- Number of Occupied Displaced Spaces
—	- 2 Hour Parking; 8 AM to 6 PM; except Sunday		

Segment 1 – Sepulveda Boulevard Area
Relocation Summary, August 2009



—	- Anytime Parking	—	- 15 minute parking
—	- No Parking	—	- No parking nightly from 2 AM to 4 AM
—	- Expo/Sepulveda Station	...	- Proposed to Displace
—	- Loading Zone Only	—	- Potential Replacement Parking Option
—	- Customer Parking Only		
—	- 2 Hour Metered Parking; 8 AM to 6 PM; except Sunday	X	- Proposed Relocated Parking Spaces
—	- 2 Hour Metered Parking; 8 AM to 4 PM; TOW away 4 PM to 7 PM		
—	- 1 Hour Metered Parking; 8 AM to 6 PM		
—	- 2 Hour Parking; 8 AM to 6 PM; except Sunday		

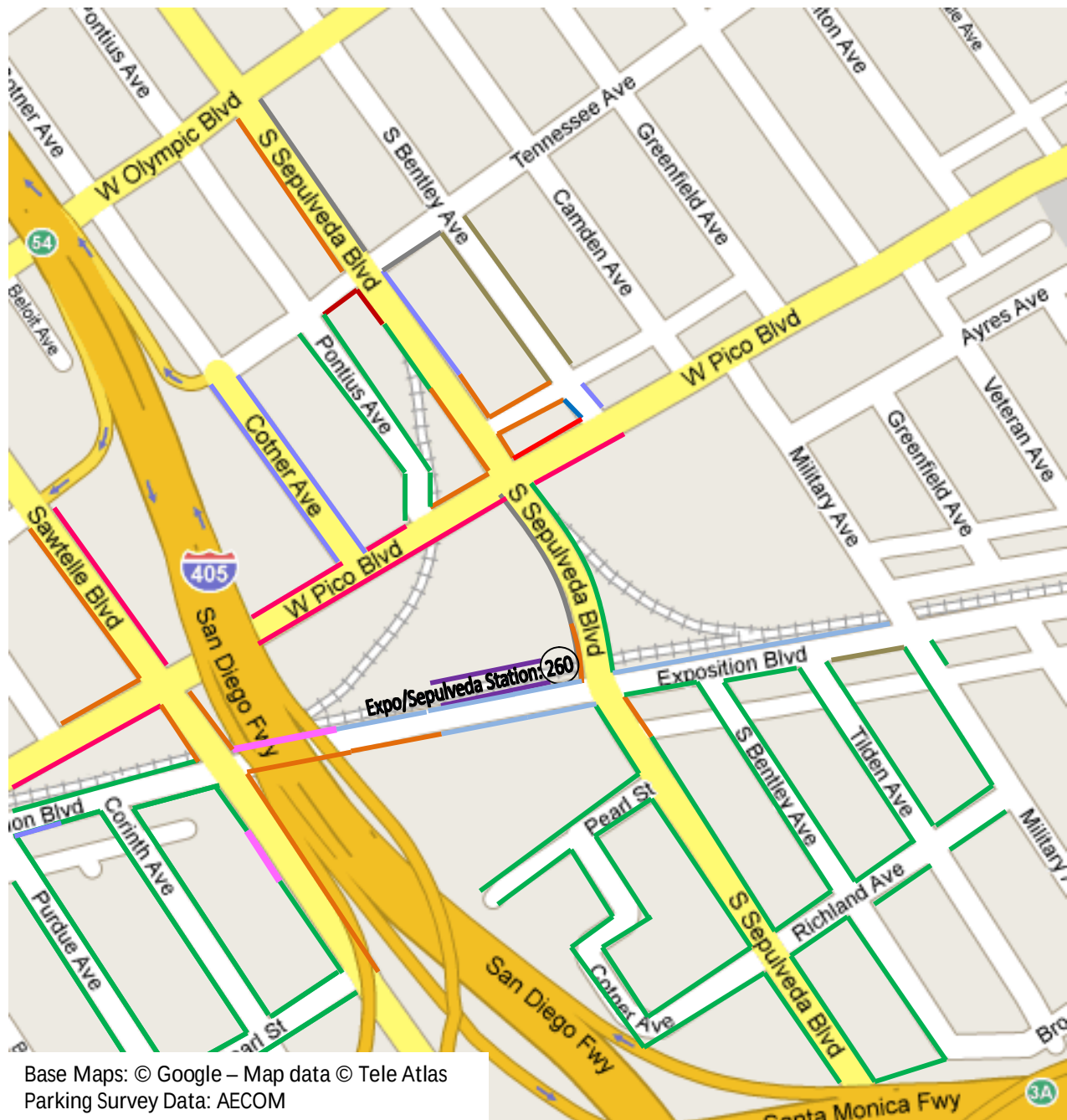
Segment 1 – Sepulveda Boulevard Area
Available Parking After Relocation, August 2009



—	- Anytime Parking	—	- 15 minute parking
—	- No Parking	—	- No parking nightly from 2 AM to 4 AM
—	- Expo/Sepulveda Station	—	- 2 Hour Metered Parking 9 AM to 4 PM; No Stopping 7-9 AM and 4-6 PM; except Saturday & Sunday
—	- Loading Zone Only	---	- Proposed Parking Removal Areas
—	- Customer Parking Only	...	- Proposed to Displace
—	- 2 Hour Metered Parking; 8 AM to 6 PM; except Sunday	---	- Potential Replacement Parking Option
—	- 2 Hour Metered Parking; 8 AM to 4 PM; TOW away 4 PM to 7 PM	X	- Number of Vacant Parking Spaces
—	- 1 Hour Metered Parking; 8 AM to 6 PM	X	- Number of Occupied Displaced Spaces
—	- 2 Hour Parking; 8 AM to 6 PM; except Sunday		

Appendix F3 – Segment 1: Sepulveda Boulevard Area –
Grade Separation Design Option

Segment 1 – Sepulveda Boulevard Area – Grade Separation Design Option
Existing Conditions, August 2009



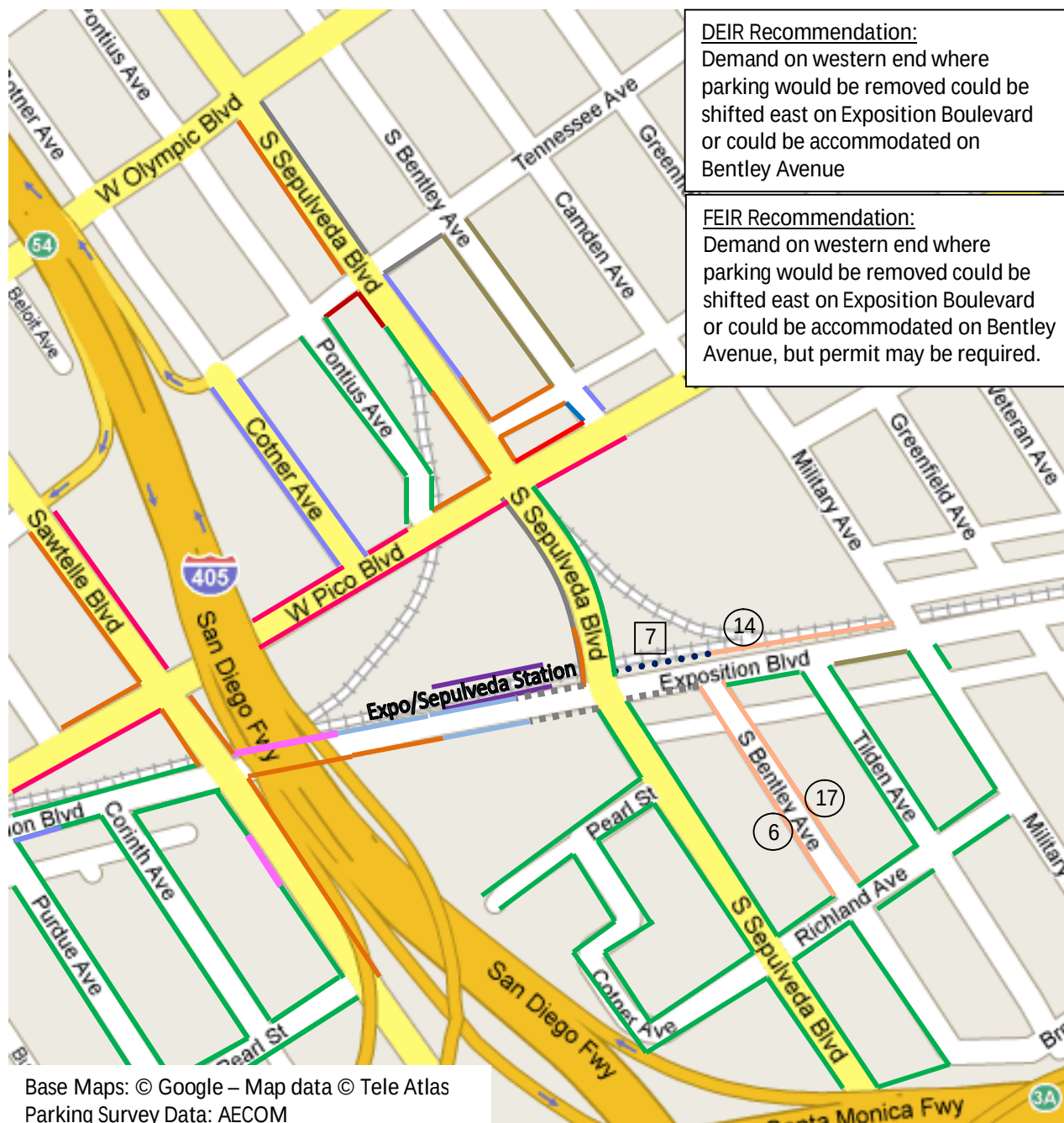
—	- Anytime Parking	—	- 15 minute parking
—	- No Parking	—	- No parking nightly from 2 AM to 4 AM
—	- Expo/Sepulveda Station	—	- 2 Hour Metered Parking 9 AM to 4 PM; No Stopping 7-9 AM and 4-6 PM; except Saturday & Sunday
—	- Loading Zone Only	---	- Proposed Parking Removal Areas
—	- Customer Parking Only	●●●●●	- Proposed to Displace
—	- 2 Hour Metered Parking; 8 AM to 6 PM; except Sunday	—	- Potential Replacement Parking Option
—	- 2 Hour Metered Parking; 8 AM to 4 PM; TOW away 4 PM to 7 PM	X	- Number of Vacant Parking Spaces
—	- 1 Hour Metered Parking; 8 AM to 6 PM	X	- Number of Displaced Occupied Spaces
—	- 2 Hour Parking; 8 AM to 6 PM; except Sunday		

Segment 1 – Sepulveda Boulevard Area – Grade Separation Design Option
 North Side of Exposition Boulevard – 300' West of Sepulveda Boulevard, August 2009



—	- Anytime Parking	—	- 15 minute parking
—	- No Parking	—	- No parking nightly from 2 AM to 4 AM
—	- Expo/Sepulveda Station	—	- 2 Hour Metered Parking 9 AM to 4 PM; No Stopping 7-9 AM and 4-6 PM; except Saturday & Sunday
—	- Loading Zone Only	---	- Proposed Parking Removal Areas
—	- Customer Parking Only	...	- Proposed to Displace
—	- 2 Hour Metered Parking; 8 AM to 6 PM; except Sunday	---	- Potential Replacement Parking Option
—	- 2 Hour Metered Parking; 8 AM to 4 PM; TOW away 4 PM to 7 PM	X	- Number of Vacant Parking Spaces
—	- 1 Hour Metered Parking; 8 AM to 6 PM	X	- Number of Displaced Occupied Spaces
—	- 2 Hour Parking; 8 AM to 6 PM; except Sunday		

Segment 1 – Sepulveda Boulevard Area – Grade Separation Design Option
 North Side Exposition Boulevard – Between Sepulveda Boulevard and Tilden Avenue, August 2009



—	- Anytime Parking	—	- 15 minute parking
—	- No Parking	—	- No parking nightly from 2 AM to 4 AM
—	- Expo/Sepulveda Station	—	- 2 Hour Metered Parking 9 AM to 4 PM; No Stopping 7-9 AM and 4-6 PM; except Saturday & Sunday
—	- Loading Zone Only	- - - - -	- Proposed Parking Removal Areas
—	- Customer Parking Only	• • • • •	- Proposed to Displace
—	- 2 Hour Metered Parking; 8 AM to 6 PM; except Sunday	—	- Potential Replacement Parking Option
—	- 2 Hour Metered Parking; 8 AM to 4 PM; TOW away 4 PM to 7 PM	X	- Number of Vacant Parking Spaces
—	- 1 Hour Metered Parking; 8 AM to 6 PM	X	- Number of Displaced Occupied Spaces
—	- 2 Hour Parking; 8 AM to 6 PM; except Sunday		

Segment 1 – Sepulveda Boulevard Area – Grade Separation Design Option

West side of Sepulveda Boulevard – Between Tennessee Avenue and Pico Boulevard, August 2009



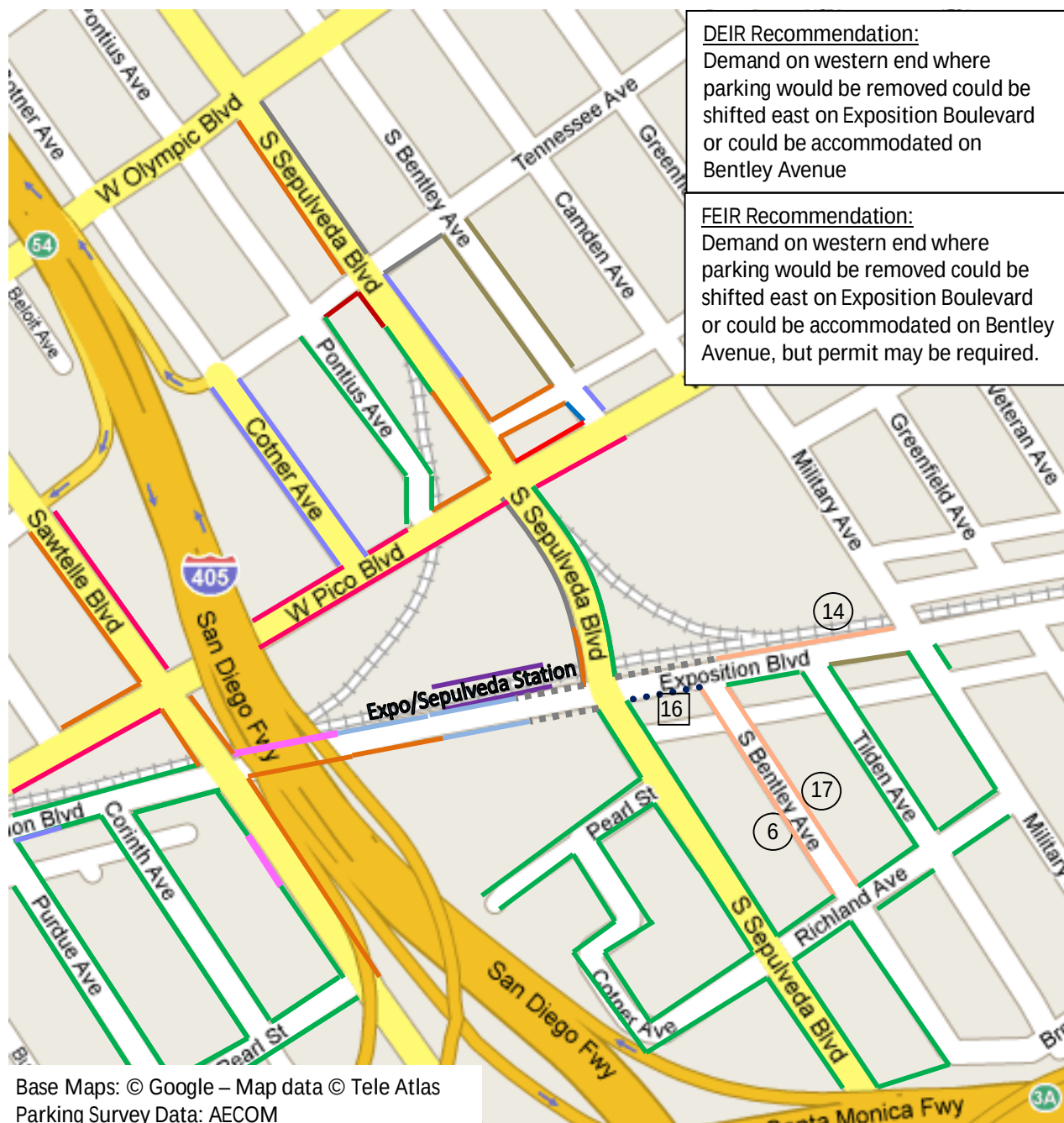
—	- Anytime Parking	—	- 15 minute parking
—	- No Parking	—	- No parking nightly from 2 AM to 4 AM
—	- Expo/Sepulveda Station	—	- 2 Hour Metered Parking 9 AM to 4 PM; No Stopping 7-9 AM and 4-6 PM; except Saturday & Sunday
—	- Loading Zone Only	---	- Proposed Parking Removal Areas
—	- Customer Parking Only	...	- Proposed to Displace
—	- 2 Hour Metered Parking; 8 AM to 6 PM; except Sunday	---	- Potential Replacement Parking Option
—	- 2 Hour Metered Parking; 8 AM to 4 PM; TOW away 4 PM to 7 PM	X	- Number of Vacant Parking Spaces
—	- 1 Hour Metered Parking; 8 AM to 6 PM	X	- Number of Occupied Displaced Spaces
—	- 2 Hour Parking; 8 AM to 6 PM; except Sunday		

Segment 1 – Sepulveda Boulevard Area – Grade Separation Design Option
 South Side of Exposition Boulevard – 300' West of Sepulveda Boulevard, August 2009



—	- Anytime Parking	—	- 15 minute parking
—	- No Parking	—	- No parking nightly from 2 AM to 4 AM
—	- Expo/Sepulveda Station	—	- 2 Hour Metered Parking 9 AM to 4 PM; No Stopping 7-9 AM and 4-6 PM; except Saturday & Sunday
—	- Loading Zone Only	- - - - -	- Proposed Parking Removal Areas
—	- Customer Parking Only	• • • • •	- Proposed to Displace
—	- 2 Hour Metered Parking; 8 AM to 6 PM; except Sunday	—	- Potential Replacement Parking Option
—	- 2 Hour Metered Parking; 8 AM to 4 PM; TOW away 4 PM to 7 PM	(X)	- Number of Vacant Parking Spaces
—	- 1 Hour Metered Parking; 8 AM to 6 PM	[X]	- Number of Displaced Occupied Spaces
—	- 2 Hour Parking; 8 AM to 6 PM; except Sunday		

Segment 1 – Sepulveda Boulevard Area – Grade Separation Design Option
 South Side of Exposition Boulevard – Between Sepulveda Boulevard and Tilden Avenue, August 2009



—	- Anytime Parking	—	- 15 minute parking
—	- No Parking	—	- No parking nightly from 2 AM to 4 AM
—	- Expo/Sepulveda Station	—	- 2 Hour Metered Parking 9 AM to 4 PM; No Stopping 7-9 AM and 4-6 PM; except Saturday & Sunday
—	- Loading Zone Only	- - - - -	- Proposed Parking Removal Areas
—	- Customer Parking Only	• • • • •	- Proposed to Displace
—	- 2 Hour Metered Parking; 8 AM to 6 PM; except Sunday	—	- Potential Replacement Parking Option
—	- 2 Hour Metered Parking; 8 AM to 4 PM; TOW away 4 PM to 7 PM	X	- Number of Vacant Parking Spaces
—	- 1 Hour Metered Parking; 8 AM to 6 PM	X	- Number of Displaced Occupied Spaces
—	- 2 Hour Parking; 8 AM to 6 PM; except Sunday		

Segment 1 – Sepulveda Boulevard Area – Grade Separated Design Option
 East side of Sepulveda Boulevard – Between Tennessee Avenue and Pico Boulevard, August 2009



—	- Anytime Parking	—	- 15 minute parking
—	- No Parking	—	- No parking nightly from 2 AM to 4 AM
—	- Expo/Sepulveda Station	—	- 2 Hour Metered Parking 9 AM to 4 PM; No Stopping 7-9 AM and 4-6 PM; except Saturday & Sunday
—	- Loading Zone Only	---	- Proposed Parking Removal Areas
—	- Customer Parking Only		- Proposed to Displace
—	- 2 Hour Metered Parking; 8 AM to 6 PM; except Sunday	—	- Potential Replacement Parking Option
—	- 2 Hour Metered Parking; 8 AM to 4 PM; TOW away 4 PM to 7 PM	X	- Number of Vacant Parking Spaces
—	- 1 Hour Metered Parking; 8 AM to 6 PM	X	- Number of Occupied Displaced Spaces
—	- 2 Hour Parking; 8 AM to 6 PM; except Sunday		

Segment 1 – Sepulveda Boulevard Area – Grade Separation Design Option
 West Side of Sepulveda Boulevard – Between Exposition Boulevard and Pearl Street, August 2009



—	- Anytime Parking	—	- 15 minute parking
—	- No Parking	—	- No parking nightly from 2 AM to 4 AM
—	- Expo/Sepulveda Station	—	- 2 Hour Metered Parking 9 AM to 4 PM; No Stopping 7-9 AM and 4-6 PM; except Saturday & Sunday
—	- Loading Zone Only	---	- Proposed Parking Removal Areas
—	- Customer Parking Only	...	- Proposed to Displace
—	- 2 Hour Metered Parking; 8 AM to 6 PM; except Sunday	---	- Potential Replacement Parking Option
—	- 2 Hour Metered Parking; 8 AM to 4 PM; TOW away 4 PM to 7 PM	X	- Number of Vacant Parking Spaces
—	- 1 Hour Metered Parking; 8 AM to 6 PM	X	- Number of Displaced Occupied Spaces
—	- 2 Hour Parking; 8 AM to 6 PM; except Sunday		

Segment 1 – Sepulveda Boulevard Area – Grade Separation Design Option
 West Side of Sepulveda Boulevard – 150' South of Pearl Street, August 2009



—	- Anytime Parking	—	- 15 minute parking
—	- No Parking	—	- No parking nightly from 2 AM to 4 AM
—	- Expo/Sepulveda Station	—	- 2 Hour Metered Parking 9 AM to 4 PM; No Stopping 7-9 AM and 4-6 PM; except Saturday & Sunday
—	- Loading Zone Only	---	- Proposed Parking Removal Areas
—	- Customer Parking Only	...	- Proposed to Displace
—	- 2 Hour Metered Parking; 8 AM to 6 PM; except Sunday	—	- Potential Replacement Parking Option
—	- 2 Hour Metered Parking; 8 AM to 4 PM; TOW away 4 PM to 7 PM	X	- Number of Vacant Parking Spaces
—	- 1 Hour Metered Parking; 8 AM to 6 PM	X	- Number of Displaced Occupied Spaces
—	- 2 Hour Parking; 8 AM to 6 PM; except Sunday		

Segment 1 – Sepulveda Boulevard Area – Grade Separation Design Option
 East Side of Sepulveda Boulevard – Between Pico and Exposition Boulevards, August 2009



DEIR Recommendation:
 Replacement parking could be accommodated in the proposed Expo/Sepulveda station parking structure

FEIR Recommendation:
 No Impact to Sepulveda Boulevard

Base Maps: © Google – Map data © Tele Atlas
 Parking Survey Data: AECOM

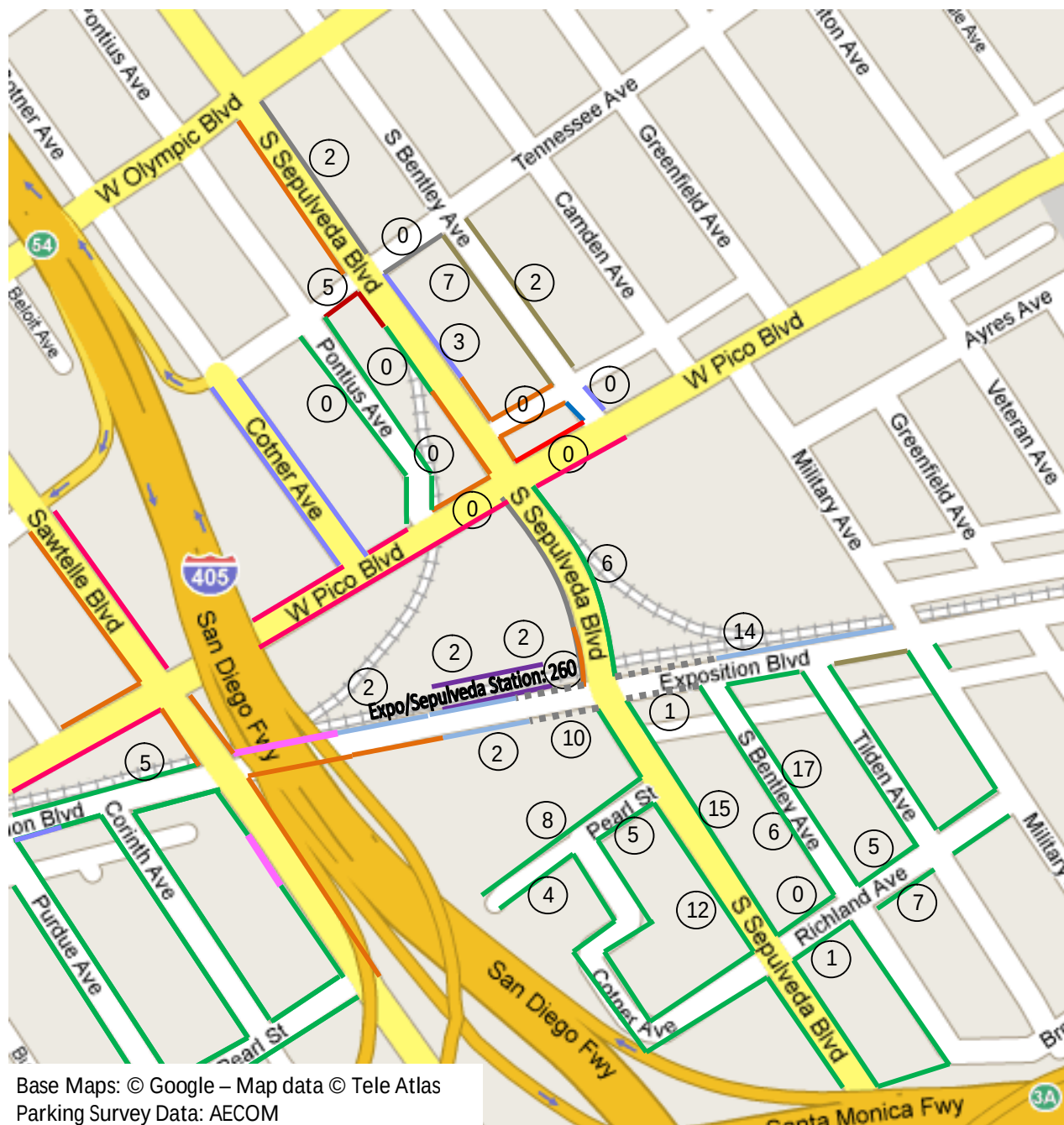
—	- Anytime Parking	—	- 15 minute parking
—	- No Parking	—	- No parking nightly from 2 AM to 4 AM
—	- Expo/Sepulveda Station	—	- 2 Hour Metered Parking 9 AM to 4 PM; No Stopping 7-9 AM and 4-6 PM; except Saturday & Sunday
—	- Loading Zone Only	---	- Proposed Parking Removal Areas
—	- Customer Parking Only	...	- Proposed to Displace
—	- 2 Hour Metered Parking; 8 AM to 6 PM; except Sunday	—	- Potential Replacement Parking Option
—	- 2 Hour Metered Parking; 8 AM to 4 PM; TOW away 4 PM to 7 PM	X	- Number of Vacant Parking Spaces
—	- 1 Hour Metered Parking; 8 AM to 6 PM	X	- Number of Displaced Occupied Spaces
—	- 2 Hour Parking; 8 AM to 6 PM; except Sunday		

Segment 1 – Sepulveda Boulevard Area – Grade Separation Design Option
 East Side of Sepulveda Boulevard – Between Exposition Boulevard and Pearl Street, August 2009



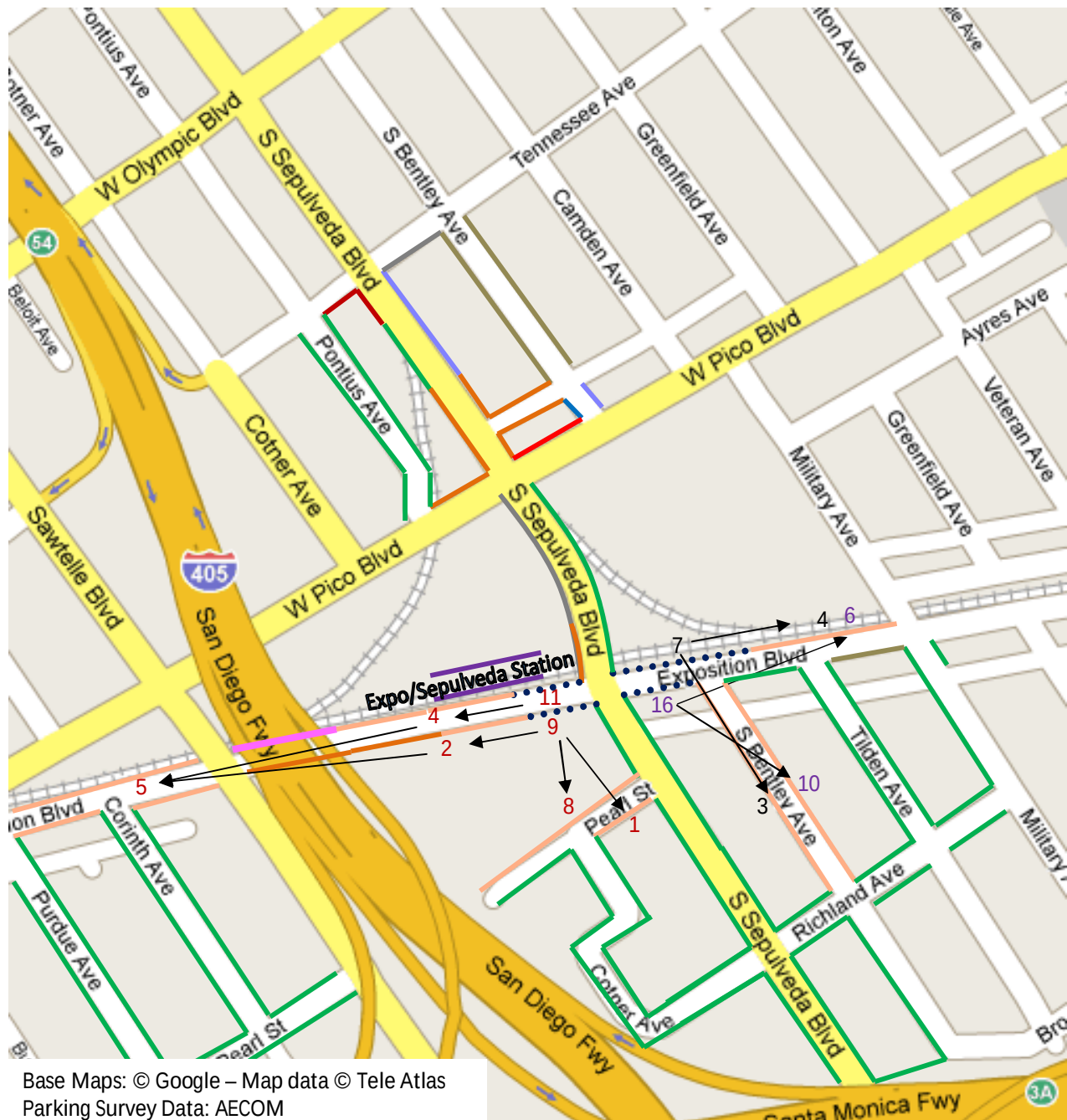
—	- Anytime Parking	—	- 15 minute parking
—	- No Parking	—	- No parking nightly from 2 AM to 4 AM
—	- Expo/Sepulveda Station	—	- 2 Hour Metered Parking 9 AM to 4 PM; No Stopping 7-9 AM and 4-6 PM; except Saturday & Sunday
—	- Loading Zone Only	- - - - -	- Proposed Parking Removal Areas
—	- Customer Parking Only	• • • • •	- Proposed to Displace
—	- 2 Hour Metered Parking; 8 AM to 6 PM; except Sunday	X	- Potential Replacement Parking Option
—	- 2 Hour Metered Parking; 8 AM to 4 PM; TOW away 4 PM to 7 PM	X	- Number of Vacant Parking Spaces
—	- 1 Hour Metered Parking; 8 AM to 6 PM		- Number of Displaced Occupied Spaces
—	- 2 Hour Parking; 8 AM to 6 PM; except Sunday		

Segment 1 – Sepulveda Boulevard Area – Grade Separation Design Option
Available Parking Before Relocation, August 2009



