

Canoga Transportation Corridor

Draft Environmental Impact Report

SCH No. 2007071056

Appendix D

Traffic



Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Contact Person:

Walter Davis

March 3, 2008

Canoga Transportation Corridor EIR

Appendix D

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**Canoga Transportation Corridor EIR
Transportation Appendix**

Traffic Counts

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VEHICLE TURNING MOVEMENT COUNT SUMMARY

Prepared by: National Data & Surveying Services
Project # 07-2473-001

N/S STREET: De Soto Ave

E/W STREET: Chatsworth St

PERIOD: AM Peak Hour

DATE: WEDNESDAY 10/17/2007



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	20	43	25	22	140	21	31	139	30	14	190	146	821
7:15 - 7:30	22	38	36	42	137	22	38	294	23	14	430	142	1,238
7:30 - 7:45	21	41	38	51	127	32	31	412	27	34	482	113	1,409
7:45 - 8:00	17	85	34	75	137	26	39	411	20	45	486	157	1,532
8:00 - 8:15	18	71	31	64	124	21	33	267	15	31	369	191	1,235
8:15 - 8:30	15	56	26	81	180	39	29	302	15	33	448	165	1,389
8:30 - 8:45	14	63	35	65	162	44	24	276	23	19	390	192	1,307
8:45 - 9:00	21	60	69	72	176	22	20	200	19	20	234	178	1,091

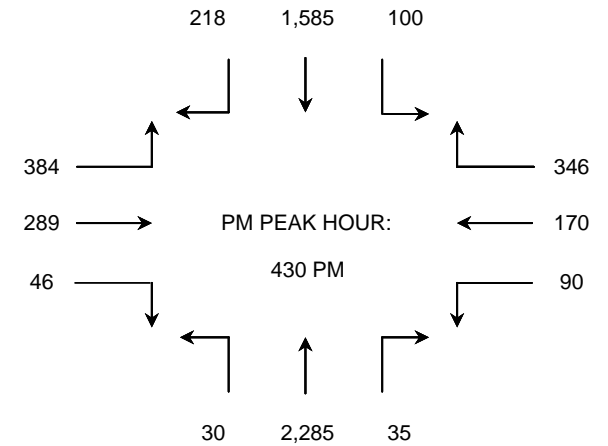
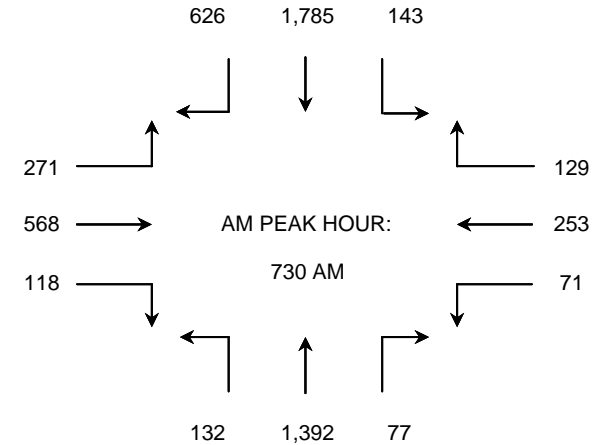
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	80	207	133	190	541	101	139	1,256	100	107	1,588	558	5,000
7:15 - 8:15	78	235	139	232	525	101	141	1,384	85	124	1,767	603	5,414
7:30 - 8:30	71	253	129	271	568	118	132	1,392	77	143	1,785	626	5,565 *
7:45 - 8:45	64	275	126	285	603	130	125	1,256	73	128	1,693	705	5,463
8:00 - 9:00	68	250	161	282	642	126	106	1,045	72	103	1,441	726	5,022

PERIOD: PM Peak Hour

DATE: WEDNESDAY 10/17/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	6	34	31	83	40	4	1	460	1	11	279	41	991
4:15 - 4:30	14	30	41	95	58	6	9	379	3	17	295	53	1,000
4:30 - 4:45	21	31	70	77	49	13	7	530	10	30	316	56	1,210
4:45 - 5:00	18	66	71	75	81	8	16	593	7	24	456	53	1,468
5:00 - 5:15	24	22	124	120	68	17	7	595	12	17	387	44	1,437
5:15 - 5:30	27	51	81	112	91	8	0	567	6	29	426	65	1,463
5:30 - 5:45	22	52	71	79	41	5	5	472	6	11	331	41	1,136
5:45 - 6:00	23	60	88	89	66	38	4	507	18	28	373	54	1,348

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	59	161	213	330	228	31	33	1,962	21	82	1,346	203	4,669
4:15 - 5:15	77	149	306	367	256	44	39	2,097	32	88	1,454	206	5,115
4:30 - 5:30	90	170	346	384	289	46	30	2,285	35	100	1,585	218	5,578 *
4:45 - 5:45	91	191	347	386	281	38	28	2,227	31	81	1,600	203	5,504
5:00 - 6:00	96	185	364	400	266	68	16	2,141	42	85	1,517	204	5,384