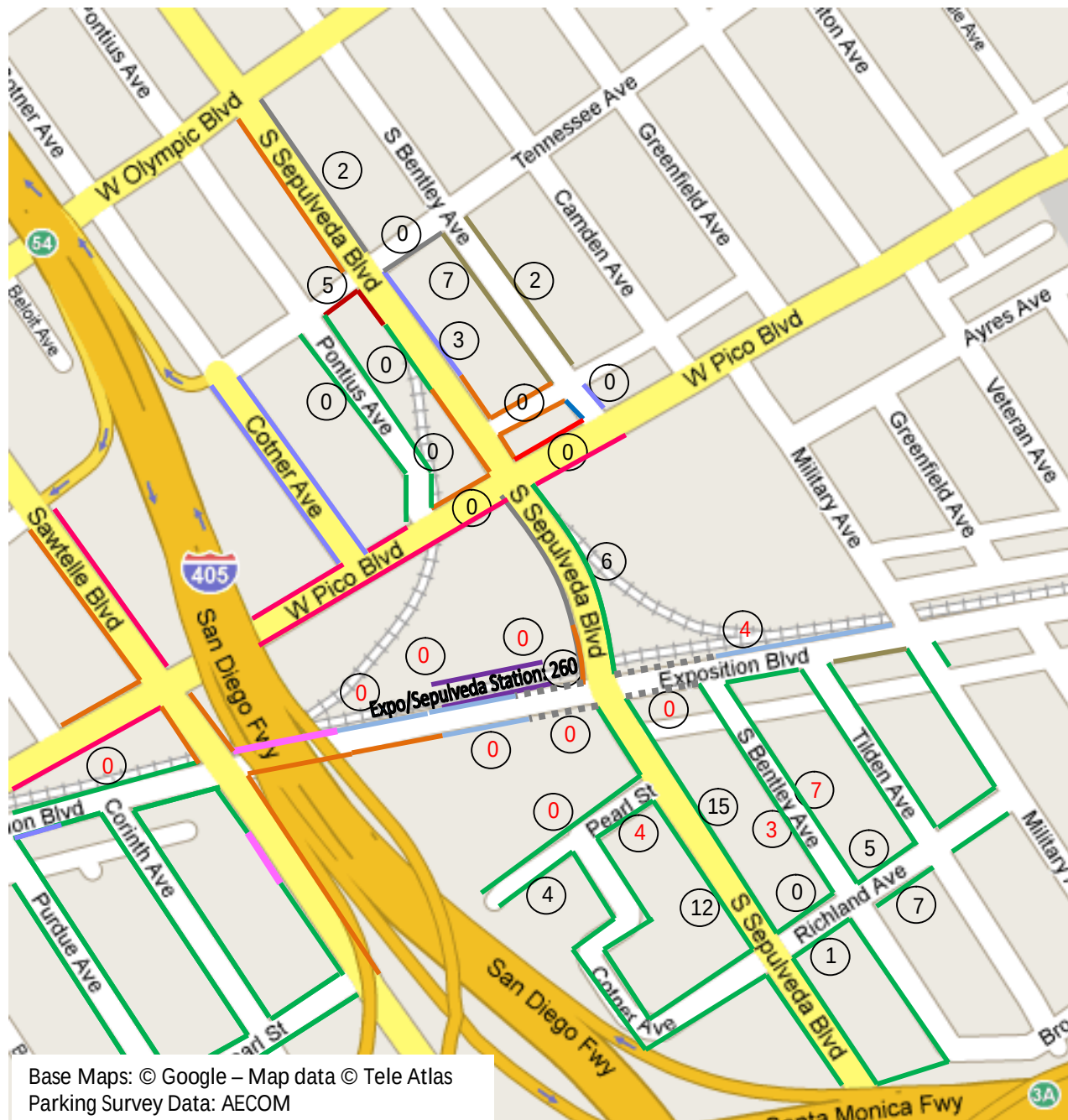
—	- Anytime Parking	—	- 15 minute parking
—	- No Parking	—	- No parking nightly from 2 AM to 4 AM
—	- Expo/Sepulveda Station	—	- 2 Hour Metered Parking 9 AM to 4 PM; No Stopping 7-9 AM and 4-6 PM; except Saturday & Sunday
—	- Loading Zone Only	---	- Proposed Parking Removal Areas
—	- Customer Parking Only	...	- Proposed to Displace
—	- 2 Hour Metered Parking; 8 AM to 6 PM; except Sunday	—	- Potential Replacement Parking Option
—	- 2 Hour Metered Parking; 8 AM to 4 PM; TOW away 4 PM to 7 PM	(X)	- Number of Vacant Parking Spaces
—	- 1 Hour Metered Parking; 8 AM to 6 PM	[X]	- Number of Displaced Occupied Spaces
—	- 2 Hour Parking; 8 AM to 6 PM; except Sunday		

Segment 1 – Sepulveda Boulevard Area – Grade Separation Design Option
Relocation Summary, August 2009



—	- Anytime Parking	—	- 15 minute parking
—	- No Parking	—	- No parking nightly from 2 AM to 4 AM
—	- Expo/Sepulveda Station	...	- Proposed to Displace
—	- Loading Zone Only	—	- Potential Replacement Parking Options
—	- Customer Parking Only		
—	- 2 Hour Metered Parking; 8 AM to 6 PM; except Sunday	X	- Number of Occupied Displaced Spaces
—	- 2 Hour Metered Parking; 8 AM to 4 PM; TOW away 4 PM to 7 PM		
—	- 1 Hour Metered Parking; 8 AM to 6 PM		
—	- 2 Hour Parking; 8 AM to 6 PM; except Sunday		

Segment 1 – Sepulveda Boulevard Area – Grade Separation Design Option
Available Parking After Relocation, August 2009



—	- Anytime Parking	—	- 15 minute parking
—	- No Parking	—	- No parking nightly from 2 AM to 4 AM
—	- Expo/Sepulveda Station	—	- 2 Hour Metered Parking 9 AM to 4 PM; No Stopping 7-9 AM and 4-6 PM; except Saturday & Sunday
—	- Loading Zone Only	- - - - -	- Proposed Parking Removal Areas
—	- Customer Parking Only	• • • • •	- Proposed to Displace
—	- 2 Hour Metered Parking; 8 AM to 6 PM; except Sunday	—	- Potential Replacement Parking Option
—	- 2 Hour Metered Parking; 8 AM to 4 PM; TOW away 4 PM to 7 PM	X	- Number of Vacant Parking Spaces
—	- 1 Hour Metered Parking; 8 AM to 6 PM	X	- Number of Displaced Occupied Spaces
—	- 2 Hour Parking; 8 AM to 6 PM; except Sunday		

Appendix F4 – Segment 2: Barrington Avenue Area

Segment 2 – Barrington Avenue Area
Existing Parking Restrictions, August 2009



—	- Anytime Parking	—	- 15 minute parking
—	- No Parking	—	- No parking nightly from 2 AM to 6 AM
—	- Customer Parking Only	—	- No Parking 10 PM to 6 AM Nightly
—	- Loading Zone	•••••	- Proposed to Displace
—	- 1 Hour Metered Parking; 8 AM to 6 PM, Except Sunday	—	- Potential Relocation Parking Options
—	- 2 Hour Metered Parking; 8 AM to 8 PM, Except Sunday	X	- Number of Vacant Parking Spaces
—	- 2 Hour Metered Parking; 8 AM to 6 PM, Except Sunday	X	- Number of Displaced Occupied Spaces
—	- 30 Minute Parking; 8 AM to 12 Midnight; Except Sunday		
—	- No Parking Anytime Except by Permit or 2 Hour Parking 8 AM to 6 PM Monday through Friday		
—	- No Parking Anytime Except by Permit or 2 Hour Parking 8 AM to 6 PM Monday through Saturday		

Segment 2 – Barrington Avenue

West side of Barrington Avenue – Between Tennessee Avenue and Pico Boulevard, August 2009



—	- Anytime Parking	—	- 15 minute parking
—	- No Parking	—	- No parking nightly from 2 AM to 6 AM
—	- Customer Parking Only	—	- No Parking 10 PM to 6 AM Nightly
—	- Loading Zone	- - - - -	- Propose Parking Replacement Areas
—	- 1 Hour Metered Parking; 8 AM to 6 PM, Except Sunday	• • • • •	- Proposed to Displace
—	- 2 Hour Metered Parking; 8 AM to 8 PM, Except Sunday	—	- Potential Relocation Parking Option
—	- 2 Hour Metered Parking; 8 AM to 6 PM, Except Sunday	X	- Number of Vacant Parking Spaces
—	- 30 Minute Parking; 8 AM to 12 Midnight; Except Sunday	X	- Number of Displaced Occupied Spaces
—	- No Parking Anytime Except by Permit or 2 Hour Parking 8 AM to 6 PM Monday through Friday		
—	- No Parking Anytime Except by Permit or 2 Hour Parking 8 AM to 6 PM Monday through Saturday		

Segment 2 – Barrington Avenue

East side of Barrington Avenue – Between Olympic and Exposition Boulevard, August 2009



—	- Anytime Parking	—	- 15 minute parking
—	- No Parking	—	- No parking nightly from 2 AM to 6 AM
—	- Customer Parking Only	—	- No Parking 10 PM to 6 AM Nightly
—	- Loading Zone	- - - - -	- Proposed Parking Replacement Areas
—	- 1 Hour Metered Parking; 8 AM to 6 PM, Except Sunday	• • • • •	- Proposed to Displace
—	- 2 Hour Metered Parking; 8 AM to 8 PM, Except Sunday	—	- Potential Replacement Parking Option
—	- 2 Hour Metered Parking; 8 AM to 6 PM, Except Sunday	X	- Number of Vacant Parking Spaces
—	- 30 Minute Parking; 8 AM to 12 Midnight; Except Sunday	X	- Number of Displaced Occupied Spaces
—	- No Parking Anytime Except by Permit or 2 Hour Parking 8 AM to 6 PM Monday through Friday		
—	- No Parking Anytime Except by Permit or 2 Hour Parking 8 AM to 6 PM Monday through Saturday		

Segment 2 – Barrington Avenue
 Parking Availability Before Relocation, August 2009



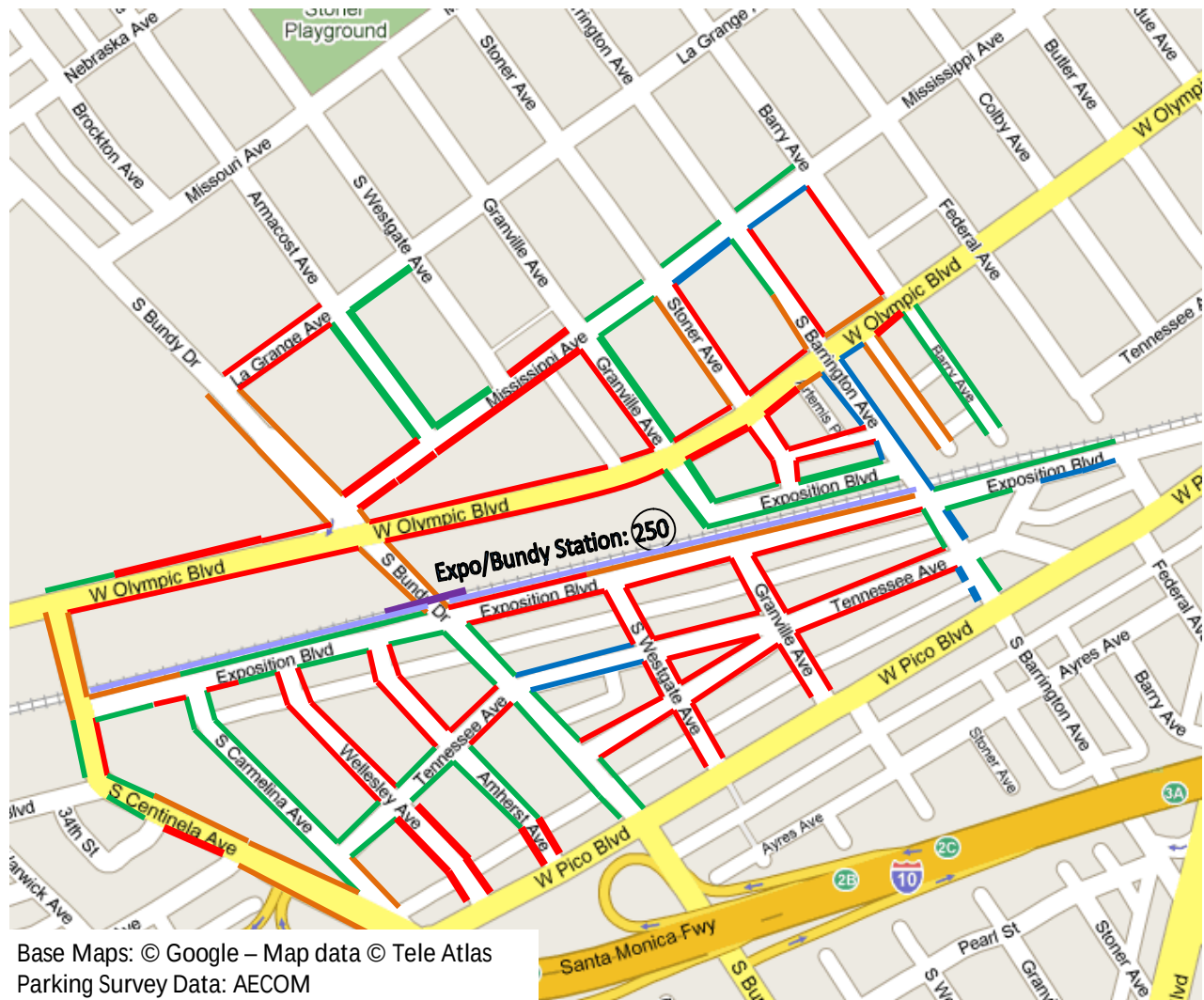
—	- Anytime Parking	—	- 15 minute parking
—	- No Parking	—	- No parking nightly from 2 AM to 6 AM
—	- Customer Parking Only	—	- No Parking 10 PM to 6 AM Nightly
—	- Loading Zone	- - - - -	- Proposed Parking Removal Areas
—	- 1 Hour Metered Parking; 8 AM to 6 PM, Except Sunday	• • • • •	- Proposed to Displace
—	- 2 Hour Metered Parking; 8 AM to 8 PM, Except Sunday	—	- Potential Relocation Parking Option
—	- 2 Hour Metered Parking; 8 AM to 6 PM, Except Sunday	X	- Number of Vacant Parking Spaces
—	- 30 Minute Parking; 8 AM to 12 Midnight; Except Sunday	X	- Number of Displaced Occupied Spaces
—	- No Parking Anytime Except by Permit or 2 Hour Parking 8 AM to 6 PM Monday through Friday		
—	- No Parking Anytime Except by Permit or 2 Hour Parking 8 AM to 6 PM Monday through Saturday		

Segment 2 – Barrington Avenue
 Parking Availability After Relocation, August 2009



—	- Anytime Parking	—	- 15 minute parking
—	- No Parking	—	- No parking nightly from 2 AM to 6 AM
—	- Customer Parking Only	—	- No Parking 10 PM to 6 AM Nightly
—	- Loading Zone	- - - - -	- Proposed Parking Removal Areas
—	- 1 Hour Metered Parking; 8 AM to 6 PM, Except Sunday	• • • • •	- Proposed to Displace
—	- 2 Hour Metered Parking; 8 AM to 8 PM, Except Sunday	—	- Potential Relocation Parking Option
—	- 2 Hour Metered Parking; 8 AM to 6 PM, Except Sunday	X	- Number of Vacant Parking Spaces
—	- 30 Minute Parking; 8 AM to 12 Midnight; Except Sunday	X	- Number of Displaced Occupied Spaces
—	- No Parking Anytime Except by Permit or 2 Hour Parking 8 AM to 6 PM Monday through Friday		
—	- No Parking Anytime Except by Permit or 2 Hour Parking 8 AM to 6 PM Monday through Saturday		

Segment 2 – Barrington Avenue
Existing Area Parking Restrictions, August 2009



- - Unrestricted Day time Parking
-  - Restricted Day time Parking
-  - No Parking
-  - Metered
-  - Station Provided Parking

Segment 2 – Barrington Avenue Area
Existing Parking Restrictions, August 2009

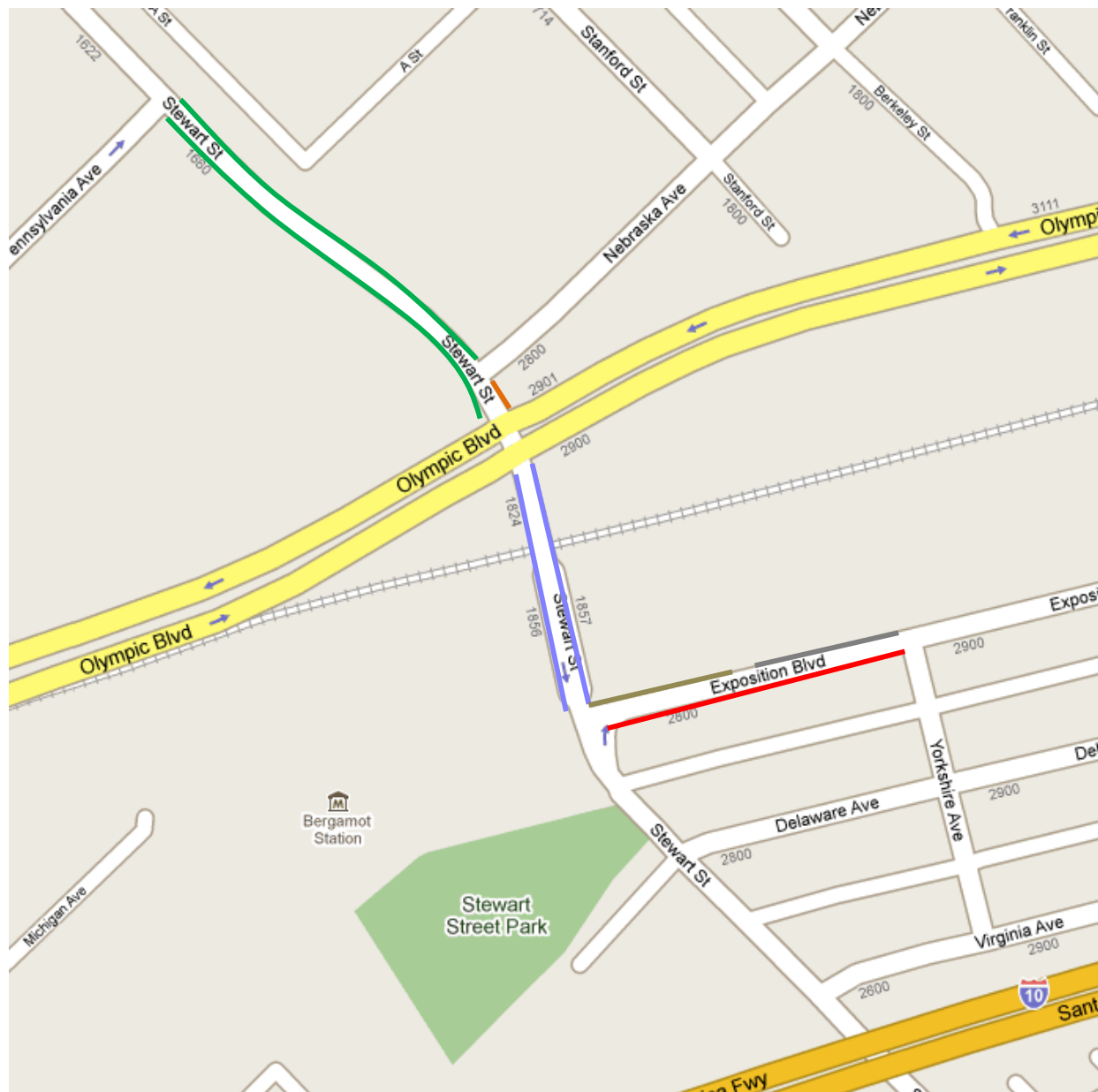


Base Maps: © Google – Map data © Tele Atlas
Parking Survey Data: AECOM

—	- Anytime Parking	—	- 15 minute parking
—	- Customer Parking Only	—	- 30 minute parking, 8 AM to 6 PM, except Sunday
—	- No Parking	—	- No Parking 2 AM to 6 AM Nightly
—	- Loading Zone	—	- No Parking 2 AM to 4 AM Nightly
—	- 1 Hour Metered Parking; 8 AM to 6 PM, Except Sunday	—	- No Parking 10 PM to 6 AM Nightly
—	- 2 Hour Metered Parking; 8 AM to 8 PM, Except Sunday	—	- No Parking 11 PM to 5 AM Nightly
—	- 2 Hour Metered Parking; 8 AM to 6 PM, Except Sunday	—	- No Stopping: 4-7 PM
—	- 30 Minute Parking; 8 AM to 12 Midnight; Except Sunday	—	- No Stopping: 7 AM to 5 PM; School Days
—	- No Parking Anytime Except by Permit or 2 Hour Parking 8 AM to 6 PM Monday through <u>Friday</u>	—	- 4 Hour Parking 8 AM to 6 PM
—	- No Parking Anytime Except by Permit or 2 Hour Parking 8 AM to 6 PM Monday through <u>Saturday</u>	—	- 2 Hour Parking 8 AM to 6 PM
—	- <u>No Parking</u> 8 AM to 6 PM; Except by Permit	—	- 2 Hour Parking 9 AM to 5 PM
		—	- 1 Hour Parking 8 AM to 8 PM
		—	- 1 Hour Parking 8 AM to 6 PM
		—	- Proposed to Displace
		—	- Potential Relocation Parking Option
		—	- Number of Vacant Parking Spaces
		X	- Number of Displaced Occupied Spaces

Appendix F5 – Segment 2: Stewart Street Area

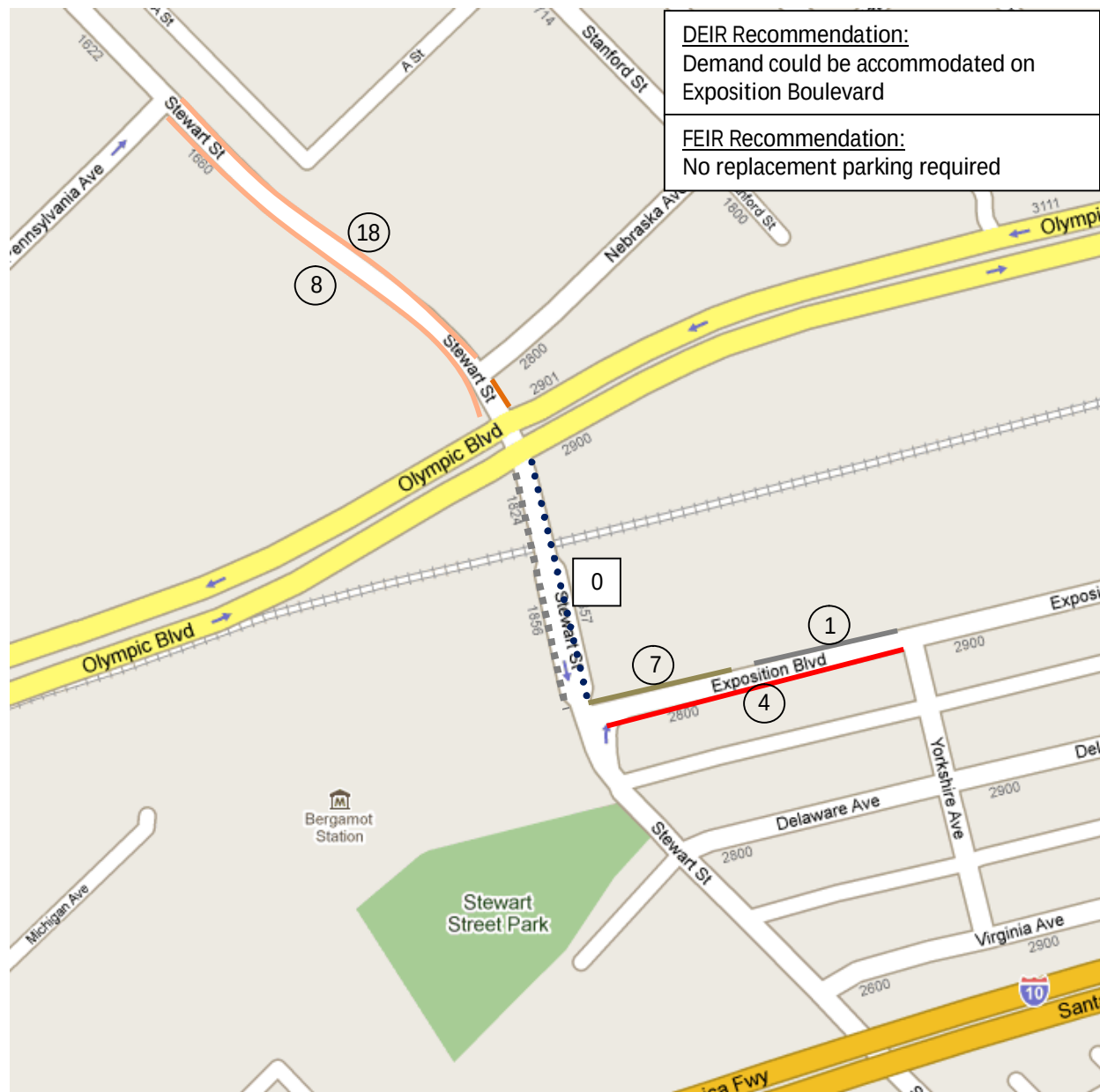
Segment 2 – Stewart Street
Existing Parking Restrictions, August 2009



—	- Anytime Parking	- - - - -	- Proposed Parking Removal Areas
—	- No Parking	• • • • •	- Proposed to Displace
—	- 9 Hour Parking 9 AM to 6 PM Except Sunday, Permits Exempt; No Parking 3 to 5 AM Daily	—	- Potential Replacement Parking Options
—	- No Parking 8 AM to 8 PM Monday through Friday, Permits Exempt; No Parking Friday 1 to 3 PM Street Cleaning	X	- Number of Available Parking Spaces
—	- No Parking 12 Noon to 2 PM Monday	X	- Number of Displaced Spaces
—	- 2 Hour Parking 8 AM to 8 PM, Permits Exempt; No Parking Monday 12 Noon to 2 PM Monday		

Segment 2 – Stewart Street

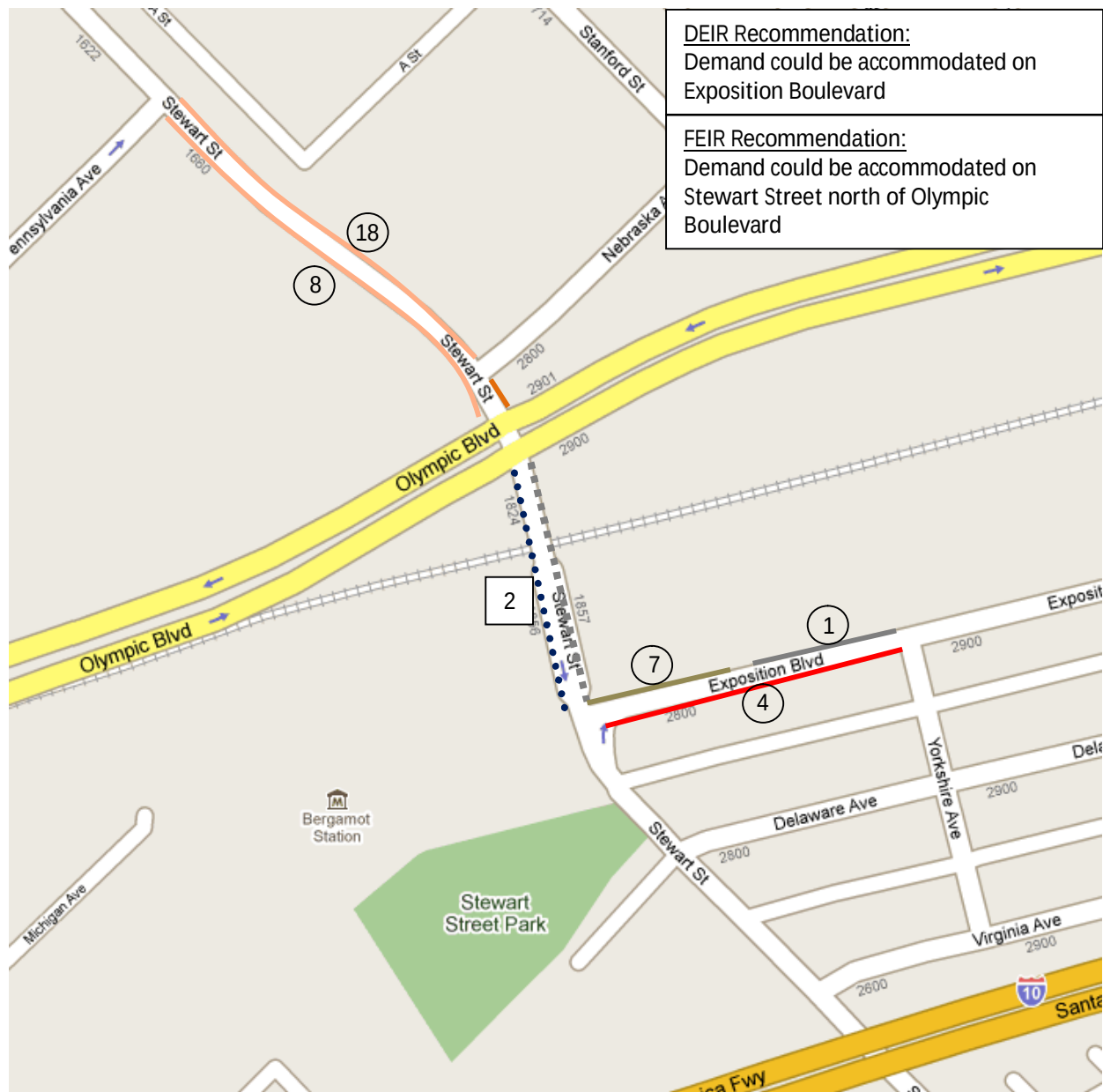
East side of Stewart Street – Between Olympic & Exposition, August 2009



—	- Anytime Parking	- - - - -	- Proposed Parking Removal Areas
—	- No Parking	• • • • •	- Proposed to Displace
—	- 9 Hour Metered Parking 9 AM to 6 PM Except Sunday, Permits Exempt; No Parking 3 to 5 AM Daily	—	- Potential Replacement Parking Options
—	- No Parking 8 AM to 8 PM Monday through Friday, Permits Exempt; No Parking Friday 1 to 3 PM Street Cleaning	(X)	- Number of Available Parking Spaces
—	- No Parking 12 Noon to 2 PM Monday	[X]	- Number of Displaced Spaces
—	- 2 Hour Parking 8 AM to 8 PM, Permits Exempt; No Parking Monday 12 Noon to 2 PM Monday		

Segment 2 – Stewart Street Area

West side of Stewart Street – between Olympic & Exposition, August 2009



Appendix F6 – Parking Survey Data

**Expo Phase 2
Parking Survey Analysis
August 2007**

ID	Location	Date	Time	Surveyor's Name	Block #	Side Letter	Parking Spaces			Occupied on Street	Loading Zone				Comments/Time Limits (Other than Street Cleaning)
							Total	Total On-Street	Occupied		Total	Total On-Street	Occupied	Occupied On-Street	
1	Sepulveda/Expo Blvd.	Tues., Aug. 21, 2007	2:25pm - 3:10pm	C. Ridge	1	A	20		5						1 Hr Limit, 1-15 Min, No Parking 8-6PM, Passenger Loading only (6PM-12 Midnight) 2 hour parking, 8am to 6pm 2 Hr Limit 2 Hr Limit 1 hour parking, 8am to 6pm, 7 spaces with 1 occupied; Normal hours, 16 spaces with 14 occupied. 2 Hr Limit 4 Hour parking Limit 8 AM- 6 PM Exc Sun
2	Sepulveda/Expo Blvd.	Tues., Aug. 21, 2007	2:25pm - 3:10pm	C. Ridge	2	A	21		6						
3	Sepulveda/Expo Blvd.	Tues., Aug. 21, 2007	2:25pm - 3:10pm	C. Ridge	3	A	16		7						
4	Sepulveda/Expo Blvd.	Tues., Aug. 21, 2007	2:25pm - 3:10pm	C. Ridge	4	A	11		4						
5	Sepulveda/Expo Blvd.	Tues., Aug. 21, 2007	2:25pm - 3:10pm	C. Ridge	5	A	45		15						
6	Sepulveda/Charnock	Tues., Aug. 21, 2007	1:45pm - 2:30pm	F. Alvarado	6	A	30		10		2		0		
7	Sepulveda/Palms	Thurs., Aug. 23, 2007	10:30am - 11:00am	C. Ridge	7	A	13		1						
8	Sepulveda/Charnock	Tues., Aug. 21, 2007	1:45pm - 2:30pm	F. Alvarado	8	A	13		4						
9	Sepulveda/Palms	Thurs., Aug. 23, 2007	10:30am - 11:00am	C. Ridge	9	A	29		19		1		1		
10	Sepulveda/Palms	Thurs., Aug. 23, 2007	10:30am - 11:00am	C. Ridge	9	A	32		17						
11	Sepulveda/Charnock	Tues., Aug. 21, 2007	1:45pm - 2:30pm	F. Alvarado	10	A	59		13						
12	Sepulveda/Palms	Thurs., Aug. 23, 2007	10:30am - 11:00am	C. Ridge	11	A	9		6						
13	Sepulveda/Charnock	Tues., Aug. 21, 2007	1:45pm - 2:30pm	F. Alvarado	12	A	14		5						
	Sepulveda/Palms	Thurs., Aug. 23, 2007	10:30am - 11:00am	C. Ridge	13	A	23		15						
14															
15	Sepulveda/Charnock	Tues., Aug. 21, 2007	1:45pm - 2:30pm	F. Alvarado	14	A	10		0						
16	Venice/Sepulveda	Tues., Aug. 21, 2007	2:00pm - 3:00pm	P. Navidpoor	15	A	22		0						
17	Sepulveda/Charnock	Tues., Aug. 21, 2007	1:45pm - 2:30pm	F. Alvarado	16	A	9		9						
18	Sepulveda/Charnock	Tues., Aug. 21, 2007	1:45pm - 2:30pm	F. Alvarado	18	A	19		17						
19	Venice/Sepulveda	Tues., Aug. 21, 2007	2:00pm - 3:00pm	P. Navidpoor	19	A	51		28						
20	Sepulveda/Sepulveda	Tues., Aug. 21, 2007	1:45pm - 2:30pm	F. Alvarado	20	A	9		9						
21	Venice/Sepulveda	Tues., Aug. 21, 2007	1:45pm - 2:30pm	F. Alvarado	22	A	22		9						
22	Sepulveda (Exposition to Venice) - On Street Totals							477			199	3		1	
23	Sepulveda/Expo Blvd.	Tues., Aug. 21, 2007	2:25pm - 3:10pm	C. Ridge	1	B	5		2						Red curb - no parking. 1 Hr Limit North of Queensland Street. Private driveway. 1 hour parking, 8am to 6pm 1 Hr Limit No parking any time. Construction 2 Hr Limit 2 hour parking, 8am to 6pm Passenger Loading only School day(6:30 AM- 9 AM) (1:30 PM- 4 PM) 2 Hour Parking (9:00 AM -1:30 PM)School day
24	Sepulveda/Expo Blvd.	Tues., Aug. 21, 2007	2:25pm - 3:10pm	C. Ridge	2	B	14		7						
25	Sepulveda/Expo Blvd.	Tues., Aug. 21, 2007	2:25pm - 3:10pm	C. Ridge	3	B	8		3						
26	Sepulveda/Expo Blvd.	Tues., Aug. 21, 2007	2:25pm - 3:10pm	C. Ridge	4	B	10		5						
27	Sepulveda/Expo Blvd.	Tues., Aug. 21, 2007	2:25pm - 3:10pm	C. Ridge	5	B	0		0						
28	Sepulveda/-10	Tues., Aug. 21, 2007	3:00pm - 3:10pm	F. Alvarado	6	B	15		2						
29	Sepulveda/Palms	Thurs., Aug. 23, 2007	10:30am - 11:00am	C. Ridge	7	B	8		8		1		1		
30	Sepulveda/Charnock	Tues., Aug. 21, 2007	1:45pm - 2:30pm	F. Alvarado	8	B									
31	Sepulveda/Palms	Thurs., Aug. 23, 2007	10:30am - 11:00am	C. Ridge	9	B	8		7		1		0		
32	Sepulveda/Palms	Thurs., Aug. 23, 2007	10:30am - 11:00am	C. Ridge	9	B	0		0						
33	Sepulveda/Palms	Thurs., Aug. 23, 2007	10:30am - 11:00am	C. Ridge	11	B	15		10						
34	Sepulveda/Palms	Thurs., Aug. 23, 2007	10:30am - 11:00am	C. Ridge	13	B	9		2						
35	Sepulveda/Charnock	Tues., Aug. 21, 2007	1:45pm - 2:30pm	F. Alvarado	14	B	2		0						
36	Sepulveda/Palms	Thurs., Aug. 23, 2007	10:30am - 11:00am	C. Ridge	15	B	0		0						
37	Sepulveda/Charnock	Tues., Aug. 21, 2007	1:45pm - 2:30pm	F. Alvarado	16	B									
38	Sepulveda/Charnock	Tues., Aug. 21, 2007	1:45pm - 2:30pm	F. Alvarado	18	B	9		5						
39	Sepulveda/Charnock	Tues., Aug. 21, 2007	1:45pm - 2:30pm	F. Alvarado	20	B	5		3						
40	Venice/Sepulveda	Tues., Aug. 21, 2007	1:45pm - 2:30pm	F. Alvarado	22	B	7		4						
41	Sepulveda/Expo Blvd.	Tues., Aug. 21, 2007	2:25pm - 3:10pm	C. Ridge	1	C	9		8						
42	Sepulveda/Expo Blvd.	Tues., Aug. 21, 2007	2:25pm - 3:10pm	C. Ridge	2	C	14		6						
43	Sepulveda/Expo Blvd.	Tues., Aug. 21, 2007	2:25pm - 3:10pm	C. Ridge	3	C	20		9						
44	Sepulveda/Expo Blvd.	Tues., Aug. 21, 2007	2:25pm - 3:10pm	C. Ridge	5	C	42		18						
45	Sepulveda/Charnock	Tues., Aug. 21, 2007	1:45pm - 2:30pm	F. Alvarado	6	C									
46	Sepulveda/Palms	Thurs., Aug. 23, 2007	10:30am - 11:00am	C. Ridge	7	C	4		2						
47	Sepulveda/Palms	Thurs., Aug. 23, 2007	10:30am - 11:00am	C. Ridge	9	C	14		9						
48	Sepulveda/Palms	Thurs., Aug. 23, 2007	10:30am - 11:00am	C. Ridge	9	C	11		5						
49	Sepulveda/Palms	Thurs., Aug. 23, 2007	10:30am - 11:00am	C. Ridge	13	C	7		7						
	Venice/Sepulveda	Tues., Aug. 21, 2007	2:00pm - 3:00pm	P. Navidpoor	15	C	5		3						
50															
51	Sepulveda/Charnock	Tues., Aug. 21, 2007	1:45pm - 2:30pm	F. Alvarado	16	C	8		8						
52	Sepulveda/Charnock	Tues., Aug. 21, 2007	1:45pm - 2:30pm	F. Alvarado	18	C	5		4						
53	Venice/Sepulveda	Tues., Aug. 21, 2007	2:00pm - 3:00pm	P. Navidpoor	19	C	11		8						
54	Venice/Sepulveda	Tues., Aug. 21, 2007	2:00pm - 3:00pm	P. Navidpoor	19	C	12		9						
55	Venice/Sepulveda	Tues., Aug. 21, 2007	2:00pm - 3:00pm	P. Navidpoor	19	C	8		5						
56	Venice/Sepulveda	Tues., Aug. 21, 2007	1:45pm - 2:30pm	F. Alvarado	20	C	8		6						
57	Venice/Sepulveda	Tues., Aug. 21, 2007	1:45pm - 2:30pm	F. Alvarado	22	C									

**Expo Phase 2
Parking Survey Analysis
August 2007**

ID	Location	Date	Time	Surveyor's Name	Block #	Side Letter	Parking Spaces			Occupied on Street	Loading Zone				Comments/Time Limits (Other than Street Cleaning)
							Total	Total On-Street	Occupied		Total	Total On-Street	Occupied	Occupied On-Street	
58	Sepulveda/Expo Blvd.	Tues., Aug. 21, 2007	2:25pm - 3:10pm	C. Ridge	1	D	23		17						
59	Sepulveda/Expo Blvd.	Tues., Aug. 21, 2007	2:25pm - 3:10pm	C. Ridge	3	D	0		0		0		0		
60	Sepulveda/Expo Blvd.	Tues., Aug. 21, 2007	2:25pm - 3:10pm	C. Ridge	5	D	14		7						Path between freeway and houses - no parking. Both sides of Sardis Avenue to east of Sepulveda Blvd.
61	Sepulveda (Exposition to Venice) - Adjacent Back Block Totals							330		189		2		1	
62	Venice/Bentley	Tues., Aug. 21, 2007	10:45am - 11:20am	C. Ridge	21	A	10		7						
63	Venice/Bentley	Tues., Aug. 21, 2007	10:45am - 11:20am	C. Ridge	23	A	7		5						
64	Venice/Bentley	Tues., Aug. 21, 2007	10:45am - 11:20am	C. Ridge	25	A	6		3						2 hour parking, 8am to 6pm
65	Venice/Sepulveda	Tues., Aug. 21, 2007	2:00pm - 3:00pm	P. Navidpoor	26	A	0		0						No parking at any time
66	Venice/Bentley	Tues., Aug. 21, 2007	10:45am - 11:20am	C. Ridge	27	A	7		7						1 hour parking, 8am to 6pm
67	Venice/College	Tues., Aug. 21, 2007	12:05pm - 12:30pm	P. Navidpoor	28	A	7		2						
68	Venice/Bentley	Tues., Aug. 21, 2007	10:45am - 11:20am	C. Ridge	29	A	4		4						2 hour parking, 8am to 6pm
69	Venice/College	Tues., Aug. 21, 2007	12:05pm - 12:30pm	P. Navidpoor	30	A	9		6						
70	Venice/Kelton	Tues., Aug. 21, 2007	11:20am - 11:50am	C. Ridge	31	A	2		1						30 minute parking, 8am to 12 midnight
71	Venice/College	Tues., Aug. 21, 2007	12:05pm - 12:30pm	P. Navidpoor	32	A	6		5						
72	Venice/Kelton	Tues., Aug. 21, 2007	11:20am - 11:50am	C. Ridge	33	A	9		4						1 hour parking, 8am to 6pm
73	Venice/College	Tues., Aug. 21, 2007	12:05pm - 12:30pm	P. Navidpoor	34	A	6		6						
74	Venice/Kelton	Tues., Aug. 21, 2007	11:20am - 11:50am	C. Ridge	35	A	0		0						No parking any time
75	Venice/Overland	Tues., Aug. 21, 2007	11:45am - 12:05pm	P. Navidpoor	36	A	10		5						
76	Venice/Kelton	Tues., Aug. 21, 2007	11:20am - 11:50am	C. Ridge	37	A	0		0						Sign said 1 hour parking but curb is red
77	Venice/Overland	Tues., Aug. 21, 2007	11:45am - 12:05pm	P. Navidpoor	38	A	3		2						
78	Venice/Kelton	Tues., Aug. 21, 2007	11:20am - 11:50am	C. Ridge	39	A	2		2						1 hour parking, 8am to 6pm
79	Venice/Overland	Tues., Aug. 21, 2007	11:45am - 12:05pm	P. Navidpoor	40	A	6		2						
80	Venice/Las Flores	Tues., Aug. 21, 2007	11:50am - 12:30pm	C. Ridge	41	A	0		0						No parking any time
81	Venice/Overland	Tues., Aug. 21, 2007	11:45am - 12:05pm	P. Navidpoor	42	A	0		0						
82	Venice/Las Flores	Tues., Aug. 21, 2007	1:55pm - 2:25pm	C. Ridge	43	A	7		4						2 hour parking, 8am to 6pm
83	Venice/Overland	Tues., Aug. 21, 2007	11:45am - 12:05pm	P. Navidpoor	44	A	6		6						
84	Venice/Las Flores	Tues., Aug. 21, 2007	1:55pm - 2:25pm	C. Ridge	45	A	4		3						2 hour parking, 8am to 6pm
85	Venice/Overland	Tues., Aug. 21, 2007	11:45am - 12:05pm	P. Navidpoor	46	A	7		6						
86	Venice/Jasmine	Tues., Aug. 21, 2007	12:00pm - 12:30pm	F. Alvarado	47	A	9		5						1 Hr Limit
87	Venice/S Vinton	Tues., Aug. 21, 2007	11:15am - 11:45am	P. Navidpoor	48	A	11		8						2 Hr Limit
88	Venice/Jasmine	Tues., Aug. 21, 2007	12:00pm - 12:30pm	F. Alvarado	49	A	8		3						1 Hr Limit (metered)
89	Venice/S Vinton	Tues., Aug. 21, 2007	11:15am - 11:45am	P. Navidpoor	50	A	4		2						1 Hour Parking 8 AM- 6 PM Exc Sun
90	Venice/Watseka	Tues., Aug. 21, 2007	11:30am - 12:00pm	F. Alvarado	51	A	14		4						1 Hr Limit (metered)
91	Venice/S Vinton	Tues., Aug. 21, 2007	11:15am - 11:45am	P. Navidpoor	52	A	8		3						1 Hour Parking 8 AM- 6 PM Exc Sun
92	Venice/Watseka	Tues., Aug. 21, 2007	11:30am - 12:00pm	F. Alvarado	53	A	7		0						1 Hr Limit
93	Venice/S Vinton	Tues., Aug. 21, 2007	11:15am - 11:45am	P. Navidpoor	54	A	7		3						1 Hour Parking 8 AM- 6 PM Exc Sun
94	Venice/Watseka	Tues., Aug. 21, 2007	11:30am - 12:00pm	F. Alvarado	55	A	6		5						1 Hr Limit
95	Venice/S Vinton	Tues., Aug. 21, 2007	11:15am - 11:45am	P. Navidpoor	56	A	6		1						1 Hour Parking Meter 8 AM- 6PM Exc Sun
96	Venice/Watseka	Tues., Aug. 21, 2007	11:30am - 12:00pm	F. Alvarado	57	A	2		2						1 Hr Limit
97	Venice/Watseka	Tues., Aug. 21, 2007	10:50am - 11:15am	P. Navidpoor	58	A	10		1						1 Hour Parking Meter 8 AM- 6PM Exc Sun
98	Venice/Watseka	Tues., Aug. 21, 2007	11:30am - 12:00pm	F. Alvarado	59	A	6		1						1 Hr Limit
99	Venice/Watseka	Tues., Aug. 21, 2007	10:50am - 11:15am	P. Navidpoor	60	A	5		2						1 Hour Parking Meter 8 AM- 6 PM Exc Sun
100	Venice/Robertson	Tues., Aug. 21, 2007	10:30am - 11:30am	F. Alvarado	61	A	6		1		1		0		1 Hr Limit
101	Venice/Watseka	Tues., Aug. 21, 2007	10:50am - 11:15am	P. Navidpoor	62	A	3		2						
102	Venice/Robertson	Tues., Aug. 21, 2007	10:30am - 11:30am	F. Alvarado	63	A	9		3						1 Hr Limit, 1 Handicap Parking (occupied)
103	Venice/Watseka	Tues., Aug. 21, 2007	10:50am - 11:15am	P. Navidpoor	64	A	3		3						
104	Venice/Robertson	Tues., Aug. 21, 2007	10:30am - 11:30am	F. Alvarado	65	A	4		2						Metered (No Time Limit showing)
105	Venice/Watseka	Tues., Aug. 21, 2007	10:50am - 11:15am	P. Navidpoor	66	A	7		6						1 Hour Parking Meter 8 AM- 6PM Exc Sun
106	Venice/Robertson	Tues., Aug. 21, 2007	10:30am - 11:30am	F. Alvarado	67	A	13		4						1 Hr Limit
107	Venice/Robertson	Tues., Aug. 21, 2007	10:30am - 10:50am	P. Navidpoor	68	A	7		6						1 Hour Parking Meter 8 AM- 6PM Exc Sun
108	Venice/Robertson	Tues., Aug. 21, 2007	10:30am - 11:30am	F. Alvarado	69	A	4		2						No Stopping Anytime Before Culver Blvd
109	Venice/Robertson	Tues., Aug. 21, 2007	10:30am - 10:50am	P. Navidpoor	70	A	6		0		1		0		1 Hour Parking Meter 8 AM- 6PM Exc Sun
110	Venice/Robertson	Tues., Aug. 21, 2007	10:30am - 10:50am	P. Navidpoor	72	A	4		0						1 Hour Parking Meter 8 AM- 6PM Exc Sun
111	Venice/Robertson	Tues., Aug. 21, 2007	10:30am - 10:50am	P. Navidpoor	74	A	11		0						1 Hour Parking 8 AM- 6PM Exc Sun
112	Venice/Robertson	Tues., Aug. 21, 2007	10:30am - 10:50am	P. Navidpoor	76	A	11		4						1 Hour Parking 8 AM- 6 PM Exc Sun
113	Venice East (Robertson to Sepulveda) - On Street Totals							309		153		2		0	
114	Venice/Sepulveda	Tues., Aug. 21, 2007	2:00pm - 3:00pm	P. Navidpoor	26	A	0		0						No parking at any time
115	Venice/Sepulveda	Tues., Aug. 21, 2007	2:00pm - 3:00pm	P. Navidpoor	19	B	9		9						
116	Venice/Bentley	Tues., Aug. 21, 2007	10:45am - 11:20am	C. Ridge	21	B	20		16						
117	Venice/Bentley	Tues., Aug. 21, 2007	10:45am - 11:20am	C. Ridge	23	B	18		9						
118	Venice/Bentley	Tues., Aug. 21, 2007	10:45am - 11:20am	C. Ridge	25	B	16		12						

**Expo Phase 2
Parking Survey Analysis
August 2007**

ID	Location	Date	Time	Surveyor's Name	Block #	Side Letter	Parking Spaces			Occupied on Street	Loading Zone				Comments/Time Limits (Other than Street Cleaning)
							Total	Total On-Street	Occupied		Total	Total On-Street	Occupied	Occupied On-Street	
119	Venice/Sepulveda	Tues., Aug. 21, 2007	2:00pm - 3:00pm	P. Navidpoor	26	B	11		7						
120	Venice/Bentley	Tues., Aug. 21, 2007	10:45am - 11:20am	C. Ridge	27	B	17		4						
121	Venice/College	Tues., Aug. 21, 2007	12:05pm -12:30pm	P. Navidpoor	28	B	4		2						
122	Venice/Bentley	Tues., Aug. 21, 2007	10:45am - 11:20am	C. Ridge	29	B	21		11						
123	Venice/College	Tues., Aug. 21, 2007	12:05pm -12:30pm	P. Navidpoor	30	B	6		3						
124	Venice/Kelton	Tues., Aug. 21, 2007	11:20am - 11:50am	C. Ridge	31	B	20		13						
125	Venice/College	Tues., Aug. 21, 2007	12:05pm -12:30pm	P. Navidpoor	32	B	8		4						
126	Venice/Kelton	Tues., Aug. 21, 2007	11:20am - 11:50am	C. Ridge	33	B	15		11						
127	Venice/College	Tues., Aug. 21, 2007	12:05pm -12:30pm	P. Navidpoor	34	B	8		8						
128	Venice/Kelton	Tues., Aug. 21, 2007	11:20am - 11:50am	C. Ridge	35	B	20		20						
129	Venice/Overland	Tues., Aug. 21, 2007	12:05pm -12:30pm	P. Navidpoor	36	B	7		7						
	Venice/Kelton	Tues., Aug. 21, 2007	11:20am - 11:50am	C. Ridge	37	B	19		14						1 hour parking, 8am to 6pm for 2 spaces (0 occupied)
130															
131	Venice/Overland	Tues., Aug. 21, 2007	11:45am - 12:05pm	P. Navidpoor	38	B	8		8						
132	Venice/Kelton	Tues., Aug. 21, 2007	11:20am - 11:50am	C. Ridge	39	B	8		8						Dead-end street
	Venice/Overland	Tues., Aug. 21, 2007	11:45am - 12:05pm	P. Navidpoor	40	B	5		3						2 hour Parking 8 AM - 6 PM; 1 Hour Parking 6 PM-8 AM
133															15 minute parking, except Sundays
134	Venice/Las Flores	Tues., Aug. 21, 2007	11:50am - 12:30pm	C. Ridge	41	B	14		8		2		2		
135	Venice/Overland	Tues., Aug. 21, 2007	11:45am - 12:05pm	P. Navidpoor	42	B	3		3						
136	Venice/Las Flores	Tues., Aug. 21, 2007	11:50am - 12:30pm	C. Ridge	43	B	20		17						
137	Venice/Overland	Tues., Aug. 21, 2007	11:45am - 12:05pm	P. Navidpoor	44	B	0		0						
138	Venice/Las Flores	Tues., Aug. 21, 2007	1:55pm - 2:25pm	C. Ridge	45	B	11		11						
139	Venice/Overland	Tues., Aug. 21, 2007	11:45am - 12:05pm	P. Navidpoor	46	B	4		3						
140	Venice/Jasmine	Tues., Aug. 21, 2007	12:00pm - 12:30pm	F. Alvarado	47	B	7		5		2		2		2 Hr Limit (4 metered)
141	Venice/S Vinton	Tues., Aug. 21, 2007	11:15am -11:45am	P. Navidpoor	48	B	8		8						
142	Venice/Jasmine	Tues., Aug. 21, 2007	12:00pm - 12:30pm	F. Alvarado	49	B	7		7						
143	Venice/S Vinton	Tues., Aug. 21, 2007	11:15am -11:45am	P. Navidpoor	50	B	5		5						
144	Venice/Jasmine	Tues., Aug. 21, 2007	12:00pm - 12:30pm	F. Alvarado	51	B	14		6						6-1 Hr Limit (unoccupied)
145	Venice/S Vinton	Tues., Aug. 21, 2007	11:15am -11:45am	P. Navidpoor	52	B	5		4						4 Hour parking Limit 8 AM- 6 PM Exc Sun
146	Venice/Watseka	Tues., Aug. 21, 2007	11:30am - 12:00pm	F. Alvarado	53	B	8		2						2 Hr Limit (metered)
147	Venice/S Vinton	Tues., Aug. 21, 2007	11:15am -11:45am	P. Navidpoor	54	B	5		5						4 Hour parking Limit 8 AM- 6 PM Exc Sun
148	Venice/Watseka	Tues., Aug. 21, 2007	11:30am - 12:00pm	F. Alvarado	55	B	8		4						3-1 Hr Limit (unoccupied, metered)
149	Venice/S Vinton	Tues., Aug. 21, 2007	11:15am -11:45am	P. Navidpoor	56	B	8		6						2 Hour parking Limit
150	Venice/Watseka	Tues., Aug. 21, 2007	11:30am - 12:00pm	F. Alvarado	57	B									No Parking Anytime
151	Venice/Watseka	Tues., Aug. 21, 2007	10:50am - 11:15am	P. Navidpoor	58	B	2		0						1 Hour Parking Meter 8 AM- 6PM Exc Sun
152	Venice/Watseka	Tues., Aug. 21, 2007	11:30am - 12:00pm	F. Alvarado	59	B	10		7						3-1 Hr Limit (unoccupied)
153	Venice/Watseka	Tues., Aug. 21, 2007	10:50am - 11:15am	P. Navidpoor	60	B	6		6						1 Hour Parking 8 AM- 6 PM Exc Sun
154	Venice/Watseka	Tues., Aug. 21, 2007	11:30am - 12:00pm	F. Alvarado	61	B	9		2						2 Hr Limit
155	Venice/Watseka	Tues., Aug. 21, 2007	10:50am - 11:15am	P. Navidpoor	62	B	4		0						1 Hour Parking 8 AM- 6 PM Exc Sun
156	Venice/Robertson	Tues., Aug. 21, 2007	10:30am - 11:30am	F. Alvarado	63	B	11		6						2-1 Hr Limit (unoccupied)
157	Venice/Watseka	Tues., Aug. 21, 2007	10:50am - 11:15am	P. Navidpoor	64	B	-		-						
158	Venice/Robertson	Tues., Aug. 21, 2007	10:30am - 11:30am	F. Alvarado	65	B	8		7						
159	Venice/Watseka	Tues., Aug. 21, 2007	10:50am - 11:15am	P. Navidpoor	66	B	3		2						
160	Venice/Robertson	Tues., Aug. 21, 2007	10:30am - 11:30am	F. Alvarado	67	B	9		9						
161	Venice/Robertson	Tues., Aug. 21, 2007	10:30am - 10:50am	P. Navidpoor	68	B	5		5						-
162	Venice/Robertson	Tues., Aug. 21, 2007	10:30am - 11:30am	F. Alvarado	69	B	13		12						
163	Venice/Robertson	Tues., Aug. 21, 2007	10:30am - 10:50am	P. Navidpoor	70	B	4		4		2		0		1 Hour Parking Meter 8 AM- 6PM Exc Sun
164	Venice/Robertson	Tues., Aug. 21, 2007	10:30am - 10:50am	P. Navidpoor	72	B	7		7						1 Hour Parking Meter 8 AM- 6PM Exc Sun
165	Venice/Robertson	Tues., Aug. 21, 2007	10:30am - 10:50am	P. Navidpoor	74	B	4		1						2 Hour Parking meter 8 AM- 6PM Exc Sun
166	Venice/Robertson	Tues., Aug. 21, 2007	10:30am - 10:50am	P. Navidpoor	76	B	-		-		2		1		-
167	Venice/Bentley	Tues., Aug. 21, 2007	10:45am - 11:20am	C. Ridge	21	C	20		4						
168	Venice/Bentley	Tues., Aug. 21, 2007	10:45am - 11:20am	C. Ridge	23	C	18		14						
169	Venice/Bentley	Tues., Aug. 21, 2007	10:45am - 11:20am	C. Ridge	25	C	20		9						
170	Venice/Bentley	Tues., Aug. 21, 2007	10:45am - 11:20am	C. Ridge	27	C	20		8						
171	Venice/College	Tues., Aug. 21, 2007	12:05pm -12:30pm	P. Navidpoor	28	C	6		2						
172	Venice/Bentley	Tues., Aug. 21, 2007	10:45am - 11:20am	C. Ridge	29	C	19		9						
173	Venice/College	Tues., Aug. 21, 2007	12:05pm -12:30pm	P. Navidpoor	30	C	8		2						
174	Venice/Kelton	Tues., Aug. 21, 2007	11:20am - 11:50am	C. Ridge	31	C	0		0						No parking any time
175	Venice/College	Tues., Aug. 21, 2007	12:05pm -12:30pm	P. Navidpoor	32	C	7		7						
176	Venice/Kelton	Tues., Aug. 21, 2007	11:20am - 11:50am	C. Ridge	33	C	0		0						No parking any time
177	Venice/College	Tues., Aug. 21, 2007	12:05pm -12:30pm	P. Navidpoor	34	C	6		3						

**Expo Phase 2
Parking Survey Analysis
August 2007**

ID	Location	Date	Time	Surveyor's Name	Block #	Side Letter	Parking Spaces			Occupied on Street	Loading Zone				Comments/Time Limits (Other than Street Cleaning)
							Total	Total On-Street	Occupied		Total	Total On-Street	Occupied	Occupied On-Street	
178	Venice/Kelton	Tues., Aug. 21, 2007	11:20am - 11:50am	C. Ridge	35	C	20		17						1 hour parking, 8am to 6pm for 5 spaces (3 occupied)
179	Venice/Overland	Tues., Aug. 21, 2007	11:45am - 12:05pm	P. Navidpoor	36	C	8		8						Dead-end street 2 hour Parking 8 AM - 6 PM; 1 Hour Parking 6 PM- 8 AM
180	Venice/Kelton	Tues., Aug. 21, 2007	11:20am - 11:50am	C. Ridge	37	C	9		9						
	Venice/Overland	Tues., Aug. 21, 2007	11:45am - 12:05pm	P. Navidpoor	38	C	4		2						
181															
182	Venice/Las Flores	Tues., Aug. 21, 2007	11:50am - 12:30pm	C. Ridge	39	C	6		2		3		0		2 hour parking, 8am to 6pm
183	Venice/Overland	Tues., Aug. 21, 2007	11:45am - 12:05pm	P. Navidpoor	40	C	4		2						
184	Venice/Las Flores	Tues., Aug. 21, 2007	11:50am - 12:30pm	C. Ridge	41	C	20		20		1		1		1 Hour Parking 8 AM- 6 PM Exc Sun
185	Venice/Overland	Tues., Aug. 21, 2007	11:45am - 12:05pm	P. Navidpoor	42	C	8		8						
186	Venice/Las Flores	Tues., Aug. 21, 2007	1:55pm - 2:25pm	C. Ridge	43	C	10		10						
187	Venice/Overland	Tues., Aug. 21, 2007	11:45am - 12:05pm	P. Navidpoor	44	C	0		0						1 hour parking, 8am to 6pm; Parking meters and large loading zone
	Venice/Las Flores	Tues., Aug. 21, 2007	1:55pm - 2:25pm	C. Ridge	45	C	6		2		1		1		
188															
189	Venice/S Vinton	Tues., Aug. 21, 2007	11:15am -11:45am	P. Navidpoor	46	C	8		6						
190	Venice/Jasmine	Tues., Aug. 21, 2007	12:00pm - 12:30pm	F. Alvarado	47	C	7		6						
191	Venice/S Vinton	Tues., Aug. 21, 2007	11:15am -11:45am	P. Navidpoor	48	C	6		6						
192	Venice/Jasmine	Tues., Aug. 21, 2007	12:00pm - 12:30pm	F. Alvarado	49	C	10		4						2-Hr Limit (1 occupied)
193	Venice/S Vinton	Tues., Aug. 21, 2007	11:15am -11:45am	P. Navidpoor	50	C	6		5						4 Hour parking Limit 8 AM- 6 PM Exc Sun
194	Venice/Watseka	Tues., Aug. 21, 2007	11:30am - 12:00pm	F. Alvarado	51	C	7		3						4-1 Hr Limit
195	Venice/S Vinton	Tues., Aug. 21, 2007	11:15am -11:45am	P. Navidpoor	52	C	8		7						4 Hour parking Limit 8 AM- 6 PM Exc Sun
196	Venice/Watseka	Tues., Aug. 21, 2007	11:30am - 12:00pm	F. Alvarado	53	C	9		2						2 Hr Limit (metered)
197	Venice/S Vinton	Tues., Aug. 21, 2007	11:15am -11:45am	P. Navidpoor	54	C	8		7						-
198	Venice/Watseka	Tues., Aug. 21, 2007	11:30am - 12:00pm	F. Alvarado	55	C	10		10		2		2		1 Hour Parking Meter 8 AM- 6PM Exc Sun
199	Venice/Watseka	Tues., Aug. 21, 2007	10:50am - 11:15am	P. Navidpoor	56	C	4		0						1 Hr Limit
200	Venice/Watseka	Tues., Aug. 21, 2007	11:30am - 12:00pm	F. Alvarado	57	C	5		5						No Parking 8 - 6
201	Venice/Watseka	Tues., Aug. 21, 2007	10:50am - 11:15am	P. Navidpoor	58	C	3		0						2 Hr Limit
202	Venice/Watseka	Tues., Aug. 21, 2007	11:30am - 12:00pm	F. Alvarado	59	C	10		5						1 Hour Parking 8 AM- 6 PM Exc Sun
203	Venice/Watseka	Tues., Aug. 21, 2007	10:50am - 11:15am	P. Navidpoor	60	C	6		6						3-1 Hr Limit (occupied)
204	Venice/Robertson	Tues., Aug. 21, 2007	10:30am - 11:30am	F. Alvarado	61	C	10		9						
205	Venice/Watseka	Tues., Aug. 21, 2007	10:50am - 11:15am	P. Navidpoor	62	C	0		0						No Parking Anytime
206	Venice/Robertson	Tues., Aug. 21, 2007	10:30am - 11:30am	F. Alvarado	63	C									
207	Venice/Watseka	Tues., Aug. 21, 2007	10:50am - 11:15am	P. Navidpoor	64	C	2		1						1-1 Hr Limit (Metered)
208	Venice/Robertson	Tues., Aug. 21, 2007	10:30am - 11:30am	F. Alvarado	65	C	6		6						-
209	Venice/Robertson	Tues., Aug. 21, 2007	10:30am - 10:50am	P. Navidpoor	66	C	5		5						
210	Venice/Robertson	Tues., Aug. 21, 2007	10:30am - 11:30am	F. Alvarado	67	C	14		13						2 Hour Parking Meter 8 AM- 6PM Exc Sun
211	Venice/Robertson	Tues., Aug. 21, 2007	10:30am - 10:50am	P. Navidpoor	68	C	7		2						No Parking Nightly (10PM-6AM), 30 Min. Daily (8AM-10PM)
	Venice/Robertson	Tues., Aug. 21, 2007	10:30am - 11:30am	F. Alvarado	69	C	6		1						1 Hour Parking Meter 8 AM- 6PM Exc Sun
212															1 Hour Parking Meter 8 AM- 6PM Exc Sun
213	Venice/Robertson	Tues., Aug. 21, 2007	10:30am - 10:50am	P. Navidpoor	70	C	6		6		1		0		-
214	Venice/Robertson	Tues., Aug. 21, 2007	10:30am - 10:50am	P. Navidpoor	72	C	4		1						2 Hour Parking meter
215	Venice/Robertson	Tues., Aug. 21, 2007	10:30am - 10:50am	P. Navidpoor	74	C	-		-						Dead-end street, 1 hour parking on both sides from 8am to 6pm
216	Venice/Robertson	Tues., Aug. 21, 2007	10:30am - 10:50am	P. Navidpoor	76	C	10		9						2 Hr Limit
217	Venice/Kelton	Tues., Aug. 21, 2007	11:20am - 11:50am	C. Ridge	39	D	9		8						
218	Venice/Robertson	Tues., Aug. 21, 2007	10:30am - 11:30am	F. Alvarado	69	D	3		3		2		1		
219	Venice East (Robertson to Sepulveda) - Adjacent Back Block Totals							870		605		18		10	
220	Venice/Sepulveda	Tues., Aug. 21, 2007	1:45pm - 2:30pm	F. Alvarado	24	A	5		5						No Parking (7-9AM, 4-6PM)
221	Venice/Globe	Thurs., Aug. 23, 2007	10:10am - 10:30am	F. Alvarado	201	A	3		3						1-Handicap (occupied)
222	Venice/Globe	Thurs., Aug. 23, 2007	10:15am -10:35am	P. Navidpoor	202	A	6		5						
223	Venice/Globe	Thurs., Aug. 23, 2007	10:10am - 10:30am	F. Alvarado	203	A	11		3						2-30 Min Limit (unoccupied)
224	Venice/Globe	Thurs., Aug. 23, 2007	10:15am -10:35am	P. Navidpoor	204	A	27		17						
225	Venice/Globe	Thurs., Aug. 23, 2007	10:10am - 10:30am	F. Alvarado	205	A	10		6						
226	Venice/Globe	Thurs., Aug. 23, 2007	10:15am -10:35am	P. Navidpoor	206	A	31		10						
227	Venice/Globe	Thurs., Aug. 23, 2007	10:10am - 10:30am	F. Alvarado	207	A	10		7						
228	Venice/Globe	Thurs., Aug. 23, 2007	10:15am -10:35am	P. Navidpoor	208	A	8		2						
229	Venice/Globe	Thurs., Aug. 23, 2007	10:10am - 10:30am	F. Alvarado	209	A	6		5						
230	Venice/Globe	Thurs., Aug. 23, 2007	10:15am -10:35am	P. Navidpoor	210	A	10		4						
231	Venice/Berryman	Thurs., Aug. 23, 2007	10:30am - 10:55am	F. Alvarado	211	A	6		5						
232	Venice/S Barrington	Thurs., Aug. 23, 2007	10:35am - 11:00am	P. Navidpoor	212	A	12		19						
233	Venice/Berryman	Thurs., Aug. 23, 2007	10:30am - 10:55am	F. Alvarado	213	A	1		1						
234	Venice/S Barrington	Thurs., Aug. 23, 2007	10:35am - 11:00am	P. Navidpoor	214	A	9		3						1 Hour Parking Meter 8 AM- 6PM Exc Sun

**Expo Phase 2
Parking Survey Analysis
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ID	Location	Date	Time	Surveyor's Name	Block #	Side Letter	Parking Spaces			Occupied on Street	Loading Zone				Comments/Time Limits (Other than Street Cleaning)
							Total	Total On-Street	Occupied		Total	Total On-Street	Occupied	Occupied On-Street	
235	Venice/Berryman	Thurs., Aug. 23, 2007	10:30am - 10:55am	F. Alvarado	215	A									
236	Venice/S Barrington	Thurs. Aug. 23, 2007	10:35am - 11:00am	P. Navidpoor	216	A	9		3		1		0		1 Hour Parking Meter 8 AM- 6PM Exc Sun
237	Venice/Berryman	Thurs., Aug. 23, 2007	10:30am - 10:55am	F. Alvarado	217	A	35		27						
238	Venice/S Barrington	Thurs. Aug. 23, 2007	10:35am - 11:00am	P. Navidpoor	218	A	6		0						1 Hour Parking Meter 8 AM- 6PM Exc Sun
239	Venice/Berryman	Thurs., Aug. 23, 2007	10:30am - 10:55am	F. Alvarado	219	A									
	Venice/S Barrington	Thurs. Aug. 23, 2007	10:35am - 11:00am	P. Navidpoor	220	A	10		3						Taxi Zone, 2 spaces, 2 occupied; 1 Hour Parking Meter 8AM-6PM Exc Sun, 8 spaces, 1 occupied.
240															
241	Venice/Inglewood	Thurs., Aug. 23, 2007	10:55am - 11:25am	F. Alvarado	221	A	18		14						
242	Venice/Colonial	Thurs. Aug. 23, 2007	11:00am -11:20am	P. Navidpoor	222	A	2		0						1 Hour Parking Meter 8 AM- 6PM Exc Sun
243	Venice/Inglewood	Thurs., Aug. 23, 2007	10:55am - 11:25am	F. Alvarado	223	A	25		4		1		0		1 Hr Limit
244	Venice/Colonial	Thurs. Aug. 23, 2007	11:00am -11:20am	P. Navidpoor	224	A	9		3						
245	Venice/Inglewood	Thurs., Aug. 23, 2007	10:55am - 11:25am	F. Alvarado	225	A	8		0						1 Hr Limit
246	Venice/Colonial	Thurs. Aug. 23, 2007	11:00am -11:20am	P. Navidpoor	226	A	5		0						1 Hour Parking 8 AM- 6 PM Exc Sun
247	Venice/Inglewood	Thurs., Aug. 23, 2007	10:55am - 11:25am	F. Alvarado	227	A	21		18						
248	Venice/Colonial	Thurs. Aug. 23, 2007	11:00am -11:20am	P. Navidpoor	228	A	5		0		1		0		1 Hour Parking Meter 8 AM- 6PM Exc Sun
249	Venice/Inglewood	Thurs., Aug. 23, 2007	10:55am - 11:25am	F. Alvarado	229	A	7		5						
250	Venice/Colonial	Thurs. Aug. 23, 2007	11:00am -11:20am	P. Navidpoor	230	A	4		0						
251	Venice/Wade	Thurs., Aug. 23, 2007	11:25am - 12:00pm	F. Alvarado	231	A	25		18						
252	Venice/May	Thurs. Aug. 23, 2007	11:20am - 11:45am	P. Navidpoor	232	A	8		2						
253	Venice/Wade	Thurs., Aug. 23, 2007	11:25am - 12:00pm	F. Alvarado	233	A	6		6						1 Hr Limit (not Metered)
254	Venice/May	Thurs. Aug. 23, 2007	11:20am - 11:45am	P. Navidpoor	234	A	15		0						
255	Venice/Wade	Thurs., Aug. 23, 2007	11:25am - 12:00pm	F. Alvarado	235	A	9		7						
256	Venice/May	Thurs. Aug. 23, 2007	11:20am - 11:45am	P. Navidpoor	236	A	10		0						
	Venice/Wade	Thurs., Aug. 23, 2007	11:25am - 12:00pm	F. Alvarado	237	A	33		6						No stopping School Days (7-5 PM, except 1st 3 spots)
257															
258	Venice/May	Thurs. Aug. 23, 2007	11:20am - 11:45am	P. Navidpoor	238	A	9		2						
259	Venice/Wade	Thurs., Aug. 23, 2007	11:25am - 12:00pm	F. Alvarado	239	A	11		8						2 Handicap (occupied)
260	Venice/May	Thurs. Aug. 23, 2007	11:20am - 11:45am	P. Navidpoor	240	A	13		3						1 Hour Parking 8 AM- 6 PM Exc Sun
261	Venice/Glencoe	Thurs., Aug. 23, 2007	12:00pm - 12:30pm	F. Alvarado	241	A	10		6						
262	Venice/Greenwood	Thurs. Aug. 23, 2007	11:45am - 12:10pm	P. Navidpoor	242	A	8		0						
263	Venice/Glencoe	Thurs., Aug. 23, 2007	12:00pm - 12:30pm	F. Alvarado	243	A	4		1						
264	Venice/Greenwood	Thurs. Aug. 23, 2007	11:45am - 12:10pm	P. Navidpoor	244	A	8		0						
265	Venice/Glencoe	Thurs., Aug. 23, 2007	12:00pm - 12:30pm	F. Alvarado	245	A	4		2						
266	Venice/Greenwood	Thurs. Aug. 23, 2007	11:45am - 12:10pm	P. Navidpoor	246	A	4		0						
267	Venice/Glencoe	Thurs., Aug. 23, 2007	12:00pm - 12:30pm	F. Alvarado	247	A	7		6						
268	Venice/Greenwood	Thurs. Aug. 23, 2007	11:45am - 12:10pm	P. Navidpoor	248	A	8		0						
269	Venice/Glencoe	Thurs., Aug. 23, 2007	12:00pm - 12:30pm	F. Alvarado	249	A	9		6						
270	Venice/Greenwood	Thurs. Aug. 23, 2007	11:45am - 12:10pm	P. Navidpoor	250	A	4		0						
271	Venice/Walgrave	Thurs. Aug. 23, 2007	12:10pm - 12:35pm	P. Navidpoor	252	A	6		6						
	Venice/Walgrave	Thurs. Aug. 23, 2007	12:10pm - 12:35pm	P. Navidpoor	254	A	8		6						15 Minutes Parking Daily, 2 spaces, 2 occupied; 1 Hour Parking 8AM- 6PM Exc Sun, 6 spaces, 4 occupied.
272															
273	Venice/Walgrave	Thurs. Aug. 23, 2007	12:10pm - 12:35pm	P. Navidpoor	256	A	55		2						
274	Venice/Walgrave	Thurs. Aug. 23, 2007	12:10pm - 12:35pm	P. Navidpoor	258	A	11		2						
275	Venice/Walgrave	Thurs. Aug. 23, 2007	12:10pm - 12:35pm	P. Navidpoor	260	A	7		4						
276	Venice/Walgrave	Thurs., Aug. 23, 2007	12:10pm - 12:35pm	P. Navidpoor	262	A	0		0						No parking any time
277	Venice/Walgrave	Thurs., Aug. 23, 2007	12:10pm - 12:35pm	P. Navidpoor	264	A	0		0						No parking at any time
278	Venice West (Sepulveda to Lincoln) - On Street Totals							611			265		3	0	
279	Venice/Sepulveda	Tues., Aug. 21, 2007	1:45pm - 2:30pm	F. Alvarado	24	A	4		1						1 Hr Limit (9-4), No Parking (7-9AM, 4-6PM)
280	Venice/Globe	Thurs., Aug. 23, 2007	10:10am - 10:30am	F. Alvarado	201	B	7		5						1-Handicap (occupied), No Parking Anytime Permit Parking Executed
281	Venice/Globe	Thurs. Aug. 23, 2007	10:15am -10:35am	P. Navidpoor	202	B	11		9						
282	Venice/Globe	Thurs., Aug. 23, 2007	10:10am - 10:30am	F. Alvarado	203	B	14		9						5-30 Min Limit (unoccupied)
283	Venice/Globe	Thurs. Aug. 23, 2007	10:15am -10:35am	P. Navidpoor	204	B	5		2						No parking at any time (first 300 feet)
284	Venice/Globe	Thurs., Aug. 23, 2007	10:10am - 10:30am	F. Alvarado	205	B	10		6						2 Hr Limit
285	Venice/Globe	Thurs. Aug. 23, 2007	10:15am -10:35am	P. Navidpoor	206	B	9		9						
286	Venice/Globe	Thurs., Aug. 23, 2007	10:10am - 10:30am	F. Alvarado	207	B	12		3						
287	Venice/Globe	Thurs. Aug. 23, 2007	10:15am -10:35am	P. Navidpoor	208	B	11		8						Red (First 100 feet)
288	Venice/Globe	Thurs., Aug. 23, 2007	10:10am - 10:30am	F. Alvarado	209	B	9		0						
289	Venice/Globe	Thurs. Aug. 23, 2007	10:15am -10:35am	P. Navidpoor	210	B	10		4						
290	Venice/Berryman	Thurs., Aug. 23, 2007	10:30am - 10:55am	F. Alvarado	211	B	13		9						

**Expo Phase 2
Parking Survey Analysis
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ID	Location	Date	Time	Surveyor's Name	Block #	Side Letter	Parking Spaces			Occupied on Street	Loading Zone				Comments/Time Limits (Other than Street Cleaning)
							Total	Total On-Street	Occupied		Total	Total On-Street	Occupied	Occupied On-Street	
291	Venice/S Barrington	Thurs. Aug. 23, 2007	10:35am - 11:00am	P. Navidpoor	212	B	9		9						
292	Venice/Berryman	Thurs., Aug. 23, 2007	10:30am - 10:55am	F. Alvarado	213	B	8		1						
293	Venice/S Barrington	Thurs. Aug. 23, 2007	10:35am - 11:00am	P. Navidpoor	214	B	14		10						1 Hour Parking 8 AM- 6 PM Exc Sun
294	Venice/Berryman	Thurs., Aug. 23, 2007	10:30am - 10:55am	F. Alvarado	215	B	11		10						
	Venice/S Barrington	Thurs. Aug. 23, 2007	10:35am - 11:00am	P. Navidpoor	216	B	12		9						1 Hour Parking Meter 8 AM- 6PM Exc Sun, 3 spaces, 0 occupied.
295															
296	Venice/Berryman	Thurs., Aug. 23, 2007	10:30am - 10:55am	F. Alvarado	217	B	10		4						
	Venice/S Barrington	Thurs. Aug. 23, 2007	10:35am - 11:00am	P. Navidpoor	218	B	8		6						1 Hour Parking Meter 8 AM- 6PM Exc Sun, 2 spaces, 1 occupied.
297															
298	Venice/Berryman	Thurs., Aug. 23, 2007	10:30am - 10:55am	F. Alvarado	219	B	14		11						
299	Venice/S Barrington	Thurs. Aug. 23, 2007	10:35am - 11:00am	P. Navidpoor	220	B	10		0						1 Hour Parking Meter 8 AM- 6PM Exc Sun
300	Venice/Inglewood	Thurs., Aug. 23, 2007	10:55am - 11:25am	F. Alvarado	221	B	7		3						
301	Venice/Colonial	Thurs. Aug. 23, 2007	11:00am -11:20am	P. Navidpoor	222	B	15		10						
302	Venice/Inglewood	Thurs., Aug. 23, 2007	10:55am - 11:25am	F. Alvarado	223	B	16		16						4-Mailbox Deposit, 9-1 Hr Limit
	Venice/Colonial	Thurs. Aug. 23, 2007	11:00am -11:20am	P. Navidpoor	224	B	14		5						1 Hour Parking Meter 8 AM- 6PM Exc Sun, 3 spaces, 1 occupied.
303															1 Hr Limit (Metered)
304	Venice/Inglewood	Thurs., Aug. 23, 2007	10:55am - 11:25am	F. Alvarado	225	B	5		3						2 Hour Parking 8 AM- 6 PM Exc Sun
305	Venice/Colonial	Thurs. Aug. 23, 2007	11:00am -11:20am	P. Navidpoor	226	B	15		8						
306	Venice/Inglewood	Thurs., Aug. 23, 2007	10:55am - 11:25am	F. Alvarado	227	B	10		10						
307	Venice/Colonial	Thurs. Aug. 23, 2007	11:00am -11:20am	P. Navidpoor	228	B	15		13						
308	Venice/Inglewood	Thurs., Aug. 23, 2007	10:55am - 11:25am	F. Alvarado	229	B	10		0						
309	Venice/Colonial	Thurs. Aug. 23, 2007	11:00am -11:20am	P. Navidpoor	230	B	13		12						
310	Venice/Wade	Thurs., Aug. 23, 2007	11:25am - 12:00pm	F. Alvarado	231	B	10		8						
311	Venice/May	Thurs. Aug. 23, 2007	11:20am - 11:45am	P. Navidpoor	232	B	12		2						
312	Venice/Wade	Thurs., Aug. 23, 2007	11:25am - 12:00pm	F. Alvarado	233	B	8		1						
313	Venice/May	Thurs. Aug. 23, 2007	11:20am - 11:45am	P. Navidpoor	234	B	15		9						
314	Venice/Wade	Thurs., Aug. 23, 2007	11:25am - 12:00pm	F. Alvarado	235	B	9		8						
315	Venice/May	Thurs. Aug. 23, 2007	11:20am - 11:45am	P. Navidpoor	236	B	14		6						
316	Venice/Wade	Thurs., Aug. 23, 2007	11:25am - 12:00pm	F. Alvarado	237	B	10		0						2 Hr Limit
317	Venice/May	Thurs. Aug. 23, 2007	11:20am - 11:45am	P. Navidpoor	238	B	12		11						
318	Venice/Wade	Thurs., Aug. 23, 2007	11:25am - 12:00pm	F. Alvarado	239	B	6		3						2 Hr Limit
319	Venice/May	Thurs. Aug. 23, 2007	11:20am - 11:45am	P. Navidpoor	240	B	18		3						Handicapped Parking, 3 spaces, 0 occupied.
320	Venice/Glencoe	Thurs., Aug. 23, 2007	12:00pm - 12:30pm	F. Alvarado	241	B	9		2						4 Hr Limit
321	Venice/Greenwood	Thurs. Aug. 23, 2007	11:45am - 12:10pm	P. Navidpoor	242	B	13		12						1 Hour Parking 8 AM- 6 PM Exc Sun
322	Venice/Glencoe	Thurs., Aug. 23, 2007	12:00pm - 12:30pm	F. Alvarado	243	B	12		11						
323	Venice/Greenwood	Thurs. Aug. 23, 2007	11:45am - 12:10pm	P. Navidpoor	244	B	9		2						
324	Venice/Glencoe	Thurs., Aug. 23, 2007	12:00pm - 12:30pm	F. Alvarado	245	B	14		4						
325	Venice/Greenwood	Thurs. Aug. 23, 2007	11:45am - 12:10pm	P. Navidpoor	246	B	15		5						
326	Venice/Glencoe	Thurs., Aug. 23, 2007	12:00pm - 12:30pm	F. Alvarado	247	B	9		6						
327	Venice/Greenwood	Thurs. Aug. 23, 2007	11:45am - 12:10pm	P. Navidpoor	248	B	11		4						2 Hour Parking Meter 8 AM- 6PM Exc Sun
328	Venice/Glencoe	Thurs., Aug. 23, 2007	12:00pm - 12:30pm	F. Alvarado	249	B	6		0						
329	Venice/Greenwood	Thurs. Aug. 23, 2007	11:45am - 12:10pm	P. Navidpoor	250	B	15		6						
330	Venice/Walgrave	Thurs. Aug. 23, 2007	12:10pm - 12:35pm	P. Navidpoor	252	B	13		2						
331	Venice/Walgrave	Thurs. Aug. 23, 2007	12:10pm - 12:35pm	P. Navidpoor	254	B	13		11						
332	Venice/Walgrave	Thurs. Aug. 23, 2007	12:10pm - 12:35pm	P. Navidpoor	256	B	15		1						
	Venice/Walgrave	Thurs. Aug. 23, 2007	12:10pm - 12:35pm	P. Navidpoor	258	B	12		7						2 Hour Parking 8 AM- 6 PM Exc Sun, 5 spaces, 2 occupied
333															
334	Venice/Walgrave	Thurs. Aug. 23, 2007	12:10pm - 12:35pm	P. Navidpoor	260	B	9		3						
335	Venice/Walgrave	Thurs., Aug. 23, 2007	12:10pm - 12:35pm	P. Navidpoor	262	B	16		6						
336	Venice/Walgrave	Thurs., Aug. 23, 2007	12:10pm - 12:35pm	P. Navidpoor	264	B	11		1						
337	Venice/Globe	Thurs., Aug. 23, 2007	10:10am - 10:30am	F. Alvarado	200	C	7		4						
338	Venice/Globe	Thurs., Aug. 23, 2007	10:10am - 10:30am	F. Alvarado	201	C	10		0						
339	Venice/Globe	Thurs. Aug. 23, 2007	10:15am -10:35am	P. Navidpoor	202	C	5		5						No parking at any time (first 300 feet)
340	Venice/Globe	Thurs., Aug. 23, 2007	10:10am - 10:30am	F. Alvarado	203	C	10		6						2 Hr Limit
341	Venice/Globe	Thurs. Aug. 23, 2007	10:15am -10:35am	P. Navidpoor	204	C	10		9						
342	Venice/Globe	Thurs., Aug. 23, 2007	10:10am - 10:30am	F. Alvarado	205	C	10		5						
343	Venice/Globe	Thurs. Aug. 23, 2007	10:15am -10:35am	P. Navidpoor	206	C	10		4						Red (First 100 feet)
344	Venice/Globe	Thurs., Aug. 23, 2007	10:10am - 10:30am	F. Alvarado	207	C	11		5						
345	Venice/Globe	Thurs. Aug. 23, 2007	10:15am -10:35am	P. Navidpoor	208	C	11		7						
346	Venice/Berryman	Thurs., Aug. 23, 2007	10:30am - 10:55am	F. Alvarado	209	C	10		0						
347	Venice/Globe	Thurs. Aug. 23, 2007	10:15am -10:35am	P. Navidpoor	210	C	12		12						
348	Venice/Berryman	Thurs., Aug. 23, 2007	10:30am - 10:55am	F. Alvarado	211	C	11		6						

**Expo Phase 2
Parking Survey Analysis
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ID	Location	Date	Time	Surveyor's Name	Block #	Side Letter	Parking Spaces			Occupied on Street	Loading Zone				Comments/Time Limits (Other than Street Cleaning)
							Total	Total On-Street	Occupied		Total	Total On-Street	Occupied	Occupied On-Street	
349	Venice/S Barrington	Thurs. Aug. 23, 2007	10:35am - 11:00am	P. Navidpoor	212	C	10		6						Handicapped Parking, 2 spaces, 0 occupied; 1 hour parking, 8am to 6pm, 3 spaces, 3 occupied.
350	Venice/Berryman	Thurs., Aug. 23, 2007	10:30am - 10:55am	F. Alvarado	213	C	8		4						1 Hour Parking Meter 8 AM- 6PM Exc Sun, 2 spaces, 0 occupied
351	Venice/S Barrington	Thurs. Aug. 23, 2007	10:35am - 11:00am	P. Navidpoor	214	C	13		11						
352	Venice/Berryman	Thurs., Aug. 23, 2007	10:30am - 10:55am	F. Alvarado	215	C	13		11						1 Hour Parking Meter 8 AM- 6PM Exc Sun, 7 spaces, 5 occupied.
353	Venice/S Barrington	Thurs. Aug. 23, 2007	10:35am - 11:00am	P. Navidpoor	216	C	11		7						
354	Venice/Berryman	Thurs., Aug. 23, 2007	10:30am - 10:55am	F. Alvarado	217	C	7		2						2 Hour Parking Meter 8 AM- 6PM Exc Sun, 2 spaces, 0 occupied.
355	Venice/S Barrington	Thurs. Aug. 23, 2007	10:35am - 11:00am	P. Navidpoor	218	C	10		6						
356	Venice/Inglewood	Thurs., Aug. 23, 2007	10:55am - 11:25am	F. Alvarado	219	C			0						1 Hour Parking Meter 8 AM- 6PM Exc Sun 1 Hr Limit
357	Venice/S Barrington	Thurs. Aug. 23, 2007	10:35am - 11:00am	P. Navidpoor	220	C	13		2						
358	Venice/Inglewood	Thurs., Aug. 23, 2007	10:55am - 11:25am	F. Alvarado	221	C	13		11						1 Hr Limit (Metered), 2-15 Min Limit (unoccupied)
359	Venice/Colonial	Thurs. Aug. 23, 2007	11:00am -11:20am	P. Navidpoor	222	C	11		0		4		0		
360	Venice/Inglewood	Thurs., Aug. 23, 2007	10:55am - 11:25am	F. Alvarado	223	C	4								1 Hour Parking Meter 8 AM- 6PM Exc Sun, 3 spaces, 2 occupied; 2 Hour Parking, 8AM- 6PM Exc Sun, 10 spaces, 3 occupied.
361	Venice/Colonial	Thurs. Aug. 23, 2007	11:00am -11:20am	P. Navidpoor	224	C	3		2						
362	Venice/Inglewood	Thurs., Aug. 23, 2007	10:55am - 11:25am	F. Alvarado	225	C	9		2						2 Handicap (unoccupied)
363	Venice/Colonial	Thurs. Aug. 23, 2007	11:00am -11:20am	P. Navidpoor	226	C	15		12						
364	Venice/Inglewood	Thurs., Aug. 23, 2007	10:55am - 11:25am	F. Alvarado	227	C	10		10						2 Hr Limit
365	Venice/Colonial	Thurs. Aug. 23, 2007	11:00am -11:20am	P. Navidpoor	228	C	13		4						
366	Venice/Wade	Thurs., Aug. 23, 2007	11:25am - 12:00pm	F. Alvarado	229	C	9		1						1 Hour Parking 8 AM- 6 PM Exc Sun
367	Venice/Colonial	Thurs. Aug. 23, 2007	11:00am -11:20am	P. Navidpoor	230	C	12		9						
368	Venice/Wade	Thurs., Aug. 23, 2007	11:25am - 12:00pm	F. Alvarado	231	C	9		5						2 Hour Parking Meter 8 AM- 6PM Exc Sun 1 Hr Limit
369	Venice/May	Thurs. Aug. 23, 2007	11:20am - 11:45am	P. Navidpoor	232	C	14		9						
370	Venice/Wade	Thurs., Aug. 23, 2007	11:25am - 12:00pm	F. Alvarado	233	C	8		0						2 Hour Parking 8 AM- 6 PM Exc Sun
371	Venice/May	Thurs. Aug. 23, 2007	11:20am - 11:45am	P. Navidpoor	234	C	8		11						
372	Venice/Wade	Thurs., Aug. 23, 2007	11:25am - 12:00pm	F. Alvarado	235	C	9		7						2 Hour Parking 8 AM- 6 PM Exc Sun 2 Hour Parking 8 AM- 6 PM Exc Sun, 4 spaces, 1 occupied.
373	Venice/May	Thurs. Aug. 23, 2007	11:20am - 11:45am	P. Navidpoor	236	C	12		7						
374	Venice/Wade	Thurs., Aug. 23, 2007	11:25am - 12:00pm	F. Alvarado	237	C									1 Hour Parking 8 AM- 6 PM Exc Sun
375	Venice/May	Thurs. Aug. 23, 2007	11:20am - 11:45am	P. Navidpoor	238	C	11		9						
376	Venice/Glencoe	Thurs., Aug. 23, 2007	12:00pm - 12:30pm	F. Alvarado	239	C	5		1						No parking at any time
377	Venice/May	Thurs. Aug. 23, 2007	11:20am - 11:45am	P. Navidpoor	240	C	13		7						
378	Venice/Glencoe	Thurs., Aug. 23, 2007	12:00pm - 12:30pm	F. Alvarado	241	C	7		0						2 Hour Parking 8 AM- 6 PM Exc Sun
379	Venice/Greenwood	Thurs. Aug. 23, 2007	11:45am - 12:10pm	P. Navidpoor	242	C	9		8						
380	Venice/Glencoe	Thurs., Aug. 23, 2007	12:00pm - 12:30pm	F. Alvarado	243	C	12		7						2 Hour Parking 8 AM- 6 PM Exc Sun
381	Venice/Greenwood	Thurs. Aug. 23, 2007	11:45am - 12:10pm	P. Navidpoor	244	C	15		1						
382	Venice/Glencoe	Thurs., Aug. 23, 2007	12:00pm - 12:30pm	F. Alvarado	245	C	4		2						2 Hour Parking Meter 8 AM- 6PM Exc Sun 1 Hr Limit
383	Venice/Greenwood	Thurs. Aug. 23, 2007	11:45am - 12:10pm	P. Navidpoor	246	C	11		3						
384	Venice/Glencoe	Thurs., Aug. 23, 2007	12:00pm - 12:30pm	F. Alvarado	247	C	8		4						2 Hour Parking 8 AM- 6 PM Exc Sun
385	Venice/Greenwood	Thurs. Aug. 23, 2007	11:45am - 12:10pm	P. Navidpoor	248	C	14		0						
386	Venice/Glencoe	Thurs., Aug. 23, 2007	12:00pm - 12:30pm	F. Alvarado	249	C	5		1						2 Hour Parking 8 AM- 6 PM Exc Sun
387	Venice/Greenwood	Thurs. Aug. 23, 2007	11:45am - 12:10pm	P. Navidpoor	250	C	13		8						
388	Venice/Walgrove	Thurs. Aug. 23, 2007	12:10pm - 12:35pm	P. Navidpoor	252	C	11		6						2 Hour Parking 8 AM- 6 PM Exc Sun
389	Venice/Walgrove	Thurs. Aug. 23, 2007	12:10pm - 12:35pm	P. Navidpoor	254	C	13		6						
390	Venice/Walgrove	Thurs. Aug. 23, 2007	12:10pm - 12:35pm	P. Navidpoor	256	C	4		1						1 Hour Parking 8 AM- 6 PM Exc Sun
391	Venice/Walgrove	Thurs. Aug. 23, 2007	12:10pm - 12:35pm	P. Navidpoor	258	C	12		5						
392	Venice/Walgrove	Thurs. Aug. 23, 2007	12:10pm - 12:35pm	P. Navidpoor	260	C	15		2						No parking at any time
393	Venice/Walgrove	Thurs., Aug. 23, 2007	12:10pm - 12:35pm	P. Navidpoor	262	C	9		5						
394	Venice/Walgrove	Thurs., Aug. 23, 2007	12:10pm - 12:35pm	P. Navidpoor	264	C	3		0						No parking at any time
395	Venice West (Sepulveda to Lincoln) - Adjacent Back Block Totals							1202			617		4	0	
396	Venice/Oakwood	Thurs. Aug. 23, 2007	2:00pm - 3:05pm	P. Navidpoor	251	A	0		0						No parking at any time
397	Venice/Oakwood	Thurs. Aug. 23, 2007	2:00pm - 3:05pm	P. Navidpoor	253	A	17		9						
398	Venice/Oakwood	Thurs. Aug. 23, 2007	2:00pm - 3:05pm	P. Navidpoor	255	A	2		1						No parking at any time
399	Venice/Oakwood	Thurs. Aug. 23, 2007	2:00pm - 3:05pm	P. Navidpoor	257	A	8		3						
400	Venice/Oakwood	Thurs. Aug. 23, 2007	2:00pm - 3:05pm	P. Navidpoor	259	A	9		1						No parking at any time
401	Venice/Washington Way	Thurs., Aug. 23, 2007	1:45pm - 2:00pm	F. Alvarado	261	A	2		2						

**Expo Phase 2
Parking Survey Analysis
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ID	Location	Date	Time	Surveyor's Name	Block #	Side Letter	Parking Spaces			Occupied on Street	Loading Zone				Comments/Time Limits (Other than Street Cleaning)
							Total	Total On-Street	Occupied		Total	Total On-Street	Occupied	Occupied On-Street	
402	Venice/Washington Way	Thurs., Aug. 23, 2007	1:45pm - 2:00pm	F. Alvarado	263	A	2		2						
403	Venice/Washington Way	Thurs., Aug. 23, 2007	1:45pm - 2:00pm	F. Alvarado	265	A	35		25						
404	Venice/Lincoln	Thurs., Aug. 23, 2007	1:45pm - 2:05pm	C. Ridge	266	A	4		1						1 hour parking, 8am to 6pm
405	Venice/Washington Way	Thurs., Aug. 23, 2007	1:45pm - 2:00pm	F. Alvarado	267	A									
406	Venice/Lincoln	Thurs., Aug. 23, 2007	1:45pm - 2:05pm	C. Ridge	268	A	8		8						
407	Venice/Washington Way	Thurs., Aug. 23, 2007	1:45pm - 2:00pm	F. Alvarado	269	A	20		7						2Hr Limit 8-6 Daily
408	Venice/Lincoln	Thurs., Aug. 23, 2007	1:45pm - 2:05pm	C. Ridge	270	A	9		4						
409	Venice/Lincoln	Thurs., Aug. 23, 2007	1:45pm - 2:05pm	C. Ridge	272	A	8		2						No parking, 2am to 4am nightly
410	Venice/Lincoln	Thurs., Aug. 23, 2007	1:45pm - 2:05pm	C. Ridge	274	A	1		0						
411	Venice/Grand	Thurs., Aug. 23, 2007	11:30am - 12:15pm	C. Ridge	276	A	19		12						
412	Venice/Grand	Thurs., Aug. 23, 2007	11:30am - 12:15pm	C. Ridge	278	A	4		0						
413	Venice/Grand	Thurs., Aug. 23, 2007	11:30am - 12:15pm	C. Ridge	282	A	25		10						No parking, 10pm to 5am nightly
414	Venice/Grand	Thurs., Aug. 23, 2007	11:30am - 12:15pm	C. Ridge	284	A	15		0						2 hour parking, 8am to 6pm
415	Venice/Grand	Thurs., Aug. 23, 2007	11:30am - 12:15pm	C. Ridge	286	A	16		13						
416	Venice/Grand	Thurs., Aug. 23, 2007	11:30am - 12:15pm	C. Ridge	288	A	11		9						
417	Venice West (Lincoln to Grand) - On Street Totals							215		109		0		0	
418	Venice/Lincoln	Thurs., Aug. 23, 2007	12:25pm - 12:30pm	F. Alvarado	251	B	7		2						
419	Venice/Oakwood	Thurs. Aug. 23, 2007	2:00pm - 3:05pm	P. Navidpoor	253	B	10		2						
420	Venice/Oakwood	Thurs. Aug. 23, 2007	2:00pm - 3:05pm	P. Navidpoor	255	B	9		2						
421	Venice/Oakwood	Thurs. Aug. 23, 2007	2:00pm - 3:05pm	P. Navidpoor	257	B	6		1						
422	Venice/Oakwood	Thurs. Aug. 23, 2007	2:00pm - 3:05pm	P. Navidpoor	259	B	9		4						
423	Venice/Pisani	Thurs., Aug. 23, 2007	2:00pm - 3:15pm	F. Alvarado	261	B	8		1						
424	Venice/Washington Way	Thurs., Aug. 23, 2007	1:45pm - 2:00pm	F. Alvarado	263	B	8		5						
425	Venice/Washington Way	Thurs., Aug. 23, 2007	1:45pm - 2:00pm	F. Alvarado	265	B	4		2						
426	Venice/Lincoln	Thurs., Aug. 23, 2007	1:45pm - 2:05pm	C. Ridge	266	B	0		0						No parking any time
427	Venice/Washington Way	Thurs., Aug. 23, 2007	1:45pm - 2:00pm	F. Alvarado	267	B	15		14						
428	Venice/Lincoln	Thurs., Aug. 23, 2007	1:45pm - 2:05pm	C. Ridge	268	B	8		3						
429	Venice/Washington Way	Thurs., Aug. 23, 2007	1:45pm - 2:00pm	F. Alvarado	269	B									
430	Venice/Lincoln	Thurs., Aug. 23, 2007	1:45pm - 2:05pm	C. Ridge	270	B	11		9						Includes one handicapped space.
431	Venice/Lincoln	Thurs., Aug. 23, 2007	1:45pm - 2:05pm	C. Ridge	272	B	6		2						
432	Venice/Lincoln	Thurs., Aug. 23, 2007	1:45pm - 2:05pm	C. Ridge	274	B	13		10						
433	Venice/Lincoln	Thurs., Aug. 23, 2007	1:45pm - 2:05pm	C. Ridge	276	B	5		2						
434	Venice/Grand	Thurs., Aug. 23, 2007	11:30am - 12:15pm	C. Ridge	278	B	11		7						
435	Venice/Grand	Thurs., Aug. 23, 2007	11:30am - 12:15pm	C. Ridge	282	B	0		0						No parking any time
436	Venice/Grand	Thurs., Aug. 23, 2007	11:30am - 12:15pm	C. Ridge	284	B	12		12						4 hour parking, 8am to 6pm
437	Venice/Grand	Thurs., Aug. 23, 2007	11:30am - 12:15pm	C. Ridge	286	B	11		5						Includes 1 occupied handicapped space.
438	Venice/Oakwood	Thurs. Aug. 23, 2007	2:00pm - 3:05pm	P. Navidpoor	251	C	10		6						
439	Venice/Oakwood	Thurs. Aug. 23, 2007	2:00pm - 3:05pm	P. Navidpoor	253	C	13		8						
440	Venice/Oakwood	Thurs. Aug. 23, 2007	2:00pm - 3:05pm	P. Navidpoor	255	C	6		2						
441	Venice/Oakwood	Thurs. Aug. 23, 2007	2:00pm - 3:05pm	P. Navidpoor	257	C	7		2						
442	Venice/Pisani	Thurs., Aug. 23, 2007	2:00pm - 3:15pm	F. Alvarado	259	C	12		7						
443	Venice/Washington Way	Thurs., Aug. 23, 2007	1:45pm - 2:00pm	F. Alvarado	261	C	7		3						
444	Venice/Washington Way	Thurs., Aug. 23, 2007	1:45pm - 2:00pm	F. Alvarado	263	C	9		3						
445	Venice/Washington Way	Thurs., Aug. 23, 2007	1:45pm - 2:00pm	F. Alvarado	265	C	5		4						
446	Venice/Lincoln	Thurs., Aug. 23, 2007	1:45pm - 2:05pm	C. Ridge	266	C	9		6						
447	Venice/Washington Way	Thurs., Aug. 23, 2007	1:45pm - 2:00pm	F. Alvarado	267	C									
448	Venice/Lincoln	Thurs., Aug. 23, 2007	1:45pm - 2:05pm	C. Ridge	268	C	6		1						
449	Venice/Lincoln	Thurs., Aug. 23, 2007	1:45pm - 2:05pm	C. Ridge	270	C	7		2						
450	Venice/Lincoln	Thurs., Aug. 23, 2007	1:45pm - 2:05pm	C. Ridge	272	C	6		3						
451	Venice/Lincoln	Thurs., Aug. 23, 2007	1:45pm - 2:05pm	C. Ridge	274	C	5		1						
452	Venice/Grand	Thurs., Aug. 23, 2007	11:30am - 12:15pm	C. Ridge	276	C	10		2						
453	Venice/Grand	Thurs., Aug. 23, 2007	11:30am - 12:15pm	C. Ridge	278	C	12		9						
	Venice/Grand	Thurs., Aug. 23, 2007	11:30am - 12:15pm	C. Ridge	282	C	11		11		1		1		4 hour parking, 8am to 6pm. Pax Loading Zone from 6pm to midnight for 3 spaces; all occupied. Construction for 100 ft along east side of Abbot Kinney Road on north side of Venice Blvd.
454															
455	Venice/Grand	Thurs., Aug. 23, 2007	11:30am - 12:15pm	C. Ridge	284	C	7		6						
456	Venice West (Lincoln to Grand) - Adjacent Back Block Totals							205		159		1		1	
457	Lincoln/Nowita	Fri., Aug. 24, 2007	1pm - 1:40pm	C. Ridge	401	A	12		5						1 hour parking, 8am to 6pm
458	Lincoln/Nowita	Fri., Aug. 24, 2007	1pm - 1:40pm	C. Ridge	402	A	0		0						Red curb, no parking
459	Lincoln/Nowita	Fri., Aug. 24, 2007	1pm - 1:40pm	C. Ridge	403	A	11		1						1 hour parking, 8am to 6pm

**Expo Phase 2
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ID	Location	Date	Time	Surveyor's Name	Block #	Side Letter	Parking Spaces			Occupied on Street	Loading Zone				Comments/Time Limits (Other than Street Cleaning)
							Total	Total On-Street	Occupied		Total	Total On-Street	Occupied	Occupied On-Street	
460	Lincoln/Nowita	Fri., Aug. 24, 2007	1pm - 1:40pm	C. Ridge	404	A	6		0						
461	Lincoln/Nowita	Fri., Aug. 24, 2007	1pm - 1:40pm	C. Ridge	405	A	1		1						1 hour parking, 8am to 6pm
462	Lincoln/Nowita	Fri., Aug. 24, 2007	1pm - 1:40pm	C. Ridge	405	A	4		4						1 hour parking, 8am to 6pm
463	Lincoln/Nowita	Fri., Aug. 24, 2007	1pm - 1:40pm	C. Ridge	406	A	3		0						1 hour parking, 8am to 6pm
464	Lincoln/Marine	Fri., Aug. 24, 2007	12:30pm - 1pm	C. Ridge	407	A	5		2						1 hour parking, 8am to 6pm
465	Lincoln/Nowita	Fri., Aug. 24, 2007	1pm - 1:40pm	C. Ridge	408	A	7		6						1 hour parking, 8am to 6pm
466	Lincoln/Marine	Fri., Aug. 24, 2007	12:30pm - 1pm	C. Ridge	409	A	5		3						1 hour parking, 8am to 6pm
	Lincoln/Nowita	Fri., Aug. 24, 2007	1pm - 1:40pm	C. Ridge	410	A	6		5		1		1		1 hour parking, 8am to 6pm, 5 spaces, all occupied; 15 min parking, one space, not occupied.
467	Lincoln/Marine	Fri., Aug. 24, 2007	12:30pm - 1pm	C. Ridge	411	A	14		0						1 hour parking, 8am to 6pm; No parking, 6pm to 6am nightly
468	Lincoln/Marine	Fri., Aug. 24, 2007	12:30pm - 1pm	C. Ridge	411	A	18		0						1 hour parking, 8am to 6pm; No parking, 6pm to 6am nightly
469	Lincoln/Nowita	Fri., Aug. 24, 2007	1pm - 1:40pm	C. Ridge	412	A									Not counted, not valid.
471	Lincoln/Marine	Fri., Aug. 24, 2007	12:30pm - 1pm	C. Ridge	413	A	10		2						1 hour parking, 8am to 6pm
472	Lincoln/Nowita	Fri., Aug. 24, 2007	1pm - 1:40pm	C. Ridge	414	A	4		1						1 hour parking, 8am to 6pm
473	Lincoln/Marine	Fri., Aug. 24, 2007	12:30pm - 1pm	C. Ridge	415	A	8		0						
474	Lincoln/Nowita	Fri., Aug. 24, 2007	1pm - 1:40pm	C. Ridge	416	A	7		5						1 hour parking, 8am to 6pm
475	Lincoln/Marine	Fri., Aug. 24, 2007	12:30pm - 1pm	C. Ridge	417	A	3		1						
476	Lincoln/Nowita	Fri., Aug. 24, 2007	1pm - 1:40pm	C. Ridge	418	A	6		2						1 hour parking, 8am to 6pm
477	Lincoln/Marine	Fri., Aug. 24, 2007	12:30pm - 1pm	C. Ridge	419	A	13		11						
478	Lincoln/Nowita	Fri., Aug. 24, 2007	1pm - 1:40pm	C. Ridge	420	A	2		1						
479	Lincoln/Marine	Fri., Aug. 24, 2007	12:30pm - 1pm	C. Ridge	421	A	7		7						1 hour parking, 8am to 6pm
480	Lincoln/Nowita	Fri., Aug. 24, 2007	1pm - 1:40pm	C. Ridge	422	A	4		0						
481	Lincoln/California	Fri., Aug. 24, 2007	1:40pm - 2:20pm	C. Ridge	422	A	4		1						1 hour parking, 8am to 6pm
482	Lincoln/Marine	Fri., Aug. 24, 2007	12:30pm - 1pm	C. Ridge	423	A	6		5						1 hour parking, 8am to 6pm
483	Lincoln/California	Fri., Aug. 24, 2007	1:40pm - 2:20pm	C. Ridge	424	A	8		0						1 hour parking, 8am to 6pm
484	Lincoln/Marine	Fri., Aug. 24, 2007	12:30pm - 1pm	C. Ridge	425	A	7		6						1 hour parking, 8am to 6pm
	Lincoln/California	Fri., Aug. 24, 2007	1:40pm - 2:20pm	C. Ridge	426	A	7		5						15 min parking, 8am to 6pm, 2 spaces, one occupied; 1 hour parking 8am to 6pm, 5 spaces, 4 occupied.
485	Lincoln/Marine	Fri., Aug. 24, 2007	12:30pm - 1pm	C. Ridge	427	A	1		0						
487	Lincoln/California	Fri., Aug. 24, 2007	1:40pm - 2:20pm	C. Ridge	428	A	7		1						1 hour parking, 8am to 6pm
488	Lincoln/Marine	Fri., Aug. 24, 2007	12:30pm - 1pm	C. Ridge	429	A	4		3						
	Lincoln/California	Fri., Aug. 24, 2007	1:40pm - 2:20pm	C. Ridge	430	A	9		3						1 hour parking, 8am to 6pm, 2 spaces, one occupied; 4 hour parking, 8am to 6pm, 7 spaces, 2 occupied.
489	Lincoln/Marine	Fri., Aug. 24, 2007	12:30pm - 1pm	C. Ridge	431	A	0		0						1 hour parking, 8am to 6pm
491	Lincoln/California	Fri., Aug. 24, 2007	1:40pm - 2:20pm	C. Ridge	432	A	4		0						2 Hour Parking Meter 9 AM- 8PM Exc Sun
492	Lincoln/Maple	Fri. Aug. 24, 2007	12:30pm - 1:30pm	P. Navidpoor	435	A	6		1						No parking any time
493	Lincoln/California	Fri., Aug. 24, 2007	1:40pm - 2:20pm	C. Ridge	436	A	0		0						
494	Lincoln/Maple	Fri. Aug. 24, 2007	12:30pm - 1:30pm	P. Navidpoor	437	A	4		0						2 hour parking, 9am to 6pm/No parking 3am to 5am; 2 spaces with no restrictions; 2 cars parked in red (no parking) zone.
	Lincoln/California	Fri., Aug. 24, 2007	1:40pm - 2:20pm	C. Ridge	438	A	4		6						Red
495	Lincoln/Maple	Fri. Aug. 24, 2007	12:30pm - 1:30pm	P. Navidpoor	439	A	-		-						2 hour parking, 9am to 6pm/No parking 3am to 5am
496	Lincoln/California	Fri., Aug. 24, 2007	1:40pm - 2:20pm	C. Ridge	440	A	3		3						
497	Lincoln/Maple	Fri. Aug. 24, 2007	12:30pm - 1:30pm	P. Navidpoor	441	A	5		0						2 Hour Parking Meter 8 AM- 6PM Exc Sun; No Parking 3 Am- 5 AM Daily
498	Lincoln/California	Fri., Aug. 24, 2007	1:40pm - 2:20pm	C. Ridge	442	A	2		0						2 hour parking, 9am to 6pm/No parking 3am to 5am, spaces temporarily unavailable.
499	Lincoln/Maple	Fri. Aug. 24, 2007	12:30pm - 1:30pm	P. Navidpoor	443	A	6		3						2 Hour Parking Meter 9 AM- 8PM Exc Sun
501	Lincoln/Maple	Fri. Aug. 24, 2007	12:30pm - 1:30pm	P. Navidpoor	443	A	-		-						Red
502	Lincoln/Pine	Fri. Aug. 24, 2007	2:05pm - 2:20pm	P. Navidpoor	444	A	7		0						2 Hour Parking Meter 9 AM- 6PM Exc Sun; No Parking 3 Am- 5 AM Daily
503	Lincoln/Maple	Fri. Aug. 24, 2007	12:30pm - 1:30pm	P. Navidpoor	445	A	8		0						2 Hour Parking Meter 9 AM- 8PM Exc Sun
	Lincoln/Pine	Fri. Aug. 24, 2007	2:05pm - 2:20pm	P. Navidpoor	446	A	6		3						2 Hour Parking Meter 9 AM- 6PM Exc Sun; No Parking 3 Am- 5 AM Daily
504	Lincoln/Maple	Fri. Aug. 24, 2007	12:30pm - 1:30pm	P. Navidpoor	447	A	5		0						2 Hour Parking Meter 9 AM- 8PM Exc Sun
506	Lincoln/Pine	Fri. Aug. 24, 2007	2:05pm - 2:20pm	P. Navidpoor	448	A	-		-						Red

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ID	Location	Date	Time	Surveyor's Name	Block #	Side Letter	Parking Spaces			Occupied on Street	Loading Zone				Comments/Time Limits (Other than Street Cleaning)
							Total	Total On-Street	Occupied		Total	Total On-Street	Occupied	Occupied On-Street	
507	Lincoln/Maple	Fri. Aug. 24, 2007	12:30pm - 1:30pm	P. Navidpoor	449	A	3		0						2 Hour Parking Meter 9 AM- 8PM Exc Sun
508	Lincoln/Pine	Fri. Aug. 24, 2007	2:05pm - 2:20pm	P. Navidpoor	450	A	5		0						2 Hour Parking Meter 9 AM- 6PM Exc Sun; No Parking 3 Am- 5 AM Daily
509	Lincoln/Maple	Fri. Aug. 24, 2007	12:30pm - 1:30pm	P. Navidpoor	451	A	1		0						2 Hour Parking Meter 9 AM- 8PM Exc Sun
	Lincoln/Maple	Fri. Aug. 24, 2007	12:30pm - 1:30pm	P. Navidpoor	453	A	7		3						15 Minutes Parking Limit, 1 space, not occupied; 2 Hour Parking Meter 9AM- 8PM Exc Sun, 6 spaces, 3 occupied.
510	Lincoln/Pine	Fri. Aug. 24, 2007	1:30pm - 2:05pm	P. Navidpoor	454	A	5		3						2 Hour Parking Meter 9 AM- 6PM Exc Sun; No Parking 3 Am- 5 AM Daily
511	Lincoln/Maple	Fri. Aug. 24, 2007	12:30pm - 1:30pm	P. Navidpoor	455	A	6		0						2 Hour Parking Meter 9 AM- 8PM Exc Sun
512	Lincoln/Pine	Fri. Aug. 24, 2007	1:30pm - 2:05pm	P. Navidpoor	456	A	17		9						2 Hour Parking Meter 9 AM- 6PM Exc Sun; No Parking 3 Am- 5 AM Daily
513	Lincoln/Maple	Fri. Aug. 24, 2007	12:30pm - 1:30pm	P. Navidpoor	457	A	5		0						2 Hour Parking Meter 9 AM- 8PM Exc Sun
514	Lincoln/Pine	Fri. Aug. 24, 2007	1:30pm - 2:05pm	P. Navidpoor	458	A	6		3						2 Hour Parking Meter 9 AM- 6PM Exc Sun; No Parking 3 Am- 5 AM Daily
515	Lincoln/Olympic	Fri. Aug. 24, 2007	1:30pm - 2:05pm	P. Navidpoor	460	A	5		0						2 Hour Parking Meter 9 AM- 6PM Exc Sun; No Parking 3 Am- 5 AM Daily
516	Lincoln/Maple	Fri. Aug. 24, 2007	12:30pm - 1:30pm	P. Navidpoor	461	A	17		0						2 Hour Parking Meter 9 AM- 8PM Exc Sun
517	Lincoln/Olympic	Fri. Aug. 24, 2007	1:30pm - 2:05pm	P. Navidpoor	462	A	1		0						2 Hour Parking Meter 9 AM- 6PM Exc Sun; No Parking 3 Am- 5 AM Daily
518	Lincoln/Maple	Fri. Aug. 24, 2007	12:30pm - 1:30pm	P. Navidpoor	463	A	-		-						Red
519	Lincoln/Olympic	Fri. Aug. 24, 2007	1:30pm - 2:05pm	P. Navidpoor	464	A	5		4						15 Minutes Parking Daily, 2 spaces, 1 occupied; 2 Hour Parking Meter 9 AM- 6PM/No Parking 3AM- 5AM, 3 spaces, 3 occupied.
520	Lincoln/Olympic	Fri. Aug. 24, 2007	1:30pm - 2:05pm	P. Navidpoor	465	A	-		-						Red
521	Lincoln/Olympic	Fri. Aug. 24, 2007	1:30pm - 2:05pm	P. Navidpoor	466	A	2		0						2 Hour Parking Meter 9 AM- 4PM Exc Sun; No Parking 3 Am- 5 AM Daily
522	Lincoln/Olympic	Fri. Aug. 24, 2007	1:30pm - 2:05pm	P. Navidpoor	467	A	-		-						Red
523	Lincoln/Olympic	Fri. Aug. 24, 2007	1:30pm - 2:05pm	P. Navidpoor	468	A	5		3						2 Hour Parking Meter 9 AM- 4PM Exc Sun; No Parking 3 Am- 5 AM Daily
524	Lincoln/Olympic	Fri. Aug. 24, 2007	1:30pm - 2:05pm	P. Navidpoor	470	A	4		4						2 Hour Parking Meter 9 AM- 4PM Exc Sun; No Parking 3 Am- 5 AM Daily
525	Lincoln/Olympic	Fri. Aug. 24, 2007	1:30pm - 2:05pm	P. Navidpoor	474	A	17		13						2 Hour Parking Meter 9 AM- 4PM Exc Sun; No Parking 3 Am- 5 AM Daily
526	Lincoln/Olympic	Fri. Aug. 24, 2007	1:30pm - 2:05pm	P. Navidpoor	476	A	-		-						Red
527	Lincoln/Olympic	Fri. Aug. 24, 2007	1:30pm - 2:05pm	P. Navidpoor	478	A	-		-						Red
529	Lincoln (Olympic to Venice) - On Street Totals							380			139	1		1	
530	Olympic/17th	Thurs. Aug. 23, 2007	3:30pm - 4:05pm	P. Navidpoor	101	A	-		-						No Parking At Any Time
531	Olympic/11th	Thurs., Aug. 23, 2007	2:45pm - 4pm	C. Ridge	102	A	0		0						No signage but 2 lanes of traffic and no room for parking.
532	Olympic/11th	Thurs. Aug. 23, 2007	3:05pm - 3:30pm	P. Navidpoor	103	A	-		-						No Parking At Any Time
533	Olympic/17th	Thurs. Aug. 23, 2007	3:05pm - 3:30pm	P. Navidpoor	103	A	9		8						9 Hour Parking Meter 8 AM- 6PM Exc Sun
534	Olympic/17th	Thurs. Aug. 23, 2007	3:05pm - 3:30pm	P. Navidpoor	103	A	8		1						1 Hour Parking Meter 8 AM- 6PM Exc Sun
	Olympic/11th	Thurs., Aug. 23, 2007	2:45pm - 4pm	C. Ridge	104	A	31		16						9 hour parking, 9am to 6pm, 15 spaces, 12 occupied; 2 hour parking, 9am to 6pm, 16 spaces, 4 occupied.
535	Olympic/11th	Thurs. Aug. 23, 2007	3:05pm - 3:30pm	P. Navidpoor	105	A	21		4						3 Hour Parking Meter 8 AM- 6PM Exc Sun
536	Olympic/11th	Thurs. Aug. 23, 2007	3:05pm - 3:30pm	P. Navidpoor	105	A	11		1						1 Hour Parking Meter 8 AM- 6PM Exc Sun
537	Olympic/11th	Thurs., Aug. 23, 2007	2:45pm - 4pm	C. Ridge	106	A	28		15						9 hour parking, 9am to 6pm, 25 spaces, 13 occupied; 40 min. parking, 2 spaces, 2 occupied; 10 min. parking, 1 space, unoccupied.
538	Olympic/11th	Thurs. Aug. 23, 2007	2:00pm - 3:05pm	P. Navidpoor	107	A	8		6						2 Hour Parking Meter 8 AM- 6PM Exc Sun
539	Olympic/11th	Thurs. Aug. 23, 2007	2:00pm - 3:05pm	P. Navidpoor	107	A	9		6						2 Hour Parking Meter 8 AM- 6PM Exc Sun
540	Olympic/11th	Thurs. Aug. 23, 2007	2:00pm - 3:05pm	P. Navidpoor	107	A	6		6						9 Hour Parking Meter 8 AM- 6PM Exc Sun
541	Olympic/11th	Thurs., Aug. 23, 2007	2:45pm - 4pm	C. Ridge	108	A	26		23						9 hour parking, 9am to 6pm, 17 spaces, all occupied; 2 hour parking, 9am to 6pm, 9 spaces, 6 occupied; No parking, 3am to 5am.
542	Colorado/5th	Thurs., Aug. 23, 2007	3:15pm - 4:00pm	F. Alvarado	109	A	22		15						9 hour parking, 9am to 6pm daily; No parking, 3am to 5am daily. Counted spaces on both sides of street on south side of median.
543	Olympic/11th	Thurs., Aug. 23, 2007	2:45pm - 4pm	C. Ridge	110	A	15		15						
544															

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ID	Location	Date	Time	Surveyor's Name	Block #	Side Letter	Parking Spaces			Occupied on Street	Loading Zone				Comments/Time Limits (Other than Street Cleaning)
							Total	Total On-Street	Occupied		Total	Total On-Street	Occupied	Occupied On-Street	
545	Colorado/5th	Thurs., Aug. 23, 2007	2:00pm - 3:15pm	F. Alvarado	111	A									No Parking Anytime
546	Colorado/5th	Thurs., Aug. 23, 2007	2:00pm - 3:15pm	F. Alvarado	112	A									
547	Colorado/5th	Thurs., Aug. 23, 2007	2:00pm - 3:15pm	F. Alvarado	113	A	9		7						
548	Colorado/5th	Thurs., Aug. 23, 2007	3:15pm - 4:00pm	F. Alvarado	114	A									
549	Olympic (Cloverfield to 4th Street) - On Street Totals							203		123		0		0	
550	Olympic/17th	Thurs. Aug. 23, 2007	3:30pm - 4:05pm	P. Navidpoor	101	B	-		-						No Parking At Any Time
551	Olympic/11th	Thurs., Aug. 23, 2007	2:45pm - 4pm	C. Ridge	102	B	0		0						No parking any time
552	Olympic/17th	Thurs. Aug. 23, 2007	3:05pm - 3:30pm	P. Navidpoor	103	B	-		-						No Parking At Any Time
553	Olympic/11th	Thurs., Aug. 23, 2007	2:45pm - 4pm	C. Ridge	104	B	0		0						No parking any time
554	Olympic/11th	Thurs. Aug. 23, 2007	3:05pm - 3:30pm	P. Navidpoor	105	B	-		-						No Parking At Any Time
	Olympic/11th	Thurs., Aug. 23, 2007	2:45pm - 4pm	C. Ridge	106	B	13		7						2 hour parking, 9am to 6pm; No parking, 12am to 7am
555															
556	Olympic/11th	Thurs. Aug. 23, 2007	2:00pm - 3:05pm	P. Navidpoor	107	B	-		-						No Parking At Any Time
557	Olympic/11th	Thurs., Aug. 23, 2007	2:45pm - 4pm	C. Ridge	108	B	11		11						No parking, 11pm to 7am daily
558	Colorado/5th	Thurs., Aug. 23, 2007	2:00pm - 3:15pm	F. Alvarado	109	B	24		18						2 Hr Limit 9-6, No Parking 3-5am
559	Olympic/11th	Thurs., Aug. 23, 2007	2:45pm - 4pm	C. Ridge	110	B	13		10						No parking, 11pm to 7am daily
	Colorado/5th	Thurs., Aug. 23, 2007	2:00pm - 3:15pm	F. Alvarado	111	B	14		10						No Parking Anytime, No Parking 3-5am, Fire & Police exempt
560															
561	Colorado/5th	Thurs., Aug. 23, 2007	2:00pm - 3:15pm	F. Alvarado	112	B									
562	Colorado/5th	Thurs., Aug. 23, 2007	2:00pm - 3:15pm	F. Alvarado	113	B	22		11						2 Hr Limit, No Parking 3-5am Daily (metered)
563	Colorado/5th	Thurs., Aug. 23, 2007	3:15pm - 4:00pm	F. Alvarado	114	B	22		4						2 Hr Limit 9-6, No Parking 3-5am Daily
564	Olympic/17th	Thurs. Aug. 23, 2007	3:05pm - 3:30pm	P. Navidpoor	101	C	-		-						No Parking At Any Time
565	Olympic/11th	Thurs., Aug. 23, 2007	2:45pm - 4pm	C. Ridge	102	C	0		0						No parking any time
566	Olympic/11th	Thurs. Aug. 23, 2007	3:05pm - 3:30pm	P. Navidpoor	103	C	-		-						No Parking At Any Time
	Olympic/11th	Thurs., Aug. 23, 2007	2:45pm - 4pm	C. Ridge	104	C	13		3						2 hour parking, 9am to 6pm; No parking, 12am to 7am
567															
568	Olympic/11th	Thurs. Aug. 23, 2007	2:00pm - 3:05pm	P. Navidpoor	105	C	18		7						3 Hour Parking Meter 8 AM- 6PM Exc Sun
569	Olympic/11th	Thurs., Aug. 23, 2007	2:45pm - 4pm	C. Ridge	106	C	1		1						No parking, 11pm to 7am daily
570	Olympic/11th	Thurs. Aug. 23, 2007	2:00pm - 3:05pm	P. Navidpoor	107	C	-		-						No Parking At Any Time
571	Olympic/11th	Thurs., Aug. 23, 2007	2:45pm - 4pm	C. Ridge	108	C	10		10						No parking, 11pm to 7am daily
572	Colorado/5th	Thurs., Aug. 23, 2007	2:00pm - 3:15pm	F. Alvarado	109	C	24		17						
573	Colorado/5th	Thurs., Aug. 23, 2007	2:00pm - 3:15pm	F. Alvarado	111	C									
574	Colorado/5th	Thurs., Aug. 23, 2007	2:00pm - 3:15pm	F. Alvarado	112	C	19		10						2 Hr Limit, No Parking 3-5am Daily (metered)
575	Colorado/5th	Thurs., Aug. 23, 2007	3:15pm - 4:00pm	F. Alvarado	113	C									
576	Colorado/5th	Thurs., Aug. 23, 2007	3:15pm - 4:00pm	F. Alvarado	114	C									
577	Olympic/17th	Thurs. Aug. 23, 2007	3:30pm - 4:05pm	P. Navidpoor	101	D	27		22						1 Hour Parking Meter 8 AM- 6PM Exc Sun
	Olympic/17th	Thurs. Aug. 23, 2007	3:30pm - 4:05pm	P. Navidpoor	103	D	6		0						1 Hour Parking Meter 8 AM- 6PM Exc Sun; No Parking 3 Am- 5 AM Daily
578															
	Olympic/17th	Thurs. Aug. 23, 2007	3:30pm - 4:05pm	P. Navidpoor	103	D	17		17						9 Hour Parking Meter 8 AM- 6PM Exc Sun; No Parking 3 Am- 5 AM Daily
579															
	Olympic/17th	Thurs. Aug. 23, 2007	3:30pm - 4:05pm	P. Navidpoor	105	D	34		32						9 Hour Parking Meter 8 AM- 6PM Exc Sun; No Parking 3 Am- 5 AM Daily
580															
	Colorado/5th	Thurs., Aug. 23, 2007	3:15pm - 4:00pm	F. Alvarado	107	D	29		28						9 Hr Limit 9-6, No Parking 3-5am Daily (metered)
581															
	Colorado/5th	Thurs., Aug. 23, 2007	2:00pm - 3:15pm	F. Alvarado	109	D	10		8						2 Hr Limit 9-6, No Parking 3-5am Daily (metered)
582															
	Colorado/5th	Thurs., Aug. 23, 2007	3:15pm - 4:00pm	F. Alvarado	111	D									9 Hr Limit 9-6, No Parking 3-5am Daily (metered)
583															
584	Colorado/5th	Thurs., Aug. 23, 2007	3:15pm - 4:00pm	F. Alvarado	112	D									
	Colorado/5th	Thurs., Aug. 23, 2007	3:15pm - 4:00pm	F. Alvarado	113	D	17		10						2 Hr Limit 9-6, No Parking 3-5am Daily (metered)
585															
586	Colorado/5th	Thurs., Aug. 23, 2007	3:15pm - 4:00pm	F. Alvarado	114	D									
587	Olympic/17th	Thurs. Aug. 23, 2007	3:30pm - 4:05pm	P. Navidpoor	101	E	4		4						1 Hour Parking Meter 8 AM- 6PM Exc Sun
588	Olympic/17th	Thurs. Aug. 23, 2007	3:05pm - 3:30pm	P. Navidpoor	103	E	17		17						
589	Olympic/11th	Thurs. Aug. 23, 2007	3:05pm - 3:30pm	P. Navidpoor	105	E	24		24						
590	Olympic/11th	Thurs. Aug. 23, 2007	2:00pm - 3:05pm	P. Navidpoor	107	E	34		33						
	Colorado/5th	Thurs., Aug. 23, 2007	2:00pm - 3:15pm	F. Alvarado	109	E	26		19						2 Hr Limit 9-6, No Parking 12-2am Thursday (metered)
591															
592	Olympic/17th	Thurs. Aug. 23, 2007	3:05pm - 3:30pm	P. Navidpoor	103	F	14		14						
593	Olympic/11th	Thurs. Aug. 23, 2007	3:05pm - 3:30pm	P. Navidpoor	105	F	24		23						3 Hour Parking Meter 8 AM- 6PM Mon-Fri
594	Olympic/11th	Thurs. Aug. 23, 2007	2:00pm - 3:05pm	P. Navidpoor	107	F	14		14						

Expo Phase 2
Parking Survey Analysis
August 2007

ID	Location	Date	Time	Surveyor's Name	Block #	Side Letter	Parking Spaces			Occupied on Street	Loading Zone				Comments/Time Limits (Other than Street Cleaning)
							Total	Total On-Street	Occupied		Total	Total On-Street	Occupied	Occupied On-Street	
595	Colorado/5th	Thurs., Aug. 23, 2007	2:00pm - 3:15pm	F. Alvarado	109	F	7		7						2 Hr Limit 9-6, No Parking 12-2am Thursday (metered) No Parking 3 Am- 5 AM Daily
596	Olympic/17th	Thurs. Aug. 23, 2007	3:05pm - 3:30pm	P. Navidpoor	103	G	17		17						
597	Olympic/11th	Thurs. Aug. 23, 2007	2:00pm - 3:05pm	P. Navidpoor	107	G	21		21						
598	Olympic/17th	Thurs. Aug. 23, 2007	3:05pm - 3:30pm	P. Navidpoor	103	H	16		16						
599	Olympic/11th	Thurs. Aug. 23, 2007	2:00pm - 3:05pm	P. Navidpoor	107	H	19		17						
600	Olympic (Cloverfield to 4th Street) - Adjacent Back Block Totals							581		462		0		0	
601	Venice/Grand	Thurs., Aug. 23, 2007	11:30am - 12:15pm	C. Ridge	280										Not counted, not valid.
602	Lincoln/California	Fri., Aug. 24, 2007	1:40pm - 2:20pm	C. Ridge	434										Combined with Block # 432

**Expo Phase 2
Parking Survey
Overland Sepulveda Centinela Westwood Barrington Stewart
May 2008**

Location	Date	Time	Surveyor's Name	Block #	Side Letter	Parking Spaces		Loading Zone		Comments/Time Limits (Other than Street Cleaning)
						Total	Occupied	Total	Occupied	
Overland/Exposition	Thurs., May 8, 2008	1:00 - 2:00pm	R. Park	1	A	0	0			No stopping any time
Overland/Exposition	Thurs., May 8, 2008	1:00 - 2:00pm	R. Park	1	B	52	2			2 hour parking, 8am to 6pm. Reflects entire block between Overland and Westwood; parking distributed uniformly along back perimeter of Westside Pavilion Shopping Center.
Overland/Exposition	Thurs., May 8, 2008	1:00 - 2:00pm	R. Park	2	C	39	2			2 hour parking, 8am to 6pm. Reflects entire block between Overland and Westwood; parking distributed between driveways, approx. 2 spaces per house lot.
Overland/Exposition	Thurs., May 8, 2008	1:00 - 2:00pm	R. Park	2	A	8	6			
Overland/Exposition	Thurs., May 8, 2008	1:00 - 2:00pm	R. Park	2	B	45	8			2 hour parking, 8am to 6pm. Reflects entire block between Overland and Westwood; parking distributed between driveways, approx. 2 spaces per house lot.
Overland/Exposition	Thurs., May 8, 2008	1:00 - 2:00pm	R. Park	3	C	48	12			2 hour parking, 8am to 6pm. Reflects entire block between Overland and Westwood; parking distributed between driveways, approx. 2 spaces per house lot.
Overland/Exposition	Thurs., May 8, 2008	1:00 - 2:00pm	R. Park	3	A	11	8			
Overland/Exposition	Thurs., May 8, 2008	1:00 - 2:00pm	R. Park	3	B	45	14			2 hour parking, 8am to 6pm. Reflects entire block between Overland and Westwood; parking distributed between driveways, approx. 2 spaces per house lot.
Overland/Exposition	Thurs., May 8, 2008	1:00 - 2:00pm	R. Park	4	C	47	12			2 hour parking, 8am to 6pm. Reflects entire block between Overland and Westwood; parking distributed between driveways, approx. 2 spaces per house lot.
Overland/Exposition	Thurs., May 8, 2008	1:00 - 2:00pm	R. Park	4	A	12	3			
Overland/Exposition	Thurs., May 8, 2008	1:00 - 2:00pm	R. Park	4	B	40	16			2 hour parking, 8am to 6pm. Reflects entire block between Overland and Westwood; parking distributed between driveways, approx. 2 spaces per house lot.
Overland/Exposition	Thurs., May 8, 2008	1:00 - 2:00pm	R. Park	5	C	46	17			2 hour parking, 8am to 6pm. Reflects entire block between Overland and Westwood; parking distributed between driveways, approx. 2 spaces per house lot.
Overland/Exposition	Thurs., May 8, 2008	1:00 - 2:00pm	R. Park	5	A	5	2			
Overland/Exposition	Thurs., May 8, 2008	1:00 - 2:00pm	R. Park	6	A	23	8			
Overland/Exposition	Thurs., May 8, 2008	1:00 - 2:00pm	R. Park	6	B	8	2			Block face between Overland and Selby
Overland/Exposition	Thurs., May 8, 2008	1:00 - 2:00pm	R. Park	7	C	8	5			Block face between Overland and Selby
Overland/Exposition	Thurs., May 8, 2008	1:00 - 2:00pm	R. Park	7	A	29	17			Reflects entire block between Coventry and Clarkson. 3 southernmost spaces restricted: no parking 1:30 to 3:30pm school days.
Sepulveda/Exposition	Thurs., May 8, 2008	2:30 - 3:00pm	R. Park	1	A	4	3			1 hour parking, 8am to 6pm; parking meters
Sepulveda/Exposition	Thurs., May 8, 2008	2:30 - 3:00pm	R. Park	1	B	45	19			Reflects entire block between Sepulveda and Sawtelle. 6 westernmost spaces restricted: 15-minute parking.
Sepulveda/Exposition	Thurs., May 8, 2008	2:30 - 3:00pm	R. Park	2	A	9	3			
Sepulveda/Exposition	Thurs., May 8, 2008	2:30 - 3:00pm	R. Park	2	B	21	7			No parking nightly 2am to 4am. Reflects entire stretch between Sepulveda and Tilden. No curb; available parking spaces are "carved" out of dense bushes; more parking would be available if additional bushes were trimmed/removed.
Sepulveda/Exposition	Thurs., May 8, 2008	2:30 - 3:00pm	R. Park	3	A	6	2			
Sepulveda/Exposition	Thurs., May 8, 2008	2:30 - 3:00pm	R. Park	3	C	24	14			No parking nightly 2am to 4am. Reflects entire block between Sepulveda and Sawtelle.
Sepulveda/Exposition	Thurs., May 8, 2008	2:30 - 3:00pm	R. Park	4	A	20	6			Reflects entire block between Exposition and Richland
Sepulveda/Exposition	Thurs., May 8, 2008	2:30 - 3:00pm	R. Park	4	C	11	7			

**Expo Phase 2
Parking Survey
Overland Sepulveda Centinela Westwood Barrington Stewart
May 2008**

Location	Date	Time	Surveyor's Name	Block #	Side Letter	Parking Spaces		Loading Zone		Comments/Time Limits (Other than Street Cleaning)
						Total	Occupied	Total	Occupied	
Sepulveda/Exposition	Thurs., May 8, 2008	2:30 - 3:00pm	R. Park	5	A	16	4			Parking bay near the corner of Sepulveda/Pearl accommodates 2 add'l vehicles, 1 space occupied
Sepulveda/Exposition	Thurs., May 8, 2008	2:30 - 3:00pm	R. Park	6	A	11	9			
Centinela/Exposition	Thurs., May 8, 2008	3:00 - 3:30pm	R. Park	1	A	8	8			2 add'l "spaces" available on either side of gated entrance to lot; no curb, separated from street by white line; both occupied
Centinela/Exposition	Thurs., May 8, 2008	3:00 - 3:30pm	R. Park	2	A	0	0			No stopping any time
Centinela/Exposition	Thurs., May 8, 2008	3:00 - 3:30pm	R. Park	3	A	13	12			
Centinela/Exposition	Thurs., May 8, 2008	3:00 - 3:30pm	R. Park	4	A	0	0	2	2	
Westwood/Exposition	Wed., May 21, 2008	11:00 - 11:30pm	R. Park	1	A	16	2			2-hour parking, 8am to 6pm. From Exposition through 9 houses north (2547 Westwood).
Westwood/Exposition	Wed., May 21, 2008	11:00 - 11:30pm	R. Park	1	B	4	2			Between alley and Westwood; 4 add'l spaces (1 occupied) between Midvale and alley.
Westwood/Exposition	Wed., May 21, 2008	11:00 - 11:30pm	R. Park	2	A	4	2			2-hour parking, 8am to 6pm. From Ashby through 2 houses north.
Westwood/Exposition	Wed., May 21, 2008	11:00 - 11:30pm	R. Park	2	B	0	0			No stopping any time. Between Westwood and alley.
Westwood/Exposition	Wed., May 21, 2008	11:00 - 11:30pm	R. Park	3	A	0	0			No stopping any time
Westwood/Exposition	Wed., May 21, 2008	11:00 - 11:30pm	R. Park	3	B	13	4			Between Midvale and Westwood
Westwood/Exposition	Wed., May 21, 2008	11:00 - 11:30pm	R. Park	3	C	17	8			Between Midvale and Westwood
Westwood/Exposition	Wed., May 21, 2008	11:00 - 11:30pm	R. Park	4	A	0	0			No stopping any time
Westwood/Exposition	Wed., May 21, 2008	11:00 - 11:30pm	R. Park	4	B	4	3			Between Westwood and alley
Westwood/Exposition	Wed., May 21, 2008	11:00 - 11:30pm	R. Park	4	C	5	3			Between Westwood and alley
Westwood/Exposition	Wed., May 21, 2008	11:00 - 11:30pm	R. Park	5	A	12	2			2-hour parking, 8am to 6pm. Between Exposition and Richland.
Westwood/Exposition	Wed., May 21, 2008	11:00 - 11:30pm	R. Park	5	C	9	7			Between Midvale and Westwood
Westwood/Exposition	Wed., May 21, 2008	11:00 - 11:30pm	R. Park	6	A	0	0			No stopping any time
Westwood/Exposition	Wed., May 21, 2008	11:00 - 11:30pm	R. Park	6	B	7	2			Between Westwood and alley
Westwood/Exposition	Wed., May 21, 2008	11:00 - 11:30pm	R. Park	6	C	5	4			Between Westwood and alley
Westwood/Exposition	Wed., May 21, 2008	11:00 - 11:30pm	R. Park	8	A	7	1			2-hour parking, 8am to 6pm
Westwood/Exposition	Wed., May 21, 2008	11:00 - 11:30pm	R. Park	8	C	6	0			Between Westwood and alley
Barrington/Exposition	Wed., May 21, 2008	11:30 - 12:00pm	R. Park	1	A	8	6	1	1	Metered parking
Barrington/Exposition	Wed., May 21, 2008	11:30 - 12:00pm	R. Park	2	A	15	6	2	0	Metered parking; +1 add'l 30-minute metered parking (green curb) - occupied
Barrington/Exposition	Wed., May 21, 2008	11:30 - 12:00pm	R. Park	3	A	0	0			No stopping any time
Barrington/Exposition	Wed., May 21, 2008	11:30 - 12:00pm	R. Park	4	A	2	2			
Barrington/Exposition	Wed., May 21, 2008	11:30 - 12:00pm	R. Park	5	A	4	3			
Barrington/Exposition	Wed., May 21, 2008	11:30 - 12:00pm	R. Park	6	A	2	1			1-hour parking, 8am to 6pm
Barrington/Exposition	Wed., May 21, 2008	11:30 - 12:00pm	R. Park	7	A	3	1			S of alley: 30-min parking; 1 space, not occupied. N of alley: 1-hr parking; 2 spaces, 1 occupied.
Olympic/Stewart	Wed., May 21, 2008	12:00 - 12:30pm	R. Park	1	A	0	0			No stopping any time
Olympic/Stewart	Wed., May 21, 2008	12:00 - 12:30pm	R. Park	1	B	12	2			9-hour parking, 9am-6pm; metered
Olympic/Stewart	Wed., May 21, 2008	12:00 - 12:30pm	R. Park	2	A	0	0			No stopping any time
Olympic/Stewart	Wed., May 21, 2008	12:00 - 12:30pm	R. Park	2	B	10	0			9-hour parking, 9am-6pm; metered

**Expo Phase 2
Parking Survey
Segment 1 - Westwood and Overland Area
May 2009**

Location				Date	Time (AM Survey)	Time (PM Survey)	Surveyor's Name	Block #	Side Letter	Side Letter Suffix	Parking Spaces			Loading Zone		Comments (e.g. no parking zones, time limits [other than street cleaning])
Street	Side (of Street)	Limits									Total	Occupied		Total	Occupied	
		From	To									AM	PM			
Ashby Ave	North	Westwood Blvd	Overland Ave	5/28/2009	9:30 am - 3:30 pm	6:45 pm - 7:45 pm	Amanda Smith	2	C	--	34	18	16	0	0	"Residential Parking District. No Parking Anytime. Except M-F 8am - 6pm 2hr Parking. Vehicles with District 26 Permit Exempt. Holidays Enforced"
Ashby Ave	North	Westwood Blvd	Manning Ave	5/28/2009	9:30 am - 3:30 pm	6:45 pm - 7:45 pm	Amanda Smith	12	C	--	15	8	5	0	0	
Ashby Ave	South	Westwood Blvd	Overland Ave	5/28/2009	9:30 am - 3:30 pm	6:45 pm - 7:45 pm	Amanda Smith	1	A	--	35	20	23	0	0	
Ashby Ave	South	Overland Ave	Manning Ave	5/28/2009	9:30 am - 3:30 pm	6:45 pm - 7:45 pm	Amanda Smith	13	A	--	19	3	10	0	0	3 TYPES: 15 min parking 7am-5pm school days, No parking 7am-5pm school days, No parking 1am-6:30aam except Saturday & Sunday
Ayres Ave	North	Westwood Blvd	Overland Ave	5/28/2009	9:30 am - 3:30 pm	6:45 pm - 7:45 pm	Amanda Smith	5	C	--	50	4	4	1	0	"Residential Parking District. No Parking Anytime. Except M-F 8am - 6pm 2hr Parking. Vehicles with District 26 Permit Exempt. Holidays Enforced"
Ayres Ave	North	Midvale Ave	Westwood Blvd	5/28/2009	9:30 am - 3:30 pm	6:45 pm - 7:45 pm	Amanda Smith	8	C	--	7	1	2	0	0	2 TYPES: same as 5C, 2 hr parking 8am-6pm except Saturday & Sunday
Ayres Ave	South	Westwood Blvd	Overland Ave	5/28/2009	9:30 am - 3:30 pm	6:45 pm - 7:45 pm	Amanda Smith	4	A	--	34	2	4	0	0	"Residential Parking District. No Parking Anytime. Except M-F 8am - 6pm 2hr Parking. Vehicles with District 26 Permit Exempt. Holidays Enforced"
Ayres Ave	South	Midvale Ave	Westwood Blvd	5/28/2009	9:30 am - 3:30 pm	6:45 pm - 7:45 pm	Amanda Smith	6	A	--	3	0	1	0	0	mostly no parking. "Residential Parking District. No Parking Anytime. Except M-F 8am - 6pm 2hr Parking. Vehicles with District 26 Permit Exempt. Holidays Enforced"
Blythe Ave	North	Overland Ave	Manning Ave	5/28/2009	9:30 am - 3:30 pm	6:45 pm - 7:45 pm	Amanda Smith	9	C	--	18	5	7	0	0	"Residential Parking District. No Parking Anytime. Except M-F 8am - 6pm 2hr Parking. Vehicles with District 26 Permit Exempt. Holidays Enforced". 2 Spaces closest to overland are anytime parking
Blythe Ave	South	Overland Ave	Manning Ave	5/28/2009	9:30 am - 3:30 pm	6:45 pm - 7:45 pm	Amanda Smith	10	A	--	19	7	9	0	0	"Residential Parking District. No Parking Anytime. Except M-F 8am - 6pm 2hr Parking. Vehicles with District 26 Permit Exempt. Holidays Enforced". 3 Spaces closest to overland are anytime parking
Brookhaven Ave	North	Midvale Ave	Westwood Blvd	5/28/2009	3:00 PM	6:45 pm - 7:45 pm	Kari Hernandez	20	C	--	6	3	3	0	0	
Brookhaven Ave	South	Midvale Ave	Westwood Blvd	5/28/2009	3:54 PM	6:45 pm - 7:45 pm	Kari Hernandez	21	A	--	6	4	1	0	0	
Clarkson Rd	East	Glendon Ave	Selby Ave	5/28/2009	11:35 AM	6:45 pm - 7:45 pm	Kari Hernandez	30	B	--	38	7	4	0	0	
Clarkson Rd	North	Glendon Ave	Selby Ave	5/28/2009	11:30 AM	6:45 pm - 7:45 pm	Kari Hernandez	27	C	--	19	1	3	0	0	
Clarkson Rd	North	Selby Ave	Overland Ave	5/28/2009	11:55 AM	6:45 pm - 7:45 pm	Kari Hernandez	32	C	1	9	0	0	0	0	90 ft of red is bus stop
Clarkson Rd / Selby Ave	South	Overland Ave	Dead End	5/28/2009	11:50 AM	6:45 pm - 7:45 pm	Kari Hernandez	33	A	--	13	14	10	0	0	No parking 1:30pm-3:30pm school days
Coventry Pl	North	Midvale Ave	Westwood Blvd	5/28/2009	3:42 PM	6:45 pm - 7:45 pm	Kari Hernandez	21	C	--	9	5	3	0	0	90 ft of red is bus stop
Coventry Pl	North	Westwood Blvd	Glendon Ave	5/28/2009	10:45 AM	6:45 pm - 7:45 pm	Kari Hernandez	24	C	--	5	2	1	0	0	
Coventry Pl	North	Glendon Ave	Malcolm Ave	5/28/2009	10:30 AM	6:45 pm - 7:45 pm	Kari Hernandez	26	C	--	7	0	2	0	0	
Coventry Pl	North	Malcolm Ave	Selby Ave	5/28/2009	9:50 AM	6:45 pm - 7:45 pm	Kari Hernandez	28	C	--	7	2	1	0	0	
Coventry Pl	North	Selby Ave	Overland Ave	5/28/2009	9:40 AM	6:45 pm - 7:45 pm	Kari Hernandez	31	C	--	8	3	2	0	0	No Notre Dame Academy Parking; No 2999 Overland Parking
Coventry Pl	South	Midvale Ave	Westwood Blvd	5/28/2009	3:06 PM	6:45 pm - 7:45 pm	Kari Hernandez	22	A	--	9	5	6	0	0	
Coventry Pl	South	Westwood Blvd	Glendon Ave	5/28/2009	10:50 AM	6:45 pm - 7:45 pm	Kari Hernandez	25	A	--	8	7	5	0	0	90 ft of red is bus stop
Coventry Pl	South	Glendon Ave	Malcolm Ave	5/28/2009	11:05 AM	6:45 pm - 7:45 pm	Kari Hernandez	27	A	--	8	1	1	0	0	
Coventry Pl	South	Malcolm Ave	Selby Ave	5/28/2009	11:10 AM	6:45 pm - 7:45 pm	Kari Hernandez	29	A	--	8	3	2	0	0	

**Expo Phase 2
Parking Survey
Segment 1 - Westwood and Overland Area
May 2009**

Location				Date	Time (AM Survey)	Time (PM Survey)	Surveyor's Name	Block #	Side Letter	Side Letter Suffix	Parking Spaces			Loading Zone		Comments (e.g. no parking zones, time limits [other than street cleaning])
Street	Side (of Street)	Limits									Total	Occupied		Total	Occupied	
		From	To									AM	PM			
Coventry Pl	South	Selby Ave	Overland Ave	5/28/2009	9:45 AM	6:45 pm - 7:45 pm	Kari Hernandez	32	A	--	7	2	1	0	0	
Coventry Pl / Dunleer Pl	North	Overland Ave	Cul-de-sac (inclusive)	5/28/2009	1:36 PM	6:45 pm - 7:45 pm	Kari Hernandez	34	C	--	36	10	9	0	0	
Cushdon Ave	North	Westwood Blvd	Overland Ave	5/28/2009	9:30 am - 3:30 pm	6:45 pm - 7:45 pm	Amanda Smith	4	C	--	38	11	11	0	0	"Residential Parking District. No Parking Anytime. Except M-F 8am - 6pm 2hr Parking. Vehicles with District 26 Permit Exempt. Holidays Enforced"
Cushdon Ave	North	Overland Ave	Manning Ave	5/28/2009	9:30 am - 3:30 pm	6:45 pm - 7:45 pm	Amanda Smith	10	C	--	21	4	3	0	0	"Residential Parking District. No Parking Anytime. Except M-F 8am - 6pm 2hr Parking. Vehicles with District 26 Permit Exempt. Holidays Enforced". 3 Spaces closest to overland are anytime parking
Cushdon Ave	South	Westwood Blvd	Overland Ave	5/28/2009	9:30 am - 3:30 pm	6:45 pm - 7:45 pm	Amanda Smith	3	A	--	38	15	12	0	0	"Residential Parking District. No Parking Anytime. Except M-F 8am - 6pm 2hr Parking. Vehicles with District 26 Permit Exempt. Holidays Enforced"
Cushdon Ave	South	Overland Ave	Manning Ave	5/28/2009	9:30 am - 3:30 pm	6:45 pm - 7:45 pm	Amanda Smith	11	A	--	20	6	8	0	0	"Residential Parking District. No Parking Anytime. Except M-F 8am - 6pm 2hr Parking. Vehicles with District 26 Permit Exempt. Holidays Enforced". 4 Spaces closest to overland are anytime parking
Dunleer Pl	West	Cul-de-sac (exclusive)	Dead End	5/28/2009	1:42 PM	6:45 pm - 7:45 pm	Kari Hernandez	34	D	--	34	8	4	0	0	
Dunleer Pl	West	Overland Ave	Dead End	5/28/2009	1:48 PM	6:45 pm - 7:45 pm	Kari Hernandez	35	D	--	54	15	20	0	0	
Esther Ave	North	Westwood Blvd	Overland Ave	5/28/2009	9:30 am - 3:30 pm	6:45 pm - 7:45 pm	Amanda Smith	3	C	--	38	10	15	0	0	"Residential Parking District. No Parking Anytime. Except M-F 8am - 6pm 2hr Parking. Vehicles with District 26 Permit Exempt. Holidays Enforced"
Esther Ave	North	Overland Ave	Manning Ave	5/28/2009	9:30 am - 3:30 pm	6:45 pm - 7:45 pm	Amanda Smith	11	C	--	19	6	8	0		"Residential Parking District. No Parking Anytime. Except M-F 8am - 6pm 2hr Parking. Vehicles with District 26 Permit Exempt. Holidays Enforced"
Esther Ave	South	Westwood Blvd	Overland Ave	5/28/2009	9:30 am - 3:30 pm	6:45 pm - 7:45 pm	Amanda Smith	2	A	--	36	9	14	0	0	"Residential Parking District. No Parking Anytime. Except M-F 8am - 6pm 2hr Parking. Vehicles with District 26 Permit Exempt. Holidays Enforced"
Esther Ave	South	Westwood Blvd	Manning Ave	5/28/2009	9:30 am - 3:30 pm	6:45 pm - 7:45 pm	Amanda Smith	12	A	--	20	10	7	0	0	"Residential Parking District. No Parking Anytime. Except M-F 8am - 6pm 2hr Parking. Vehicles with District 26 Permit Exempt. Holidays Enforced." 3 Spaces closest to overland are anytime parking
Exposition Blvd	North	Westwood Blvd	Dead End	5/28/2009	9:30 am - 3:30 pm	6:45 pm - 7:45 pm	Amanda Smith	1	C	1	4	2	1	0	0	Fallen tree
Exposition Blvd	North	Midvale Ave	Westwood Blvd	5/28/2009	9:30 am - 3:30 pm	6:45 pm - 7:45 pm	Amanda Smith	6	C	1	8	2	3	0	0	North of ROW
Exposition Blvd	North	Overland Ave	Putney Rd	5/28/2009	9:30 am - 3:30 pm	6:45 pm - 7:45 pm	Amanda Smith	13	C	1	11	9	0	0	0	Northvale Rd
Exposition Blvd	North	Midvale Ave	Westwood Blvd	5/28/2009	3:36 PM	6:45 pm - 7:45 pm	Kari Hernandez	20	A	1	10	5	5	0	0	South of ROW
Exposition Blvd	North	Westwood Blvd	Dead End	5/29/2009	2:36 PM	6:45 pm - 7:45 pm	Kari Hernandez	23	A	2	7	0	0	0	0	South of ROW
Exposition Blvd	North	Selby Ave	Overland Ave	5/28/2009	9:30 AM	6:45 pm - 7:45 pm	Kari Hernandez	31	A	2	0	0	0	0	0	No parking
Exposition Blvd	South	Westwood Blvd	Dead End	5/28/2009	9:30 am - 3:30 pm	6:45 pm - 7:45 pm	Amanda Smith	1	C	2	4	5	2	0	0	North of ROW
Exposition Blvd	South	Midvale Ave	Westwood Blvd	5/28/2009	9:30 am - 3:30 pm	6:45 pm - 7:45 pm	Amanda Smith	6	C	2	9	8	5	0	0	North of ROW
Exposition Blvd	South	Overland Ave	Putney Rd	5/28/2009	9:30 am - 3:30 pm	6:45 pm - 7:45 pm	Amanda Smith	13	C	2	9	8	0	0	0	Northvale Rd
Exposition Blvd	South	Midvale Ave	Westwood Blvd	5/28/2009	3:42 PM	6:45 pm - 7:45 pm	Kari Hernandez	20	A	2	14	4	2	0	0	South of ROW

**Expo Phase 2
Parking Survey
Segment 1 - Westwood and Overland Area
May 2009**

Location				Date	Time (AM Survey)	Time (PM Survey)	Surveyor's Name	Block #	Side Letter	Side Letter Suffix	Parking Spaces			Loading Zone		Comments (e.g. no parking zones, time limits [other than street cleaning])
Street	Side (of Street)	Limits									Total	Occupied		Total	Occupied	
		From	To									AM	PM			
Exposition Blvd	South	Westwood Blvd	Dead End	5/28/2009	2:36 PM	6:45 pm - 7:45 pm	Kari Hernandez	23	A	1	6	2	2	0	0	South of ROW
Exposition Blvd	South	Selby Ave	Overland Ave	5/28/2009	9:30 AM	6:45 pm - 7:45 pm	Kari Hernandez	31	A	1	8	3	1	0	0	
Glendon Ave	East	Richland Ave	Coventry Pl	5/28/2009	10:35 AM	6:45 pm - 7:45 pm	Kari Hernandez	26	B	--	30	3	11	0	0	
Glendon Ave	East	Coventry Pl	Clarkson Rd	5/28/2009	11:00 AM	6:45 pm - 7:45 pm	Kari Hernandez	27	B	--	28	3	12	0	0	
Glendon Ave	West	Richland Ave	Coventry Pl	5/28/2009	10:40 AM	6:45 pm - 7:45 pm	Kari Hernandez	24	D	--	38	16	13	0	0	
Glendon Ave	West	Coventry Pl	Clarkson Rd	5/28/2009	10:55 AM	6:45 pm - 7:45 pm	Kari Hernandez	25	D	--	38	11	11	0	0	
Malcolm Ave	East	Richland Ave	Coventry Pl	5/28/2009	9:55 AM	6:45 pm - 7:45 pm	Kari Hernandez	28	B	--	25	4	9	0	0	
Malcolm Ave	East	Coventry Pl	Selby Ave	5/28/2009	11:20 AM	6:45 pm - 7:45 pm	Kari Hernandez	29	B	--	34	12	13	0	0	
Malcolm Ave	West	Richland Ave	Coventry Pl	5/28/2009	10:25 AM	6:45 pm - 7:45 pm	Kari Hernandez	26	D	--	25	3	10	0	0	
Malcolm Ave	West	Coventry Pl	Selby Ave	5/28/2009	11:25 AM	6:45 pm - 7:45 pm	Kari Hernandez	27	D	--	32	7	8	0	0	
Manning Ave	East	Esther Ave	Ashby Ave	5/28/2009	9:30 am - 3:30 pm	6:45 pm - 7:45 pm	Amanda Smith	15	B	--	9	7	4	0	0	
Manning Ave	East	Cushdon Ave	Esther Ave	5/28/2009	9:30 am - 3:30 pm	6:45 pm - 7:45 pm	Amanda Smith	16	B	--	8	2	3	0	0	
Manning Ave	East	Blythe Ave	Cushdon Ave	5/28/2009	9:30 am - 3:30 pm	6:45 pm - 7:45 pm	Amanda Smith	17	B	--	8	2	2	0	0	
Manning Ave	West	Blythe Ave	Cushdon Ave	5/28/2009	9:30 am - 3:30 pm	6:45 pm - 7:45 pm	Amanda Smith	10	D	--	8	6	3	0	0	
Manning Ave	West	Cushdon Ave	Esther Ave	5/28/2009	9:30 am - 3:30 pm	6:45 pm - 7:45 pm	Amanda Smith	11	D	--	8	5	3	0	0	
Manning Ave	West	Esther Ave	Ashby Ave	5/28/2009	9:30 am - 3:30 pm	6:45 pm - 7:45 pm	Amanda Smith	12	D	--	9	3	3	0	0	
Midvale Ave	East	Ayres Ave	Exposition Blvd	5/28/2009	9:30 am - 3:30 pm	6:45 pm - 7:45 pm	Amanda Smith	6	B	--	30	6	12	0	0	"Residential Parking District. No Parking Anytime. Except M-F 8am - 6pm 2hr Parking. Vehicles with District 26 Permit Exempt. Holidays Enforced"
Midvale Ave	East	Exposition Blvd	Brookhaven Ave	5/28/2009	3:30 PM	6:45 pm - 7:45 pm	Kari Hernandez	20	B	--	30	10	16	0	0	
Midvale Ave	East	Brookhaven Ave	Coventry Pl	5/28/2009	3:36 PM	6:45 pm - 7:45 pm	Kari Hernandez	21	B	--	38	6	13	0	0	
Midvale Ave	East	Coventry Pl	Dead End	5/28/2009	3:12 PM	6:45 pm - 7:45 pm	Kari Hernandez	22	B	--	5	2	0	0	0	
Midvale Ave	West	Ayres Ave	Exposition Blvd	5/28/2009	9:30 am - 3:30 pm	6:45 pm - 7:45 pm	Amanda Smith	7	D	--	26	3	10	0	0	"Residential Parking District. No Parking Anytime. Except M-F 8am - 6pm 2hr Parking. Vehicles with District 26 Permit Exempt. Holidays Enforced"
Midvale Ave	West	Exposition Blvd	Brookhaven Ave	5/28/2009	3:24 PM	6:45 pm - 7:45 pm	Kari Hernandez	18	D	--	21	9	10	0	0	
Midvale Ave	West	Brookhaven Ave	Coventry Pl	5/28/2009	3:18 PM	6:45 pm - 7:45 pm	Kari Hernandez	19	D	--	35	7	13	0	0	
Overland Ave	East	Ayres Ave	Cushdon Ave	5/28/2009	9:30 am - 3:30 pm	6:45 pm - 7:45 pm	Amanda Smith	10	B	--	4	0	4	1	0	Metered parking. 2hr parking 8am - 6pm except Sundays
Overland Ave	East	Cushdon Ave	Esther Ave	5/28/2009	9:30 am - 3:30 pm	6:45 pm - 7:45 pm	Amanda Smith	11	B	--	4	2	2	0	0	Metered parking. 2hr parking 8am - 6pm except Sundays
Overland Ave	East	Esther Ave	Ashby Ave	5/28/2009	9:30 am - 3:30 pm	6:45 pm - 7:45 pm	Amanda Smith	12	B	--	10	9	6	0	0	
Overland Ave	East	Ashby Ave	Northvale Rd	5/28/2009	9:30 am - 3:30 pm	6:45 pm - 7:45 pm	Amanda Smith	13	B	--	3	2	0	0	0	
Overland Ave	East	Exposition Blvd	Coventry Pl	5/28/2009	1:30 PM	6:45 pm - 7:45 pm	Kari Hernandez	34	B	--	20	3	3	0	0	
Overland Ave	East	Coventry Pl	The Palms	5/28/2009	1:54 PM	6:45 pm - 7:45 pm	Kari Hernandez	35	B	1	36	6	8	0	0	
Overland Ave	East	The Palms	National Blvd	5/28/2009	2:00 PM	6:45 pm - 7:45 pm	Kari Hernandez	35	B	2	10	9	7	0	0	
Overland Ave	West	Ashby Ave	Exposition Blvd	5/28/2009	9:30 am - 3:30 pm	6:45 pm - 7:45 pm	Amanda Smith	1	D	--	4	2	1	0	0	
Overland Ave	West	Esther Ave	Ashby Ave	5/28/2009	9:30 am - 3:30 pm	6:45 pm - 7:45 pm	Amanda Smith	2	D	--	12	7	3	0	0	
Overland Ave	West	Cushdon Ave	Esther Ave	5/28/2009	9:30 am - 3:30 pm	6:45 pm - 7:45 pm	Amanda Smith	3	D	--	10	9	4	0	0	
Overland Ave	West	Ayres Ave	Cushdon Ave	5/28/2009	9:30 am - 3:30 pm	6:45 pm - 7:45 pm	Amanda Smith	4	D	--	7	0	1	0	0	"Residential Parking District. No Parking Anytime. Except M-F 8am - 6pm 2hr Parking. Vehicles with District 26 Permit Exempt. Holidays Enforced"
Overland Ave	West	Exposition Blvd	Coventry Pl	5/28/2009	2:30 PM	6:45 pm - 7:45 pm	Kari Hernandez	31	D	--	22	8	9	0	0	
Overland Ave	West	Notre Dame Academy Entrance	Clarkson Rd	5/28/2009	2:12 PM	6:45 pm - 7:45 pm	Kari Hernandez	32	D	1	3	0	3	0	0	5 min passenger loading 6:30am-9am, 12:30pm-4pm school days; 2 hour parking 9am-1:30pm school days
Overland Ave	West	Alley	Notre Dame Academy Entrance	5/28/2009	2:18 PM	6:45 pm - 7:45 pm	Kari Hernandez	32	D	2	12	4	0	0	0	No parking 7am-5pm school days
Overland Ave	West	Coventry Pl	Alley	5/28/2009	2:24 PM	6:45 pm - 7:45 pm	Kari Hernandez	32	D	3	15	11	6	0	0	
Overland Ave	West	Clarkson Rd	National Blvd	5/28/2009	2:06 PM	6:45 pm - 7:45 pm	Kari Hernandez	33	D	--	7	3	5	0	0	No parking 7am-5pm school days
Putney Rd	East	Manning Ave	Northvale Rd	5/28/2009	9:30 am - 3:30 pm	6:45 pm - 7:45 pm	Amanda Smith	14	B	--	15	8	7	0	0	

**Expo Phase 2
Parking Survey
Segment 1 - Westwood and Overland Area
May 2009**

Location				Date	Time (AM Survey)	Time (PM Survey)	Surveyor's Name	Block #	Side Letter	Side Letter Suffix	Parking Spaces			Loading Zone		Comments (e.g. no parking zones, time limits [other than street cleaning])
Street	Side (of Street)	Limits									Total	Occupied		Total	Occupied	
		From	To									AM	PM			
Putney Rd	West	Manning Ave	Northvale Rd	5/28/2009	9:30 am - 3:30 pm	6:45 pm - 7:45 pm	Amanda Smith	13	D	--	22	2	0	0	0	3 TYPES: TOW AWAY No stopping 7am-5pm School buses only, No parking 7am-5pm school days, No parking 1am-6:30aam except Saturday & Sunday
Richland Ave	North	Westwood Blvd	Selby Ave	5/28/2009	10:10 AM	6:45 pm - 7:45 pm	Kari Hernandez	23	C	--	34	12	5	0	0	
Richland Ave	South	Westwood Blvd	Glendon Ave	5/28/2009	10:15 AM	6:45 pm - 7:45 pm	Kari Hernandez	24	A	--	12	3	4	0	0	
Richland Ave	South	Glendon Ave	Malcolm Ave	5/28/2009	10:20 AM	6:45 pm - 7:45 pm	Kari Hernandez	26	A	--	9	3	2	0	0	
Richland Ave	South	Malcolm Ave	Selby Ave	5/28/2009	10:00 AM	6:45 pm - 7:45 pm	Kari Hernandez	28	A	--	6	3	1	0	0	
Selby Ave	East	Exposition Blvd	Coventry Pl	5/28/2009	9:35 AM	6:45 pm - 7:45 pm	Kari Hernandez	31	B	--	35	6	11	0	0	
Selby Ave	East	Coventry Pl	Malcolm Ave	5/28/2009	12:05 PM	6:45 pm - 7:45 pm	Kari Hernandez	32	B	--	6	5	7	0	0	
Selby Ave	North	Malcolm Ave	Clarkson Rd	5/28/2009	12:00 PM	6:45 pm - 7:45 pm	Kari Hernandez	32	C	2	6	4	0	0	0	
Selby Ave	South	Malcolm Ave	Clarkson Rd	5/28/2009	11:40 AM	6:45 pm - 7:45 pm	Kari Hernandez	30	A	--	5	1	0	0	0	
Selby Ave	West	Exposition Blvd	Richland Ave	5/28/2009	10:05 AM	6:45 pm - 7:45 pm	Kari Hernandez	23	D	--	3	0	0	0	0	
Selby Ave	West	Richland Ave	Coventry Pl	5/28/2009	12:10 PM	6:45 pm - 7:45 pm	Kari Hernandez	28	D	--	23	10	12	0	0	
Selby Ave	West	Coventry Pl	Malcolm Ave	5/28/2009	11:15 AM	6:45 pm - 7:45 pm	Kari Hernandez	29	D	--	31	13	16	0	0	
Selby Ave	West	Clarkson Rd	Dead End	5/28/2009	11:45 AM	6:45 pm - 7:45 pm	Kari Hernandez	30	D	--	8	2	2	0	0	
Westwood Blvd	East	Ashby Ave	Exposition Blvd	5/28/2009	9:30 am - 3:30 pm	6:45 pm - 7:45 pm	Amanda Smith	1	B	--	0	0	0	0	0	No Parking
Westwood Blvd	East	Esther Ave	Ashby Ave	5/28/2009	9:30 am - 3:30 pm	6:45 pm - 7:45 pm	Amanda Smith	2	B	--	7	0	2	0	0	No parking anytime except 2 hr parking M-F. Vehicle with district 26 permits exempt
Westwood Blvd	East	Cushdon Ave	Esther Ave	5/28/2009	9:30 am - 3:30 pm	6:45 pm - 7:45 pm	Amanda Smith	3	B	--	7	3	2	0	0	"Residential Parking District. No Parking Anytime. Except M-F 8am - 6pm 2hr Parking. Vehicles with District 26 Permit Exempt. Holidays Enforced"
Westwood Blvd	East	Ayres Ave	Cushdon Ave	5/28/2009	9:30 am - 3:30 pm	6:45 pm - 7:45 pm	Amanda Smith	4	B	--	3	0	1	0	0	"Residential Parking District. No Parking Anytime. Except M-F 8am - 6pm 2hr Parking. Vehicles with District 26 Permit Exempt. Holidays Enforced"
Westwood Blvd	East	Exposition Blvd	Richland Ave	5/28/2009	2:42 PM	6:45 pm - 7:45 pm	Kari Hernandez	23	B	--	7	1	1	0	0	
Westwood Blvd	East	Richland Ave	Coventry Pl	5/28/2009	2:48 PM	6:45 pm - 7:45 pm	Kari Hernandez	24	B	--	40	16	19	0	0	
Westwood Blvd	East	Coventry Pl	I-10	5/28/2009	2:54 PM	6:45 pm - 7:45 pm	Kari Hernandez	25	B	--	25	15	16	0	0	
Westwood Blvd	West	Ayres Ave	Exposition Blvd	5/28/2009	9:30 am - 3:30 pm	6:45 pm - 7:45 pm	Amanda Smith	6	D	--	30	7	8	0	0	"Residential Parking District. No Parking Anytime. Except M-F 8am - 6pm 2hr Parking. Vehicles with District 26 Permit Exempt. Holidays Enforced"
Westwood Blvd	West	Exposition Blvd	Brookhaven Ave	5/28/2009	4:06 PM	6:45 pm - 7:45 pm	Kari Hernandez	20	D	--	23	0	4	0	0	
Westwood Blvd	West	Brookhaven Ave	Coventry Pl	5/28/2009	3:48 PM	6:45 pm - 7:45 pm	Kari Hernandez	21	D	--	29	6	8	0	0	
Westwood Blvd	West	Coventry Pl	I-10	5/28/2009	3:00 PM	6:45 pm - 7:45 pm	Kari Hernandez	22	D	--	23	5	7	0	0	

Location				Date	Time (AM Survey)	Time (PM Survey)	Surveyor's Name	Block #	Side Letter	Parking Spaces		Loading Zone		Red Curb (ft)	Comments (e.g. no parking zones, time limits [other than street cleaning])
Street	Side (of Street)	Limits								Total	Occupied AM	Total	Occupied		
		From	To												
alley street	North	S Sepulveda Blvd	S Bentley Ave	8/13/2009	9:15 AM	6:45 PM	Amanda Smith	2	C	10	0	0	0		small alley street - no parking allowed
alley street	North	S Sepulveda Blvd	S Bentley Ave	8/25/2009	9 - 10:40 AM		C. Ridge	1	D	0	0	0	0		Alley
alley street	North	S Bentley Ave	Tilden Ave	8/25/2009	9 - 10:40 AM		C. Ridge	2	D	0	0	0	0		Alley
alley street	North	S Bentley Ave	Tilden Ave	8/25/2009	9 - 10:40 AM		C. Ridge	2	D	0	0	0	0		Alley
alley street	North	Tilden Ave	Military Ave	8/25/2009	9 - 10:40 AM		C. Ridge	3	D	0	0	0	0		Alley
alley street	North	Military Ave	Greenfield Ave	8/25/2009	9 - 10:40 AM		C. Ridge	12	D	0	0	0	0		Alley
alley street	South	S Sepulveda Blvd	S Bentley Ave	8/13/2009	9:15 AM	6:45 PM	Amanda Smith	3	A	10	0	0	0		small alley street - no parking allowed
alley street	South	S Bentley Ave	Tilden Ave	8/25/2009	9 - 10:40 AM		C. Ridge	4	B	0	0	0	0		Alley
alley street	South	Tilden Ave	Military Ave	8/25/2009	9 - 10:40 AM		C. Ridge	5	B	0	0	0	0		Alley
Bentley Ave	East	alley street	Pico Blvd	8/13/2009	9:15 AM	6:45 PM	Amanda Smith	4	B	2	2	0	0		2 hour parking; 8 AM - 6 PM; except Sunday - 2 metered spaces
Bentley Ave	East	Tennessee Ave	alley street	8/13/2009	9:15 AM	6:45 PM	Amanda Smith	5	B	17	15	0	0		2 hour parking; 8 AM - 6 PM; except Sunday
Bentley Ave	West	Tennessee Ave	alley street	8/13/2009	9:15 AM	6:45 PM	Amanda Smith	2	D	14	1	0	0		2 hour parking; 8 AM - 6 PM; except Sunday
Bentley Ave	West	alley street	Pico Blvd	8/13/2009	9:15 AM	6:45 PM	Amanda Smith	3	D	0	0	1	1		No Parking - Loading Zone Only
Bulter Ave	East	Dead end	Pearl St	9/1/2009	11:00 AM		Amanda Smith	6	B			0	0		Anytime Parking
Bulter Ave	West	Dead end	Pearl St	9/1/2009	11:00 AM		Amanda Smith	10	D			0	0		Anytime Parking
Corinth Ave	East	Exposition Blvd	Pearl St	9/1/2009	11:00 AM		Amanda Smith	8	B			0	0		Anytime Parking
Corinth Ave	East	Tennessee Ave	W Pico Blvd	9/1/2009	11:00 AM		Amanda Smith	2	B			0	0		2 Hour Metered Parking 8 AM to 8 PM, except Sunday
Corinth Ave	West	Exposition Blvd	Pearl St	9/1/2009	11:00 AM		Amanda Smith	7	D			0	0		Anytime Parking
Corinth Ave	West	Tennessee Ave	W Pico Blvd	9/1/2009	11:00 AM		Amanda Smith	1	D			0	0		4 Hour Metered Parking 8 AM to 8 PM, except Sunday
Corinth Could de Sac				9/1/2009	11:00 AM		Amanda Smith					0	0		2 Hour Parking 8 AM to 6 PM Monday-Friday and all other times, except by permit
Cotner Ave	East	Richland Ave	Pickford St	8/25/2009	9 - 10:40 AM		C. Ridge	16	C	12	-	0	0		Road work - no cars parked
Cotner Ave	East	S Sepulveda Blvd	Cotner Ave	8/25/2009	9 - 10:40 AM		C. Ridge	7	C	11	-	0	0		Road work - no cars parked
Cotner Ave	East	Tennessee Ave	W Pico Blvd	9/1/2009	11:00 AM		Amanda Smith	12	B			0	0		2 Hour Metered Parking 8 AM to 6 PM, except Sunday
Cotner Ave	West	Richland Ave	Pickford St	8/25/2009	9 - 10:40 AM		C. Ridge	10	A	14	-	0	0		Road work - no cars parked
Cotner Ave	West	Pearl St	Pickford St	8/25/2009	9 - 10:40 AM		C. Ridge	9	A	6	-	0	0		Road work - no cars parked
Cotner Ave	West	Tennessee Ave	W Pico Blvd	9/1/2009	11:00 AM		Amanda Smith	4	D			0	0		2 Hour Metered Parking 8 AM to 6 PM, except Sunday
Exposition Blvd	North	Tilden Ave	Military Ave	8/25/2009	9 - 10:40 AM		C. Ridge	6	C	10	7	0	0		No Parking 2-4 AM Nightly
Exposition Blvd	North	S Bentley Ave	Tilden Ave	8/25/2009	9 - 10:40 AM		C. Ridge	6	B	8	1	0	0		No Parking 2-4 AM Nightly
Exposition Blvd	North	S Sepulveda Blvd	S Bentley Ave	8/25/2009	9 - 10:40 AM		C. Ridge	6	A	10	5	0	0		No Parking 2-4 AM Nightly
Exposition Blvd	North	S Sepulveda Blvd	W Gateway Blvd	10/15/2009	9:00 AM		Amanda Smith	-	-	31	26	0	0		Unrestricted - street cleaning on Monday mornings
Exposition Blvd	North	I-405 Freeway	post office	8/25/2009	9 - 10:40 AM		C. Ridge	19	B4	8	6	0	0		15 Minute Parking 8 AM to 6 PM
Exposition Blvd	North	post office	2nd driveway	8/25/2009	9 - 10:40 AM		C. Ridge	19	B3	8	6	0	0		No Parking 2-4 AM Nightly
Exposition Blvd	North	2nd driveway	1st driveway	8/25/2009	9 - 10:40 AM		C. Ridge	19	B2	6	4	0	0		No Parking 2-4 AM Nightly
Exposition Blvd	North	1st driveway	S Sepulveda	8/25/2009	9 - 10:40 AM		C. Ridge	19	B1	13	9	0	0		No Parking 2-4 AM Nightly
Exposition Blvd	North	Butler Ave	Sawtelle Blvd	9/1/2009	11:00 AM		Amanda Smith	5	B			0	0		Anytime Parking
Exposition Blvd	South	S Sepulveda Blvd	S Bentley Ave	8/25/2009	9 - 10:40 AM		C. Ridge	1	B	8	8	0	0		Anytime Parking
Exposition Blvd	South	Military Ave	Greenfield Ave	8/25/2009	9 - 10:40 AM		C. Ridge	12	B	11	3	0	0		No Parking 10 AM to 12 noon, Tuesdays
Exposition Blvd	South	Tilden Ave	Military Ave	8/25/2009	9 - 10:40 AM		C. Ridge	3	B	10	2	0	0		2 Hour Parking 8 AM - 6 PM
Exposition Blvd	South	S Bentley Ave	Tilden Ave	8/25/2009	9 - 10:40 AM		C. Ridge	2	B	9	9	0	0		Anytime Parking
Exposition Blvd	South	S Sepulveda Blvd	first driveway	8/25/2009	9 - 10:40 AM		C. Ridge	8	B1	13	11	0	0		No Parking 2-4 AM Nightly
Exposition Blvd	South	first driveway	second driveway	8/25/2009	9 - 10:40 AM		C. Ridge	8	B2	3	2	0	0		No Parking 2-4 AM Nightly
Exposition Blvd	South	second driveway	post office	8/25/2009	9 - 10:40 AM		C. Ridge	8	B3	0	0	0	0		No Parking - red zone
Exposition Blvd	South	post office	I-405 Freeway	8/25/2009	9 - 10:40 AM		C. Ridge	8	B4	9	6	0	0		Anytime Parking
Exposition Blvd	South	Butler Ave	Purdue Ave	9/1/2009	11:00 AM		Amanda Smith	6	A	12	3	0	0		2 Hour Parking 8 AM to 6 PM Monday-Friday, except by permit
Exposition Blvd	South	Purdue Ave	Corinth Ave	9/1/2009	11:00 AM		Amanda Smith	7	A	11	5	0	0		2 Hour Metered Parking & Anytime Parking
Exposition Blvd	South	Corinth Ave	Sawtelle Blvd	9/1/2009	11:00 AM		Amanda Smith	8	A	11	11	0	0		Anytime Parking
Greenfield Ave	West	Exposition Blvd	alley street	8/25/2009	9 - 10:40 AM		C. Ridge	12	C	5	5	0	0		Anytime Parking
Military Ave	East	Exposition Blvd	alley street	8/25/2009	9 - 10:40 AM		C. Ridge	12	A	5	3	0	0		Anytime Parking
Military Ave	West	alley street	Richland Ave	8/25/2009	9 - 10:40 AM		C. Ridge	5	C	16	7	0	0		Anytime Parking
Military Ave	West	Exposition Blvd	alley street	8/25/2009	9 - 10:40 AM		C. Ridge	3	C	4	3	0	0		Anytime Parking
Pearl St	North	Dead end	S Sepulveda	8/25/2009	9 - 10:40 AM		C. Ridge	8	C	13	-	0	0		Road work - no cars parked
Pearl St	North	Dead end	S Sepulveda	8/25/2009	9 - 10:40 AM		C. Ridge	8	C	24	16	0	0		Anytime Parking
Pearl St	North	Corinth Ave	Sawtelle Blvd	9/1/2009	11:00 AM		Amanda Smith	8	C			0	0		Anytime Parking
Pearl St	North	Purdue Ave	Corinth Ave	9/1/2009	11:00 AM		Amanda Smith	7	C			0	0		Anytime Parking
Pearl St	North	Butler Ave	Purdue Ave	9/1/2009	11:00 AM		Amanda Smith	6	C			0	0		Anytime Parking
Pearl St	South	Dead end	Cotner Ave	8/25/2009	9 - 10:40 AM		C. Ridge	9	C	15	11	0	0		Anytime Parking

**Expo Phase 2
Parking Survey
Segment 1 - Sepulveda Boulevard Area
August 2009**

Location				Date	Time (AM Survey)	Time (PM Survey)	Surveyor's Name	Block #	Side Letter	Parking Spaces		Loading Zone		Red Curb (ft)	Comments (e.g. no parking zones, time limits [other than street cleaning])
Street	Side (of Street)	Limits								Total	Occupied AM	Total	Occupied		
		From	To												
Pearl St	South	Cotner Ave	S Sepulveda	8/25/2009	9 - 10:40 AM		C. Ridge	7	B	9	4	0	0		Anytime Parking
Pearl St	South	Butler Ave	Sawtelle Blvd	9/1/2009	11:00 AM		Amanda Smith	9	A			0	0		Anytime Parking
Pickford St	North	Cotner Ave	Cotner Ave	8/25/2009	9 - 10:40 AM		C. Ridge	9	B	7	-	0	0		Road work - no cars parked
Pickford St	South	Cotner Ave	Cotner Ave	8/25/2009	9 - 10:40 AM		C. Ridge	16	B	5	-	0	0		Road work - no cars parked
Pontius Ave	East	Tennessee Ave	Pico Blvd	8/13/2009	9:15 AM	6:45 PM	Amanda Smith	1	B	19	19	2	0		
Pontius Ave	West	Tennessee Ave	Pico Blvd	8/13/2009	9:15 AM	6:45 PM	Amanda Smith	6	D	10	10	0	0		
Purdue Ave	East	Exposition Blvd	Pearl St	9/1/2009	11:00 AM		Amanda Smith	7	B			0	0		Anytime Parking
Purdue Ave	West	Exposition Blvd	Pearl St	9/1/2009	11:00 AM		Amanda Smith	6	D			0	0		Anytime Parking
Richland Ave	North	S Sepulveda Blvd	S Bentley Ave	8/25/2009	9 - 10:40 AM		C. Ridge	17	C	5	5	0	0		Anytime Parking
Richland Ave	North	S Bentley Ave	Tilden Ave	8/25/2009	9 - 10:40 AM		C. Ridge	4	D	7	2	0	0		Anytime Parking
Richland Ave	North	Tilden Ave	Military Ave	8/25/2009	9 - 10:40 AM		C. Ridge	5	D	9	1	0	0		Anytime Parking
Richland Ave	North	Cotner Ave	S Sepulveda	8/25/2009	9 - 10:40 AM		C. Ridge	11	A	13	-	0	0		Road work - no cars parked
Richland Ave	South	S Sepulveda Blvd	S Bentley Ave	8/25/2009	9 - 10:40 AM		C. Ridge	13	A	7	6	0	0		Anytime Parking
Richland Ave	South	S Bentley Ave	Tilden Ave	8/25/2009	9 - 10:40 AM		C. Ridge	14	A	10	3	0	0		Anytime Parking
Richland Ave	South	Tilden Ave	Military Ave	8/25/2009	9 - 10:40 AM		C. Ridge	15	A	8	0	0	0		Anytime Parking
S Bentley Ave	East	alley street	Richland Ave	8/25/2009	9 - 10:40 AM		C. Ridge	4	A	25	10	0	0		Anytime Parking
S Bentley Ave	East	Exposition Blvd	alley street	8/25/2009	9 - 10:40 AM		C. Ridge	2	A	4	2	0	0		Anytime Parking
S Bentley Ave	West	Exposition Blvd	alley street	8/25/2009	9 - 10:40 AM		C. Ridge	1	C	5	5	0	0		Anytime Parking
S Bentley Ave	West	alley street	Richland Ave	8/25/2009	9 - 10:40 AM		C. Ridge	17	A	24	15	0	0		Anytime Parking
S Sepulveda Blvd	East	alley street	Richland Ave	8/25/2009	9 - 10:40 AM		C. Ridge	17	D	20	8	0	0		Anytime Parking
S Sepulveda Blvd	East	Exposition Blvd	alley street	8/25/2009	9 - 10:40 AM		C. Ridge	1	A	0	0	0	0		No Parking
S Sepulveda Blvd	East	W Pico Blvd	Exposition Blvd	8/25/2009	9 - 10:40 AM		C. Ridge	18	A	10	10	0	0		Anytime Parking
S Sepulveda Blvd	West	W Pico Blvd	Exposition Blvd	8/25/2009	9 - 10:40 AM		C. Ridge	19	A	4	4	0	0		1 hour parking; 8 AM - 6 PM; except Sunday - 2 metered spaces
S Sepulveda Blvd	West	Exposition Blvd	Pearl St	8/25/2009	9 - 10:40 AM		C. Ridge	8	A	7	4	0	0		Anytime Parking
S Sepulveda Blvd	West	Pearl St	Richland Ave	8/25/2009	9 - 10:40 AM		C. Ridge	7 +16	A	16	11	0	0		Anytime Parking
S Sepulveda Blvd	East	Tennessee Ave	alley street	8/13/2009	9:15 AM	6:45 PM	Amanda Smith	2	B	6	2	1	1		Metered parking - 80 feet of red zone at south end (near alley)
S Sepulveda Blvd	East	alley street	Pico Blvd	8/13/2009	9:15 AM	6:45 PM	Amanda Smith	3	B	0	0	0	0		Red curb
S Sepulveda Blvd	East	Olympic Blvd	Tennessee Ave	9/1/2009	11:00 AM		Amanda Smith	4	B	7	5	1	1		1 Hour Metered Parking 8 AM to 6 PM, except Sunday; 2 loading zone spaces
S Sepulveda Blvd	West	Tennessee Ave	Pico Blvd	8/13/2009	9:15 AM	6:45 PM	Amanda Smith	1	D	6	6	0	0		This side has 3 different types of restrictions: 410' No Stopping from Pico north along Sepulveda; 116' Anytime Parking; 70' parallel parking from Tennessee south along Sepulveda
S Sepulveda Blvd	West	Olympic Blvd	Tennessee Ave	9/1/2009	11:00 AM		Amanda Smith	3	A			0	0		No On-Street Parking; Parallel Parking for Customers Only
Sawtelle Blvd	East	W Pico Blvd	Exposition Blvd	9/1/2009	11:00 AM		Amanda Smith	3	C2			0	0		No Stopping Anytime
Sawtelle Blvd	East	Exposition Blvd	Pearl St	9/1/2009	11:00 AM		Amanda Smith	11	B			0	0		No Stopping Anytime
Sawtelle Blvd	East	Tennessee Ave	W Pico Blvd	9/1/2009	11:00 AM		Amanda Smith	3	B			0	0		2 Hour Metered Parking 9 AM to 4 PM except Sunday; No Stopping 7-9 AM and 4-6 PM
Sawtelle Blvd	West	W Pico Blvd	Exposition Blvd	9/1/2009	11:00 AM		Amanda Smith	5	C			0	0		No Stopping Anytime
Sawtelle Blvd	West	Exposition Blvd	Pearl St	9/1/2009	11:00 AM		Amanda Smith	8	D			0	0		Anytime Parking; 15 Minute Parking 6 AM to 6 PM
Sawtelle Blvd	West	Tennessee Ave	W Pico Blvd	9/1/2009	11:00 AM		Amanda Smith	2	D			0	0		No Stopping Anytime
Tennessee Ave	South	S Sepulveda Blvd	Pontius Ave	8/13/2009	9:15 AM	6:45 PM	Amanda Smith	1	A	16	11	0	0		Shopping center parking - customers only
Tennessee Ave	South	S Sepulveda Blvd	S Bentley Ave	8/13/2009	9:15 AM	6:45 PM	Amanda Smith	2	A	7	7	0	0		1 hour parking; 8 AM - 6 PM; except Sunday - 2 metered spaces
Tilden Ave	East	Exposition Blvd	alley street	8/25/2009	9 - 10:40 AM		C. Ridge	3	A	3	2	0	0		Anytime Parking
Tilden Ave	East	alley street	Richland Ave	8/25/2009	9 - 10:40 AM		C. Ridge	5	A	20	5	0	0		Anytime Parking
Tilden Ave	West	alley street	Richland Ave	8/25/2009	9 - 10:40 AM		C. Ridge	4	C	19	9	0	0		Anytime Parking
Tilden Ave	West	Exposition Blvd	alley street	8/25/2009	9 - 10:40 AM		C. Ridge	2	C	4	3	0	0		Anytime Parking
W Pico Blvd	North	S Sepulveda Blvd	Pontius Ave	8/13/2009	9:15 AM	6:45 PM	Amanda Smith	1	C	0	0	0	0		All Red Zone - no parking allowed
W Pico Blvd	North	S Sepulveda Blvd	S Bentley Ave	8/13/2009	9:15 AM	6:45 PM	Amanda Smith	3	C	2	0	0	0		2 hour parking 8 AM - 4 PM; Tow Away 4 - 7 PM; metered spaces
W Pico Blvd	North	Purdue Ave	Corinth Ave	9/1/2009	11:00 AM		Amanda Smith	1	C			0	0		No Stopping Anytime
W Pico Blvd	North	Corinth Ave	Sawtelle Blvd	9/1/2009	11:00 AM		Amanda Smith	2	C			0	0		No Stopping Anytime
W Pico Blvd	South	Purdue Ave	I-405 Freeway	9/1/2009	11:00 AM		Amanda Smith	5	A			0	0		2 Hour Metered Parking 9 AM to 4 PM except Sunday; No Stopping 7-9 AM and 4-6 PM

**Expo Phase 2
Parking Survey
Segment 2 - Barrington Avenue
August 2009**

Location				Date	Time (AM Survey)	Surveyor's Name	Block #	Side Letter	Parking Spaces		Loading Zone		Comments (e.g. no parking zones, time limits [other than street cleaning])
Street	Side (of Street)	Limits							Total	Occupied AM	Total	Occupied	
		From	To										
Armacost Ave	East	La Grange Ave	Mississippi Ave	8/25/2009	9:15 AM	Amanda Smith	2	B	44	24	0	0	No Parking 11 pm-5am Nightly
Armacost Ave	West	La Grange Ave	Mississippi Ave	8/25/2009	9:15 AM	Amanda Smith	1	D	15	16	0	0	No Parking 11 pm-5am Nightly
Armherst Ave	East	Exposition Blvd	Tennessee Ave	8/31/2009	10:30 AM	Amanda Smith	4	B					No Parking Anytime Except by permit or 2 Hour Parking 8am-6pm Monday-Saturday
Armherst Ave	East	Side Street	Pico Blvd	8/31/2009	10:30 AM	Amanda Smith	12	B1					2 Hour Parking 8am-6pm Except Saturday & Sunday
Armherst Ave	East	Tennessee Ave	Side Street	8/31/2009	10:30 AM	Amanda Smith	13	C					Anytime Parking
Armherst Ave	East	Side Street	Pico Blvd	8/31/2009	10:30 AM	Amanda Smith	13	C1					2 Hour Parking 8am-6pm Except Saturday & Sunday
Armherst Ave	West	Exposition Blvd	Tennessee Ave	8/31/2009	10:30 AM	Amanda Smith	3	C					No Parking Anytime Except by permit or 2 Hour Parking 8am-6pm Monday-Saturday
Armherst Ave	West	Tennessee Ave	Pico Blvd	8/31/2009	10:30 AM	Amanda Smith	12	B					Anytime Parking
Barrington Ave	East	Exposition Blvd	Olympic Blvd	8/25/2009	9:15 AM	Amanda Smith	10	B	15	4	1	0	2 Hr Parking 8am-8pm Except Sunday - Metered
Barrington Ave	East	Mississippi Ave	Olympic Blvd	8/25/2009	11:05 AM	C. Ridge	11	B	12	1	0	0	2 Hour Parking 8am-6pm - metered
Barrington Ave	East	Exposition Blvd	Tennessee Ave	8/31/2009	10:30 AM	Amanda Smith	8	B1	4	2	0	0	1 Hour Parking 8am-6pm except Sunday; Anytime Parking
Barrington Ave	East	Tennessee Ave	Pico Blvd	8/31/2009	10:30 AM	Amanda Smith	8	B2					Anytime Parking
Barrington Ave	West	Olympic Blvd	Exposition Blvd	8/25/2009	9:15 AM	Amanda Smith	9	D	7	8	1	1	2 Hr Parking 8am-8pm Except Sunday - Metered
Barrington Ave	West	Mississippi Ave	Olympic Blvd	8/25/2009	11:05 AM	C. Ridge	10	D	3	3	0	0	Anytime-midblock; No stopping anytime near Olympic
Barrington Ave	West	Exposition Blvd	Tennessee Ave	8/31/2009	10:30 AM	Amanda Smith	7	D	4	4	0	0	Anytime Parking
Barrington Ave	West	Tennessee Ave	Pico Blvd	8/31/2009	10:30 AM	Amanda Smith	9	C	2	0	1	1	1 Hour Parking 8am-6pm except Sunday; 30 min & 1 hr parking 8am-12midnight
Barry Ave	East	Olympic Blvd	Dead End	8/25/2009	11:05 AM	C. Ridge	21	D	15	11	0	0	Anytime Parking - commercial/industrial
Barry Ave	West	Mississippi Ave	Olympic Blvd	8/25/2009	11:05 AM	C. Ridge	11	D	18	2	0	0	2 Hour Parking 8am-6pm - metered
Barry Ave	West	Olympic Blvd	Dead End	8/25/2009	11:05 AM	C. Ridge	18,19,20	B	23	19	0	0	Anytime Parking - commercial/industrial
Bundy Dr	East	Tennessee Ave	Pico Blvd	8/31/2009	10:30 AM	Amanda Smith	11	B					Anytime Parking
Bundy Dr	East	Exposition Blvd	Tennessee Ave	8/31/2009	10:30 AM	Amanda Smith	5	B					Anytime Parking
Bundy Dr	West	Exposition Blvd	Tennessee Ave	8/31/2009	10:30 AM	Amanda Smith	4	C					Anytime Parking
Bundy Dr	West	Tennessee Ave	Pico Blvd	8/31/2009	10:30 AM	Amanda Smith	12	C					Anytime Parking
Bundy Drive	East	La Grange Ave	Mississippi Ave	8/25/2009	9:15 AM	Amanda Smith	1	B	29	0	0	0	No Parking Anytime
Bundy Drive	East	Olympic Blvd	Exposition Blvd	8/25/2009	11:05 AM	C. Ridge	12	D	0	0	0	0	No Parking
Bundy Drive	West	Olympic Blvd	Exposition Blvd	8/25/2009	11:05 AM	C. Ridge	22	A	2	2	0	0	No stopping; 4pm-7pm
Bundy Drive	West	La Grange Ave	Olympic Blvd	8/25/2009	11:05 AM	C. Ridge	1	A	0	0	0	0	No Parking
Carmelina Ave	East	Exposition Blvd	Tennessee Ave	8/31/2009	10:30 AM	Amanda Smith	2	B					Anytime Parking
Carmelina Ave	West	Exposition Blvd	Pico Blvd	8/31/2009	10:30 AM	Amanda Smith	1	C					Anytime Parking
Centinela Ave	East	Olympic Blvd	Exposition Blvd	8/25/2009	11:05 AM	C. Ridge	22	C	0	0	0	0	No Parking
Centinela Ave	East	Delaware Ave	Virginia Ave	8/31/2009	10:30 AM	Amanda Smith	1	B3					No Stopping Anytime
Centinela Ave	East	Virginia Ave	Pico Blvd	8/31/2009	10:30 AM	Amanda Smith	1	B4					No Stopping Anytime
Centinela Ave	East	Exposition Blvd	Delaware Ave	8/31/2009	10:30 AM	Amanda Smith	1	B2					Anytime Parking
Centinela Ave	East	Exposition Blvd	Exposition Blvd	8/31/2009	10:30 AM	Amanda Smith	1	B1					Loading Zone
Centinela Ave	West	Olympic Blvd	Exposition Blvd	8/25/2009	11:05 AM	C. Ridge	24	A	7	7	0	0	Anytime Parking
Centinela Ave	West	Exposition Blvd	Pico Blvd	8/31/2009	10:30 AM	Amanda Smith	15	B2					Anytime Parking
Centinela Ave	West	Exposition Blvd	Exposition Blvd	8/31/2009	10:30 AM	Amanda Smith	16						Anytime Parking
Centinela Ave	West	Delaware Ave	Virginia Ave	8/31/2009	10:30 AM	Amanda Smith	15	B3					2 Hour Parking 9am-5pm except Sunday
Centinela Ave	West	Virginia Ave	Pico Blvd	8/31/2009	10:30 AM	Amanda Smith	15	B4					No Stopping Anytime
Exposition Blvd	North	Barrington Ave	Stoner Ave	8/25/2009	9:15 AM	Amanda Smith	9	C	14	15	0	0	No Parking 10pm-6am Nightly; No Parking 12-3pm Friday Sreet Cleaning
Exposition Blvd	North	Granville Ave	Stoner Ave	8/25/2009	9:15 AM	Amanda Smith	11	C	9	7	0	0	No Parking 12pm-3pm Street Cleaning; No Parking 2am-6am
Exposition Blvd	North	Bundy Dr	Westgate Ave	8/31/2009	10:30 AM	Amanda Smith	21						Customer Parking Only, No Parking Anytime
Exposition Blvd	North	Westgate Ave	Granville Ave	8/31/2009	10:30 AM	Amanda Smith	22						No Parking Anytime

**Expo Phase 2
Parking Survey
Segment 2 - Barrington Avenue
August 2009**

Location				Date	Time (AM Survey)	Surveyor's Name	Block #	Side Letter	Parking Spaces		Loading Zone		Comments (e.g. no parking zones, time limits [other than street cleaning])
Street	Side (of Street)	Limits							Total	Occupied AM	Total	Occupied	
		From	To										
Exposition Blvd	North	Granville Ave	Barrington Ave	8/31/2009	10:30 AM	Amanda Smith	23						No Parking Anytime
Exposition Blvd	North	Barrington Ave	Federal Ave	8/31/2009	10:30 AM	Amanda Smith	24						Anytime Parking
Exposition Blvd	North	Centinela Ave	Carmelina Ave	8/31/2009	10:30 AM	Amanda Smith	17						No Parking Anytime TOW Away
Exposition Blvd	North	Carmelina Ave	Wellesley Ave	8/31/2009	10:30 AM	Amanda Smith	18						Anytime Parking
Exposition Blvd	North	Wellesley Ave	Armherst Ave	8/31/2009	10:30 AM	Amanda Smith	19						Anytime Parking
Exposition Blvd	North	Armherst Ave	Bundy Dr	8/31/2009	10:30 AM	Amanda Smith	20						Anytime Parking
Exposition Blvd	South	Granville Ave	Barrington Ave	8/25/2009	9:15 AM	Amanda Smith	SS Expo		24	24	0	0	No Parking 2am-6am; No Parking 10pm-6am Nightly TOW Away
Exposition Blvd	South	Bundy Dr	Westgate Ave	8/31/2009	10:30 AM	Amanda Smith	5	A					No Parking Anytime Except by permit or 2 Hour Parking 8am-6pm Monday-Friday
Exposition Blvd	South	Westgate Ave	Granville Ave	8/31/2009	10:30 AM	Amanda Smith	6	A					No Parking Anytime Except by permit or 2 Hour Parking 8am-6pm Monday-Friday
Exposition Blvd	South	Granville Ave	Barrington Ave	8/31/2009	10:30 AM	Amanda Smith	7	A					No Parking Anytime Except by permit or 2 Hour Parking 8am-6pm Monday-Friday
Exposition Blvd	South	Barrington Ave	Tennessee Ave	8/31/2009	10:30 AM	Amanda Smith	8	A1					Anytime Parking
Exposition Blvd	South	Tennessee Ave	Federal Ave	8/31/2009	10:30 AM	Amanda Smith	8	A2					2 Hour Parking 8am-8pm, metered; 1 loading zone space
Exposition Blvd	South	Carmelina Ave	Wellesley Ave	8/31/2009	10:30 AM	Amanda Smith	2	A					Anytime Parking; 15 min Parking 8am-6pm except Sunday
Exposition Blvd	South	Wellesley Ave	Armherst Ave	8/31/2009	10:30 AM	Amanda Smith	3	A					Anytime Parking
Exposition Blvd	South	Armherst Ave	Bundy Dr	8/31/2009	10:30 AM	Amanda Smith	4	A					Anytime Parking
Exposition Blvd	South	Centinela Ave	Carmelina Ave	8/31/2009	10:30 AM	Amanda Smith	1	A					Anytime Parking; 30 min Parking 8am-6pm except Sunday
Granville Ave	East	Mississippi Ave	Olympic Blvd	8/25/2009	9:15 AM	Amanda Smith	6	B	13	13	3	0	2 Hr Parking 8am-6pm Except Sunday
Granville Ave	East	Olympic Blvd	Exposition Blvd	8/25/2009	9:15 AM	Amanda Smith	11	B	3	1	0	0	No Parking 12pm-3pm Street Cleaning; No Parking 2am-6am - Metered 2 Hr 8am-8pm
Granville Ave	East	Exposition Blvd	Tennessee Ave	8/31/2009	10:30 AM	Amanda Smith	7	B					No Parking Anytime Except by permit or 2 Hour Parking 8am-6pm Monday-Friday
Granville Ave	East	Tennessee Ave	Pico Blvd	8/31/2009	10:30 AM	Amanda Smith	9	B					No Parking Anytime Except by permit or 2 Hour Parking 8am-6pm Monday-Friday
Granville Ave	West	Mississippi Ave	Olympic Blvd	8/25/2009	9:15 AM	Amanda Smith	7	D	14	11	0	0	No Parking 12pm-3pm Street Cleaning; No Parking 2am-6am - Metered 2 Hr 8am-8pm
Granville Ave	West	Olympic Blvd	Exposition Blvd	8/25/2009	9:15 AM	Amanda Smith	7	B2	6	0	0	0	No Parking 12pm-3pm Street Cleaning; No Parking 2am-6am - Metered 2 Hr 8am-8pm
Granville Ave	West	Exposition Blvd	Tennessee Ave	8/31/2009	10:30 AM	Amanda Smith	6	D					No Parking Anytime Except by permit or 2 Hour Parking 8am-6pm Monday-Friday
Granville Ave	West	Tennessee Ave	Pico Blvd	8/31/2009	10:30 AM	Amanda Smith	10	C					No Parking Anytime Except by permit or 2 Hour Parking 8am-6pm Monday-Friday
La Grange Ave	North	Bundy Drive	Armacost Ave	8/25/2009	11:05 AM	C. Ridge	2	D	14	9	0	0	2 Hour Parking 8am-8pm
La Grange Ave	South	Bundy Drive	Armacost Ave	8/25/2009	11:05 AM	C. Ridge	3	B	14	14	0	0	2 Hour Parking 8am-8pm
La Grange Ave	South	Armacost Ave	Westgate Ave	8/25/2009	11:05 AM	C. Ridge	4	B	12	12	0	0	4 Hour Parking 8am-6pm; No Parking 11pm-5am Nightly
Mississippi Ave	North	Bundy Drive	Armacost Ave	8/25/2009	9:15 AM	Amanda Smith	1	C	11	8	0	0	1 Hr Parking 8am-8pm
Mississippi Ave	North	Stoner Ave	Barry Ave	8/25/2009	9:15 AM	Amanda Smith	4	C	15	10	0	0	No Parking 8am-6pm Permit Exempt; No Parking 12- 3pm Street Cleaning
Mississippi Ave	North	Granville Ave	Stoner Ave	8/25/2009	9:15 AM	Amanda Smith	3	C	11	10	0	0	No Parking 2am-4am Nightly
Mississippi Ave	North	Armacost Ave	Granville Ave	8/25/2009	9:15 AM	Amanda Smith	2	C	7	6	0	0	No Stopping 7am-5pm School Days, School Bus Exempt; No Parking 11pm-5am Nightly
Mississippi Ave	South	Bundy Drive	Granville Ave	8/25/2009	9:15 AM	Amanda Smith	7	A	22	16	4	0	30 Min Parking 8am-6pm; 1Hr Parking 8am-6pm; No Stopping 7am-5pm School Days, School Buses Exempt
Mississippi Ave	South	Granville Ave	Stoner Ave	8/25/2009	9:15 AM	Amanda Smith	6	A	5	7	1	0	No Parking 2am-4am Nightly

**Expo Phase 2
Parking Survey
Segment 2 - Barrington Avenue
August 2009**

Location				Date	Time (AM Survey)	Surveyor's Name	Block #	Side Letter	Parking Spaces		Loading Zone		Comments (e.g. no parking zones, time limits [other than street cleaning])
Street	Side (of Street)	Limits							Total	Occupied AM	Total	Occupied	
		From	To										
Mississippi Ave	South	Stoner Ave	Barrington Ave	8/25/2009	9:15 AM	Amanda Smith	5	A	9	9	0	0	No Parking 10pm-5am Nightly; 2 Hr 8am-8pm Metered Parking Except Sunday
Mississippi Ave	South	Barrington Ave	Barry Ave	8/25/2009	11:05 AM	C. Ridge	11	C	10	9	0	0	2 Hour Parking 8am-6pm - metered
Olympic Blvd	North	Barrington Ave	Barry Ave	8/25/2009	11:05 AM	C. Ridge	11	A	0	0	0	0	No Stopping Anytime
Olympic Blvd	North	Stoner Ave	Barrington Ave	8/25/2009	11:05 AM	C. Ridge	10	A	7	1	0	0	2 Hour Parking 8am-6pm - metered
Olympic Blvd	North	Granville Ave	Stoner Ave	8/25/2009	11:05 AM	C. Ridge	9	A	9	7	0	0	New curb restrictions - not marked - probably 2 hour limit
Olympic Blvd	North	Alley	Granville Ave	8/25/2009	11:05 AM	C. Ridge	8	A	5	1	0	0	2 Hour Parking 8am-6pm
Olympic Blvd	North	Bundy Drive	Alley	8/25/2009	11:05 AM	C. Ridge	7	A	10	7	0	0	2 Hour Parking 8am-6pm - metered; some 1 hour metered parking as well
Olympic Blvd	North	Bundy Drive	Centinela Ave	8/25/2009	11:05 AM	C. Ridge	1	B	13	9	0	0	30 min Parking; 2 Hr Parking 8am-6pm; Anytime Parking.
Olympic Blvd	South	Bundy Drive	Granville Ave	8/25/2009	11:05 AM	C. Ridge	12	A	23	20	0	0	2 Hour Parking 8am-6pm - metered
Olympic Blvd	South	Barrington Ave	Barry Ave	8/25/2009	11:05 AM	C. Ridge	18	A	3	3	1	1	1 Hour Parking 8am-6pm
Olympic Blvd	South	Artemis Place	Barrington Ave	8/25/2009	11:05 AM	C. Ridge	15	A	0	0	0	0	No Parking
Olympic Blvd	South	Barrington Ave	Artemis Place	8/25/2009	11:05 AM	C. Ridge	14	A	5	2	0	0	1 Hour Parking 8am-6pm
Olympic Blvd	South	Stoner Ave	Artemis Place	8/25/2009	11:05 AM	C. Ridge	13	A	1	1	1	1	1 Hour Parking 8am-6pm
Olympic Blvd	South	Bundy Drive	Centinela Ave	8/25/2009	11:05 AM	C. Ridge	22	B	24	14	0	0	2 Hour Parking 8am-6pm - metered
Olympic Blvd	South	Granville Ave	Stoner Ave	8/25/2009	11:05 AM	C. Ridge	13	A	1	1	1	1	1 Hour Parking 8am-6pm
Stoner Ave	East	Mississippi Ave	Olympic Blvd	8/25/2009	9:15 AM	Amanda Smith	5	B	18	20	0	0	No Parking 10pm-5am Nightly
Stoner Ave	East	Olympic Blvd	Exposition Blvd	8/25/2009	9:15 AM	Amanda Smith	9	B	1	0	1	0	2 Hr Parking - Metered Except Sunday
Stoner Ave	West	Mississippi Ave	Olympic Blvd	8/25/2009	9:15 AM	Amanda Smith	6	D	11	11	0	0	No Parking 8am-6pm Permit Exempt; No Parking 12- 3pm Street Cleaning; 2 metered spaces
Stoner Ave	West	Olympic Blvd	Exposition Blvd	8/25/2009	9:15 AM	Amanda Smith	11	D	6	3	0	0	2 Hr Parking - Metered Except Sunday
Tennessee Ave	North	Bundy Dr	Westgate Ave	8/31/2009	10:30 AM	Amanda Smith	5	D					2 Hour Parking 8am-6pm
Tennessee Ave	North	Westgate Ave	Granville Ave	8/31/2009	10:30 AM	Amanda Smith	6	C					No Parking Anytime Except by permit or 2 Hour Parking 8am-6pm Monday-Friday
Tennessee Ave	North	Granville Ave	Barrington Ave	8/31/2009	10:30 AM	Amanda Smith	7	C					No Parking Anytime Except by permit or 2 Hour Parking 8am-6pm Monday-Friday
Tennessee Ave	North	Armherst Ave	Bundy Dr	8/31/2009	10:30 AM	Amanda Smith	4	D					No Parking Anytime Except by permit or 2 Hour Parking 8am-6pm Monday-Saturday
Tennessee Ave	North	Wellesley Ave	Armherst Ave	8/31/2009	10:30 AM	Amanda Smith	3	D					Anytime Parking
Tennessee Ave	North	Carmelina Ave	Pico Blvd	8/31/2009	10:30 AM	Amanda Smith	2	D					Anytime Parking
Tennessee Ave	South	Bundy Dr	Westgate Ave	8/31/2009	10:30 AM	Amanda Smith	11	A					2 Hour Parking 8am-6pm
Tennessee Ave	South	Westgate Ave	Granville Ave	8/31/2009	10:30 AM	Amanda Smith	10	A					No Parking Anytime Except by permit or 2 Hour Parking 8am-6pm Monday-Friday
Tennessee Ave	South	Granville Ave	Barrington Ave	8/31/2009	10:30 AM	Amanda Smith	9	A					No Parking Anytime Except by permit or 2 Hour Parking 8am-6pm Monday-Friday
Tennessee Ave	South	Armherst Ave	Bundy Dr	8/31/2009	10:30 AM	Amanda Smith	12	A					No Parking Anytime Except by permit or 2 Hour Parking 8am-6pm Monday-Saturday
Tennessee Ave	South	Wellesley Ave	Armherst Ave	8/31/2009	10:30 AM	Amanda Smith	13	A					Anytime Parking
Tennessee Ave	South	Carmelina Ave	Pico Blvd	8/31/2009	10:30 AM	Amanda Smith	14	A					Anytime Parking
Wellesley Ave	East	Exposition Blvd	Tennessee Ave	8/31/2009	10:30 AM	Amanda Smith	3	B					No Parking Anytime Except by permit or 2 Hour Parking 8am-6pm Monday-Saturday
Wellesley Ave	East	Tennessee Ave	Pico Blvd	8/31/2009	10:30 AM	Amanda Smith	13	B					No Parking Nightly 10pm-6am; 2 hour parking 8am- 6pm except Sunday
Wellesley Ave	East	Side Street	Pico Blvd	8/31/2009	10:30 AM	Amanda Smith	13	B1					4 Hour Parking 8am-6pm except Sunday
Wellesley Ave	West	Exposition Blvd	Tennessee Ave	8/31/2009	10:30 AM	Amanda Smith	2	C					No Parking Anytime Except by permit or 2 Hour Parking 8am-6pm Monday-Saturday
Wellesley Ave	West	Tennessee Ave	Side Street	8/31/2009	10:30 AM	Amanda Smith	14	D					No Parking Nightly 10pm-6am; 2 hour parking 8am- 6pm except Sunday

**Expo Phase 2
Parking Survey
Segment 2 - Barrington Avenue
August 2009**

Location				Date	Time (AM Survey)	Surveyor's Name	Block #	Side Letter	Parking Spaces		Loading Zone		Comments (e.g. no parking zones, time limits [other than street cleaning])
Street	Side (of Street)	Limits							Total	Occupied	Total	Occupied	
		From	To							AM			
Wellesley Ave	West	Side Street	Pico Blvd	8/31/2009	10:30 AM	Amanda Smith	14	D1					4 Hour Parking 8am-6pm except Sunday
Westgate Ave	East	Exposition Blvd	Tennessee Ave	8/31/2009	10:30 AM	Amanda Smith	6	B					No Parking Anytime Except by permit or 2 Hour Parking 8am-6pm Monday-Friday
Westgate Ave	East	Tennessee Ave	Pico Blvd	8/31/2009	10:30 AM	Amanda Smith	10	B					No Parking Anytime Except by permit or 2 Hour Parking 8am-6pm Monday-Friday
Westgate Ave	West	Exposition Blvd	Tennessee Ave	8/31/2009	10:30 AM	Amanda Smith	5	C					No Parking Anytime Except by permit or 2 Hour Parking 8am-6pm Monday-Friday
Westgate Ave	West	Tennessee Ave	Pico Blvd	8/31/2009	10:30 AM	Amanda Smith	11	C					No Parking Anytime Except by permit or 2 Hour Parking 8am-6pm Monday-Friday

**Expo Phase 2
Parking Survey
Segment 2 - Stewart Street
August 2009**

Location				Date	Time (AM Survey)	Surveyor's Name	Block #	Side Letter	Distance (feet)	Distance (paces)	Parking Spaces		Loading Zone		Comments (e.g. no parking zones, time limits [other than street cleaning])
Street	Side (of Street)	Limits									Total	Occupied	Total	Occupied	
		From	To									AM			
Exposition Blvd	North	Stewart Street	Yorkshire Ave	8/25/2009	9:15 AM	Amanda Smith	1	C	269	129	26	12	0	0	No Parking 12pm-2pm Monday; 2 Hr Parking 8am-8pm M-F, Permit Exempt
Exposition Blvd	South	Stewart Street	Yorkshire Ave	8/25/2009	9:15 AM	Amanda Smith	2	A	481	231	24	20	0	0	No Parking 1pm-3pm Friday; 2 Hr Parking 8am-8pm M-F, Permit Exempt

**Expo Phase 2
Parking Survey
June 2009**

Location				Date	Time		Surveyor's Name	Parking Spaces			Loading Zone			Comments (e.g. no parking zones, time limits [other than street cleaning])
Street	Side (of Street)	Limits						Total	Occupied		Total	Occupied		
		From	To		AM	PM			AM	PM		AM	PM	
10th	E	Olympic	Colorado	6/16/2009	12:05 AM	12:02 AM	Kari Hernandez	10	0	0	0	0	0	None
10th	E	Broadway	Colorado	6/16/2009	12:10 AM	12:04 AM	Kari Hernandez	8	0	0	0	0	0	None
10th	W	Broadway	Colorado	6/15/2009	12:13 AM	12:05 AM	Kari Hernandez	0	0	0	0	0	0	No parking any time
10th	W	Olympic	Colorado	6/16/2009	12:19 AM	12:08 AM	Kari Hernandez	8	2	4	0	0	0	2 hour parking 9am-6pm
11th	E	Broadway	Colorado	6/15/2009	12:22 AM	12:09 AM	Kari Hernandez	11	2	4	0	0	0	No stopping any time 6am-6pm
11th	E	Olympic	Colorado	6/15/2009	12:25 AM	12:10 AM	Kari Hernandez	0	0	2	0	0	0	2 hour parking 9am-6pm
11th	W	Broadway	Colorado	6/16/2009	12:30 AM	12:12 AM	Kari Hernandez	10	0	0	0	0	0	3 hour parking 9am-6pm
11th	W	Olympic	Colorado	6/16/2009	12:36 AM	12:15 AM	Kari Hernandez	22	8	7	0	0	0	2 hour parking 9am-6pm
12th	E	Olympic	Dead End	6/15/2009	12:39 AM	12:16 AM	Kari Hernandez	6	5	1	0	0	0	2 hour parking 9am-6pm
12th	E	Broadway	Colorado	6/16/2009	12:44 AM	12:18 AM	Kari Hernandez	5	1	2	0	0	0	2 hour parking 9am-6pm
12th	W	Olympic	Colorado	6/15/2009	12:47 AM	12:19 AM	Kari Hernandez	8	6	2	0	0	0	2 hour parking 9am-6pm
12th	W	Broadway	Colorado	6/16/2009	12:53 AM	12:22 AM	Kari Hernandez	10	7	4	0	0	0	No parking any time
14th	E	Broadway	Colorado	6/15/2009	12:56 AM	12:23 AM	Kari Hernandez	0	0	0	0	0	0	No parking any time
14th	E	Olympic	Colorado	6/16/2009	1:01 AM	12:25 AM	Kari Hernandez	0	0	0	0	0	0	No parking any time
14th	W	Broadway	Colorado	6/15/2009	1:04 AM	12:26 AM	Kari Hernandez	0	0	0	0	0	0	None
14th	W	Olympic	Colorado	6/15/2009	1:08 AM	12:28 AM	Kari Hernandez	8	5	2	0	0	0	None
15th	E	Broadway	Colorado	6/15/2009	1:11 AM	12:29 AM	Kari Hernandez	16	14	0	0	0	0	None
15th	W	Broadway	Colorado	6/15/2009	1:14 AM	12:30 AM	Kari Hernandez	6	4	0	0	0	0	None
16th	E	Broadway	Colorado	6/15/2009	1:17 AM	12:31 AM	Kari Hernandez	11	8	0	0	0	0	None
16th	E	Olympic	Colorado	6/15/2009	1:21 AM	12:33 AM	Kari Hernandez	9	1	1	0	0	0	None
16th	W	Broadway	Colorado	6/16/2009	1:26 AM	12:35 AM	Kari Hernandez	10	7	11	0	0	0	None
16th	W	Olympic	Colorado	6/16/2009	1:31 AM	12:37 AM	Kari Hernandez	9	2	4	0	0	0	None
17th	E	Broadway	Colorado	6/15/2009	1:34 AM	12:38 AM	Kari Hernandez	9	5	0	0	0	0	None; Soccer practice at Crossroads School (PM)
17th	E	Olympic	Colorado	6/15/2009	1:38 AM	12:40 AM	Kari Hernandez	9	0	0	0	0	0	None; Soccer practice at Crossroads School (PM)
17th	W	Broadway	Colorado	6/15/2009	1:41 AM	12:41 AM	Kari Hernandez	12	7	0	0	0	0	None
17th	W	Olympic	Colorado	6/15/2009	1:44 AM	12:42 AM	Kari Hernandez	11	4	0	0	0	0	None
18th	E	Olympic	Colorado	6/15/2009	1:47 AM	12:43 AM	Kari Hernandez	0	0	0	0	0	0	No parking any time
18th	E	Broadway	Colorado	6/15/2009	1:51 AM	12:45 AM	Kari Hernandez	0	0	0	0	0	0	No parking any time
18th	W	Broadway	Colorado	6/15/2009	1:54 AM	12:46 AM	Kari Hernandez	0	0	0	0	0	0	No parking any time
18th	W	Olympic	Colorado	6/15/2009	1:57 AM	12:47 AM	Kari Hernandez	0	0	0	0	0	0	No parking any time
19th	E	Broadway	Colorado	6/15/2009	2:00 AM	12:48 AM	Kari Hernandez	0	0	0	0	0	0	No parking any time
19th	E	Colorado	Olympic	6/15/2009	2:04 AM	12:50 AM	Kari Hernandez	0	0	0	0	0	0	No parking any time
19th	W	Broadway	Colorado	6/15/2009	2:07 AM	12:51 AM	Kari Hernandez	0	0	0	0	0	0	No stopping any time
19th	W	Colorado	Olympic	6/15/2009	2:10 AM	12:52 AM	Kari Hernandez	0	0	0	0	0	0	No stopping any time
20th	E	Broadway	Colorado	6/15/2009	2:13 AM	12:53 AM	Kari Hernandez	0	0	0	0	0	0	All red - no parking
20th	E	Colorado	Olympic	6/15/2009	2:17 AM	12:55 AM	Kari Hernandez	0	0	0	0	0	0	All red - no parking
20th	E	Olympic	I-10	6/16/2009	2:22 AM	12:57 AM	Kari Hernandez	7	1	5	0	0	0	2 hour parking 9am-6pm, temporary no parking (construction)
20th	W	Broadway	Colorado	6/15/2009	2:25 AM	12:58 AM	Kari Hernandez	0	0	0	0	0	0	2 hour parking 9am-6pm
20th	W	Colorado	Olympic	6/15/2009	2:28 AM	12:59 AM	Kari Hernandez	24	22	6	0	0	0	(Partial) temporary no parking (construction)
20th	W	Olympic	I-10	6/16/2009	2:34 AM	1:02 AM	Kari Hernandez	11	8	6	0	0	0	(Partial) temporary no parking (construction)
26th	E	Colorado	Pennsylvania	6/16/2009	2:39 AM	1:04 AM	Kari Hernandez	1	1	0	0	0	0	2 hour parking 9am-6pm
26th	E	Pennsylvania	Olympic	6/16/2009	2:44 AM	1:06 AM	Kari Hernandez	9	9	3	0	0	0	None
26th	W	Colorado	Olympic	6/16/2009	2:49 AM	1:08 AM	Kari Hernandez	5	3	1	0	0	0	None
4th	W	Broadway	Colorado	6/16/2009	2:55 AM	1:11 AM	Kari Hernandez	3	3	1	0	0	0	2 hour parking 9am-6pm
5th	E	Olympic	Colorado	6/16/2009	3:00 AM	1:13 AM	Kari Hernandez	13	11	1	0	0	0	None
5th	E	Broadway	Colorado	6/16/2009	3:05 AM	1:15 AM	Kari Hernandez	3	0	0	0	0	0	Temporary no parking (construction), 1 hour parking 9am-6pm
5th	W	Olympic	Colorado	6/16/2009	3:10 AM	1:17 AM	Kari Hernandez	5	4	1	0	0	0	2 hour parking 9am-6pm
5th	W	Broadway	Colorado	6/16/2009	3:16 AM	1:20 AM	Kari Hernandez	10	0	0	0	0	0	Temporary no parking (construction), 1 hour parking 9am-6pm
6th	E	Broadway	Colorado	6/16/2009	3:21 AM	1:22 AM	Kari Hernandez	6	3	3	0	0	0	None
6th	W	Broadway	Colorado	6/16/2009	3:26 AM	1:24 AM	Kari Hernandez	5	0	3	0	0	0	Temporary no parking (construction)

**Expo Phase 2
Parking Survey
June 2009**

Location				Date	Time		Surveyor's Name	Parking Spaces			Loading Zone			Comments (e.g. no parking zones, time limits [other than street cleaning])
Street	Side (of Street)	Limits						Total	Occupied		Total	Occupied		
		From	To		AM	PM			AM	PM		AM	PM	
7th	E	Olympic	Colorado	6/16/2009	3:31 AM	1:26 AM	Kari Hernandez	10	8	10	0	0	0	None
7th	E	Broadway	Colorado	6/16/2009	3:37 AM	1:29 AM	Kari Hernandez	0	0	0	0	0	0	All red - no parking
7th	W	Olympic	Colorado	6/16/2009	3:42 AM	1:31 AM	Kari Hernandez	5	5	5	0	0	0	On street permit parking valid in this block
7th	W	Broadway	Colorado	6/16/2009	3:47 AM	1:33 AM	Kari Hernandez	8	8	7	0	0	0	2 hour parking 9am-6pm
9th	E	Broadway	Colorado	6/15/2009	3:50 AM	1:34 AM	Kari Hernandez	9	6	8	0	0	0	2 hour parking 9am-6pm
9th	E	Olympic	Colorado	6/16/2009	3:56 AM	1:37 AM	Kari Hernandez	0	0	0	0	0	0	All red - no parking
9th	W	Olympic	Colorado	6/16/2009	4:01 AM	1:39 AM	Kari Hernandez	0	0	0	0	0	0	All red - no parking
9th	W	Broadway	Colorado	6/16/2009	4:06 AM	1:41 AM	Kari Hernandez	0	0	0	0	0	0	All red - no parking
Broadway	N	20th	19th	6/15/2009	4:09 AM	1:42 AM	Kari Hernandez	0	0	0	0	0	0	All red - no parking
Broadway	N	19th	18th	6/15/2009	4:13 AM	1:44 AM	Kari Hernandez	9	5	6	0	0	0	2 hour parking 9am-6pm
Broadway	N	18th	17th	6/15/2009	4:16 AM	1:45 AM	Kari Hernandez	8	7	8	0	0	0	2 hour parking 9am-6pm
Broadway	N	17th	16th	6/15/2009	4:19 AM	1:46 AM	Kari Hernandez	0	0	0	0	0	0	All red - no parking
Broadway	N	16th	15th	6/15/2009	4:22 AM	1:47 AM	Kari Hernandez	23	18	23	0	0	0	None
Broadway	N	15th	14th	6/15/2009	4:26 AM	1:49 AM	Kari Hernandez	28	25	7	0	0	0	None
Broadway	N	14th	Euclid	6/15/2009	4:29 AM	1:50 AM	Kari Hernandez	27	20	7	0	0	0	None
Broadway	N	Euclid	12th	6/15/2009	4:32 AM	1:51 AM	Kari Hernandez	6	6	3	0	0	0	None
Broadway	N	12th	11th	6/15/2009	4:35 AM	1:52 AM	Kari Hernandez	16	12	2	0	0	0	None
Broadway	N	11th	10th	6/15/2009	4:39 AM	1:54 AM	Kari Hernandez	5	2	1	0	0	0	1 hour parking 9am-6pm
Broadway	N	10th	9th	6/15/2009	4:42 AM	1:55 AM	Kari Hernandez	4	2	2	0	0	0	None
Broadway	N	9th	Lincoln	6/15/2009	4:45 AM	1:56 AM	Kari Hernandez	0	0	0	0	0	0	No stopping any time
Broadway	N	Lincoln	7th	6/15/2009	4:48 AM	1:57 AM	Kari Hernandez	0	0	0	0	0	0	No stopping any time
Broadway	N	7th	6th	6/15/2009	4:52 AM	1:59 AM	Kari Hernandez	0	0	0	0	0	0	All red - no parking
Broadway	N	6th	5th	6/15/2009	4:55 AM	2:00 AM	Kari Hernandez	0	0	0	0	0	0	No stopping any time
Broadway	N	5th	4th	6/15/2009	4:58 AM	2:01 AM	Kari Hernandez	0	0	0	0	0	0	All red - no parking
Broadway	N	4th	2nd	6/15/2009	5:01 AM	2:02 AM	Kari Hernandez	6	6	1	0	0	0	
Broadway	S	20th	19th	6/15/2009	5:05 AM	2:04 AM	Kari Hernandez	8	8	7	0	0	0	2 hour parking 9am-6pm
Broadway	S	19th	18th	6/15/2009	5:08 AM	2:05 AM	Kari Hernandez	8	8	0	0	0	0	
Broadway	S	18th	17th	6/15/2009	5:11 AM	2:06 AM	Kari Hernandez	10	3	4	0	0	0	2 hour parking 9am-6pm
Broadway	S	17th	16th	6/15/2009	5:14 AM	2:07 AM	Kari Hernandez	11	11	3	0	0	0	
Broadway	S	16th	15th	6/15/2009	5:18 AM	2:09 AM	Kari Hernandez	11	8	2	0	0	0	2 hour parking 9am-6pm (2 spaces)
Broadway	S	15th	14th	6/15/2009	5:21 AM	2:10 AM	Kari Hernandez	11	10	6	0	0	0	
Broadway	S	14th	Euclid	6/15/2009	5:24 AM	2:11 AM	Kari Hernandez	9	7	4	0	0	0	2 hour parking 9am-6pm (4 spaces)
Broadway	S	Euclid	12th	6/15/2009	5:27 AM	2:12 AM	Kari Hernandez	9	5	4	0	0	0	
Broadway	S	12th	11th	6/15/2009	5:31 AM	2:14 AM	Kari Hernandez	10	8	6	0	0	0	40 min parking 9am-6pm
Broadway	S	11th	10th	6/15/2009	5:34 AM	2:15 AM	Kari Hernandez	10	7	1	0	0	0	
Broadway	S	10th	9th	6/15/2009	5:37 AM	2:16 AM	Kari Hernandez	9	7	5	0	0	0	2 hour parking 9am-6pm
Broadway	S	9th	Lincoln	6/15/2009	5:40 AM	2:17 AM	Kari Hernandez	11	4	1	0	0	0	Temporary no parking (construction)
Broadway	S	Lincoln	7th	6/15/2009	5:44 AM	2:19 AM	Kari Hernandez	7	7	4	0	0	0	2 hour parking 9am-6pm
Broadway	S	7th	6th	6/15/2009	5:47 AM	2:20 AM	Kari Hernandez	9	6	0	0	0	0	15 min parking, 2 hour parking 9am-6pm
Broadway	S	6th	5th	6/15/2009	5:50 AM	2:21 AM	Kari Hernandez	10	9	10	0	0	0	
Broadway	S	5th	4th	6/15/2009	5:53 AM	2:22 AM	Kari Hernandez	6	4	4	0	0	0	
Broadway	S	4th	2nd	6/15/2009	5:57 AM	2:24 AM	Kari Hernandez	11		5	0	0	0	2 hour parking 9am-6pm
Cloverfield	E	Colorado	Olympic	6/15/2009	6:00 AM	2:25 AM	Kari Hernandez	8	7	6	0	0	0	
Cloverfield	E	Olympic	26th	6/16/2009	6:05 AM	2:27 AM	Kari Hernandez	11	9	10	0	0	0	2 hour parking 9am-6pm
Cloverfield	W	Colorado	Olympic	6/16/2009	6:10 AM	2:29 AM	Kari Hernandez	7	6	7	0	0	0	
Cloverfield	W	Olympic	Michigan	6/16/2009	6:16 AM	2:32 AM	Kari Hernandez	10	6	9	0	0	0	2 hour parking, 30 min parking 9am-6pm
Colorado	N	19th	20th	6/15/2009	6:19 AM	2:33 AM	Kari Hernandez	7	6	7	0	0	0	
Colorado	N	18th	19th	6/15/2009	6:22 AM	2:34 AM	Kari Hernandez	10	7	9	0	0	0	2 hour parking 9am-6pm, Valet Zone (no parking) 6pm-2am
Colorado	N	17th	18th	6/15/2009	6:25 AM	2:35 AM	Kari Hernandez	9	9	9	0	0	0	
Colorado	N	16th	17th	6/15/2009	6:29 AM	2:37 AM	Kari Hernandez	8	7	8	0	0	0	2 hour parking, 30 min parking 9am-6pm
Colorado	N	15th	16th	6/15/2009	6:32 AM	2:38 AM	Kari Hernandez	10	8	11	0	0	0	
Colorado	N	14th	15th	6/15/2009	6:35 AM	2:39 AM	Kari Hernandez	11	9	9	0	0	0	

**Expo Phase 2
Parking Survey
June 2009**

Location				Date	Time		Surveyor's Name	Parking Spaces			Loading Zone			Comments (e.g. no parking zones, time limits [other than street cleaning])
Street	Side (of Street)	Limits						Total	Occupied		Total	Occupied		
		From	To		AM	PM			AM	PM		AM	PM	
Colorado	N	Euclid	14th	6/15/2009	6:38 AM	2:40 AM	Kari Hernandez	0	0	0	0	0	0	All red - no parking
Colorado	N	12th	Euclid	6/15/2009	6:42 AM	2:42 AM	Kari Hernandez	5	4	5	6	0	0	
Colorado	N	11th	12th	6/15/2009	6:45 AM	2:43 AM	Kari Hernandez	0	0	0	0	0	0	All red - no parking (bus lane)
Colorado	N	10th	11th	6/15/2009	6:48 AM	2:44 AM	Kari Hernandez	5	5	5	3	1	0	
Colorado	N	9th	10th	6/15/2009	6:51 AM	2:45 AM	Kari Hernandez	0	0	0	0	0	0	No stopping any time (bus lane)
Colorado	N	Lincoln	9th	6/15/2009	6:55 AM	2:47 AM	Kari Hernandez	0	0	0	0	0	0	Half red, half temporary no parking (construction)
Colorado	N	7th	Lincoln	6/15/2009	6:58 AM	2:48 AM	Kari Hernandez	20	15	20	0	0	0	All red - no parking
Colorado	N	6th	7th	6/15/2009	7:01 AM	2:49 AM	Kari Hernandez	0	0	0	0	0	0	No stopping any time 6am-6pm
Colorado	N	5th	6th	6/15/2009	7:04 AM	2:50 AM	Kari Hernandez	0	0	0	0	0	0	2 hour parking 9am-6pm
Colorado	N	4th	5th	6/15/2009	7:08 AM	2:52 AM	Kari Hernandez	0	0	0	0	0	0	No stopping any time
Colorado	N	2nd	4th	6/15/2009	7:11 AM	2:53 AM	Kari Hernandez	0	0	0	0	0	0	No stopping any time 6am-6pm
Colorado	N	Stewart	Harvard	6/15/2009	7:14 AM	2:54 AM	Kari Hernandez	25	22	23	0	0	0	No parking 9am-9pm Monday-Saturday zone 4 permits exempt
Colorado	N	Princeton	26th	6/15/2009	7:17 AM	2:55 AM	Kari Hernandez	24	18	22	0	0	0	No parking 6am-6pm
Colorado	N	26th	Cloverfield	6/15/2009	7:21 AM	2:57 AM	Kari Hernandez	18	18	4	0	0	0	Temporary no parking (construction)
Colorado	N	Cloverfield	20th	6/15/2009	7:24 AM	2:58 AM	Kari Hernandez	12	11	1	0	0	0	
Colorado	N	Harvard	Princeton	6/16/2009	7:29 AM	3:00 AM	Kari Hernandez	17	16	16	0	0	0	None; Soccer practice at Crossroads School (PM)
Colorado	S	Main	4th	6/15/2009	7:32 AM	3:01 AM	Kari Hernandez	25	19	13	0	0	0	2 hour parking 9am-6pm, No parking 7am-2am zone 4 permits exempt
Colorado	S	4th	5th	6/15/2009	7:36 AM	3:03 AM	Kari Hernandez	21	15	17	0	0	0	No parking 7am-2am zone 4 permits exempt
Colorado	S	5th	6th	6/15/2009	7:39 AM	3:04 AM	Kari Hernandez	19	17	18	0	0	0	None; Soccer practice at Crossroads School (PM)
Colorado	S	6th	7th	6/15/2009	7:42 AM	3:05 AM	Kari Hernandez	21	16	6	0	0	0	
Colorado	S	7th	Lincoln	6/15/2009	7:45 AM	3:06 AM	Kari Hernandez	21	12	6	0	0	0	2 hour parking 9am-6pm, No parking 7am-2am zone 4 permits exempt
Colorado	S	Lincoln	11th	6/15/2009	7:49 AM	3:08 AM	Kari Hernandez	0	0	0	0	0	0	No stopping any time
Colorado	S	11th	14th	6/15/2009	7:52 AM	3:09 AM	Kari Hernandez	0	0	0	0	0	0	No stopping any time
Colorado	S	14th	16th	6/15/2009	7:55 AM	3:10 AM	Kari Hernandez	20	12	14	0	0	0	1 hour parking, temporary no parking (construction), no parking 7am-2am zone 4 permits exempt
Colorado	S	16th	17th	6/15/2009	7:58 AM	3:11 AM	Kari Hernandez	26	26	10	0	0	0	None
Colorado	S	17th	19th	6/15/2009	8:02 AM	3:13 AM	Kari Hernandez	22	15	10	0	0	0	No parking 7am-2am zone 4 permits exempt
Colorado	S	19th	20th	6/15/2009	8:05 AM	3:14 AM	Kari Hernandez	22	12	14	0	0	0	40 min parking, 2 hour parking 9am-6pm zone 4 permits exempt
Colorado	S	Cloverfield	26th	6/15/2009	8:08 AM	3:15 AM	Kari Hernandez	23	22	21	0	0	0	No parking 7am-2am zone 4 permits exempt
Colorado	S	20th	Cloverfield	6/16/2009	8:13 AM	3:17 AM	Kari Hernandez	15	14	5	0	0	0	2 hour parking 9am-6pm
Colorado	S	26th	Stewart	6/16/2009	8:19 AM	3:20 AM	Kari Hernandez	0	0	0	0	0	0	No stopping any time
Euclid	E	Olympic	Dead End	6/15/2009	8:22 AM	3:21 AM	Kari Hernandez	27	31	12	0	0	0	None
Euclid	E	Broadway	Colorado	6/16/2009	8:27 AM	3:23 AM	Kari Hernandez	17	18	15	0	0	0	None
Euclid	W	Olympic	Colorado	6/15/2009	8:30 AM	3:24 AM	Kari Hernandez	21	17	13	0	0	0	No parking 7am-2am zone 4 permits exempt
Euclid	W	Broadway	Colorado	6/16/2009	8:36 AM	3:27 AM	Kari Hernandez	0	0	0	0	0	0	No stopping any time
Lincoln	E	Olympic	Colorado	6/15/2009	8:39 AM	3:28 AM	Kari Hernandez	20	15	18	0	0	0	
Lincoln	E	Broadway	Colorado	6/15/2009	8:42 AM	3:29 AM	Kari Hernandez	15	6	3	0	0	0	None
Lincoln	W	Olympic	Colorado	6/15/2009	8:45 AM	3:30 AM	Kari Hernandez	33	15	13	0	0	0	None
Lincoln	W	Broadway	Colorado	6/15/2009	8:49 AM	3:32 AM	Kari Hernandez	12	4	4	0	0	0	None
Olympic	N	19th	20th	6/15/2009	8:52 AM	3:33 AM	Kari Hernandez	30	13	10	0	0	0	None
Olympic	N	18th	19th	6/15/2009	8:55 AM	3:34 AM	Kari Hernandez	28	17	1	0	0	0	None
Olympic	N	17th	18th	6/15/2009	8:58 AM	3:35 AM	Kari Hernandez	21	19	22	0	0	0	No parking 7am-2am zone 4 permits exempt
Olympic	N	16th	17th	6/15/2009	9:02 AM	3:37 AM	Kari Hernandez	19	11	19	0	0	0	No parking 7am-2am zone 4 permits exempt
Olympic	N	14th	16th	6/15/2009	9:05 AM	3:38 AM	Kari Hernandez	11	7	6	0	0	0	None
Olympic	N	Euclid	14th	6/15/2009	9:08 AM	3:39 AM	Kari Hernandez	23	17	10	0	0	0	None
Olympic	N	12th	Euclid	6/15/2009	9:11 AM	3:40 AM	Kari Hernandez	6	6	3	3	3	0	Temporary no parking (construction)
Olympic	N	11th	12th	6/15/2009	9:15 AM	3:42 AM	Kari Hernandez	0	0	0	0	0	0	All red - no parking
Olympic	N	10th	11th	6/15/2009	9:18 AM	3:43 AM	Kari Hernandez	0	0	0	0	0	0	All red - no parking

**Expo Phase 2
Parking Survey
June 2009**

Location				Date	Time		Surveyor's Name	Parking Spaces			Loading Zone			Comments (e.g. no parking zones, time limits [other than street cleaning])
Street	Side (of Street)	Limits						Total	Occupied		Total	Occupied		
		From	To		AM	PM			AM	PM		AM	PM	
Olympic	N	9th	10th	6/15/2009	9:21 AM	3:44 AM	Kari Hernandez	0	0	0	0	0	0	All red - no parking
Olympic	N	Lincoln	9th	6/15/2009	9:24 AM	3:45 AM	Kari Hernandez	24	25	10	0	0	0	None
Olympic	N	7th	Lincoln	6/15/2009	9:28 AM	3:47 AM	Kari Hernandez	8	8	6	0	0	0	None
Olympic	N	5th	7th	6/15/2009	9:31 AM	3:48 AM	Kari Hernandez	20	16	21	0	0	0	No parking 7am-2am zone 4 permits exempt
Olympic	N	26th	Stewart	6/15/2009	9:34 AM	3:49 AM	Kari Hernandez	19	19	14	0	0	0	2 hour parking 9am-6pm
Olympic	N	Cloverfield	26th	6/15/2009	9:37 AM	3:50 AM	Kari Hernandez	26	26	0	0	0	0	Temporary no parking (construction)
Olympic	N	21st	Cloverfield	6/15/2009	9:41 AM	3:52 AM	Kari Hernandez	16	10	16	0	0	0	2 hour parking 9am-6pm
Olympic	N	20th	21st	6/15/2009	9:44 AM	3:53 AM	Kari Hernandez	19	15	17	0	0	0	2 hour parking 9am-6pm
Olympic	S	10th	11th	6/15/2009	9:47 AM	3:54 AM	Kari Hernandez	23	19	23	3	0	1	2 hour parking 9am-6pm
Olympic	S	11th	12th	6/15/2009	9:50 AM	3:55 AM	Kari Hernandez	24	16	19	0	0	0	2 hour parking 9am-6pm
Olympic	S	12th	Euclid	6/15/2009	9:54 AM	3:57 AM	Kari Hernandez	0	0	0	0	0	0	All red - no parking
Olympic	S	Euclid	14th	6/15/2009	9:57 AM	3:58 AM	Kari Hernandez	22	19	8	0	0	0	None
Olympic	S	14th	15th	6/15/2009	10:00 AM	3:59 AM	Kari Hernandez	18	14	18	0	0	0	All red - no parking
Olympic	S	15th	16th	6/15/2009	10:03 AM	4:00 AM	Kari Hernandez	16	9	13	0	0	0	2 hour parking 9am-6pm
Olympic	S	16th	17th	6/15/2009	10:07 AM	4:02 AM	Kari Hernandez	0	0	0	0	0	0	All red - no parking
Olympic	S	17th	18th	6/15/2009	10:10 AM	4:03 AM	Kari Hernandez	0	0	0	0	0	0	No stopping any time
Olympic	S	18th	19th	6/15/2009	10:13 AM	4:04 AM	Kari Hernandez	0	0	0	0	0	0	No stopping any time
Olympic	S	19th	20th	6/15/2009	10:16 AM	4:05 AM	Kari Hernandez	0	0	0	0	0	0	
Olympic	S	20th	21st	6/15/2009	10:20 AM	4:07 AM	Kari Hernandez	0	0	0	0	0	0	No stopping any time
Olympic	S	21st	Cloverfield	6/15/2009	10:23 AM	4:08 AM	Kari Hernandez	0	0	0	0	0	0	No stopping any time
Olympic	S	Cloverfield	26th	6/15/2009	10:26 AM	4:09 AM	Kari Hernandez	23	18	15	0	0	0	No parking 9am-9pm Monday-Saturday zone 4 permits exempt
Olympic	S	26th	Stewart	6/15/2009	10:29 AM	4:10 AM	Kari Hernandez	26	26	11	0	0	0	
Pennsylvania	W/N	Stewart	26th	6/16/2009	10:35 AM	4:13 AM	Kari Hernandez	22	13	22	0	0	0	3 hour parking 9am-6pm
Pennsylvania	W/S	Stewart	26th	6/16/2009	10:40 AM	4:15 AM	Kari Hernandez	18	17	19	0	0	0	None
Stewart	E	Olympic	Exposition	6/15/2009	9:30 AM	6:45 PM	Kari Hernandez	23	21	20	0	0	0	15 min parking 9am-11am, 1pm-3pm Monday-Friday
Stewart	E	Nebraska	Olympic	6/15/2009	9:33 AM	6:46 PM	Kari Hernandez	15	7	12	0	0	0	No parking 7am-2am zone 4 permits exempt
Stewart	E	Colorado	Nebraska	6/16/2009	9:38 AM	6:48 PM	Kari Hernandez	21	20	13	0	0	0	2 hour parking 9am-6pm
Stewart	W	Olympic	Exposition	6/15/2009	9:41 AM	6:49 PM	Kari Hernandez	26	15	8	0	0	0	2 hour parking 9am-6pm
Stewart	W	Colorado	Pennsylvania	6/16/2009	10:00 AM	7:00 PM	Kari Hernandez	5	14	4	0	0	0	2 hour parking 9am-6pm
Stewart	W	Pennsylvania	Olympic	6/16/2009	10:05 AM	7:02 PM	Kari Hernandez	23	16	19	0	0	0	2 hour parking 9am-6pm, No parking 7am-2am zone 4 permits exempt