VEHICLE TURNING MOVEMENT COUNT SUMMARY

Prepared by: National Data & Surveying Services
Project # 07-2473-002

N/S STREET: Topanga Cyn Blvd

E/W STREET: Devonshire St

PERIOD: AM Peak Hour

DATE: THURSDAY 10/11/2007



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	24	62	18	31	68	9	8	252	13	16	388	14	903
7:15 - 7:30	29	65	25	51	114	12	10	289	28	21	431	19	1,094
7:30 - 7:45	43	104	31	55	122	8	10	294	25	26	434	14	1,166
7:45 - 8:00	47	130	37	50	119	13	16	298	22	32	407	16	1,187
8:00 - 8:15	30	118	40	54	114	17	18	312	37	37	418	17	1,212
8:15 - 8:30	38	76	26	37	90	8	9	305	26	34	426	16	1,091
8:30 - 8:45	35	66	20	34	84	3	6	283	34	32	434	15	1,046
8:45 - 9:00	30	59	19	26	62	5	4	274	20	28	420	14	961

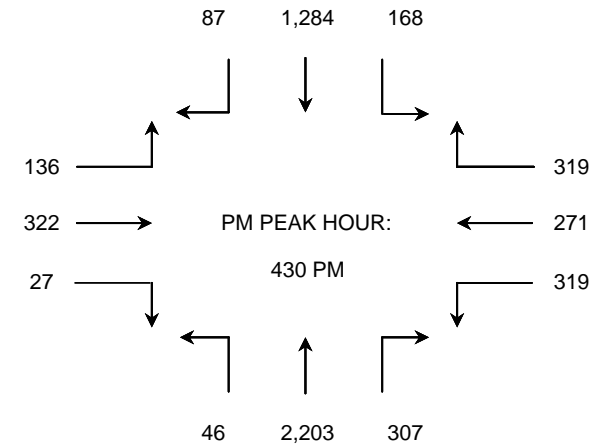
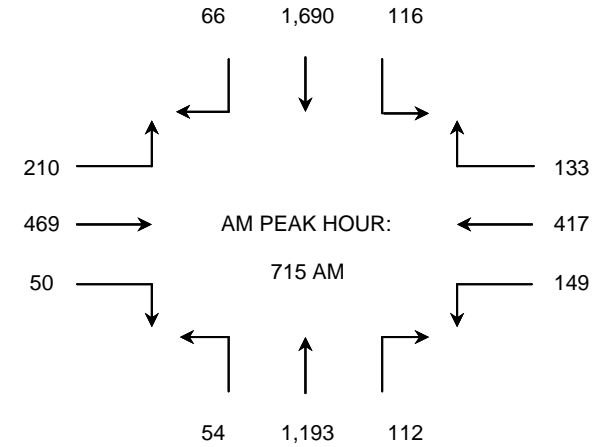
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	143	361	111	187	423	42	44	1,133	88	95	1,660	63	4,350
7:15 - 8:15	149	417	133	210	469	50	54	1,193	112	116	1,690	66	4,659 *
7:30 - 8:30	158	428	134	196	445	46	53	1,209	110	129	1,685	63	4,656
7:45 - 8:45	150	390	123	175	407	41	49	1,198	119	135	1,685	64	4,536
8:00 - 9:00	133	319	105	151	350	33	37	1,174	117	131	1,698	62	4,310

PERIOD: PM Peak Hour

DATE: THURSDAY 10/11/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	66	63	74	26	57	6	6	509	53	36	268	16	1,180
4:15 - 4:30	71	59	73	42	74	11	7	532	62	38	288	25	1,282
4:30 - 4:45	77	70	80	27	87	7	14	546	88	43	326	21	1,386
4:45 - 5:00	78	73	64	34	78	6	16	528	82	43	313	23	1,338
5:00 - 5:15	81	68	94	39	84	8	8	580	64	51	330	17	1,424
5:15 - 5:30	83	60	81	36	73	6	8	549	73	31	315	26	1,341
5:30 - 5:45	86	59	71	30	69	7	9	531	65	39	327	20	1,313
5:45 - 6:00	73	58	68	36	64	7	7	524	56	35	297	14	1,239

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	292	265	291	129	296	30	43	2,115	285	160	1,195	85	5,186
4:15 - 5:15	307	270	311	142	323	32	45	2,186	296	175	1,257	86	5,430
4:30 - 5:30	319	271	319	136	322	27	46	2,203	307	168	1,284	87	5,489 *
4:45 - 5:45	328	260	310	139	304	27	41	2,188	284	164	1,285	86	5,416
5:00 - 6:00	323	245	314	141	290	28	32	2,184	258	156	1,269	77	5,317



VEHICLE TURNING MOVEMENT COUNT SUMMARY

Prepared by: National Data & Surveying Services
Project # 07-2473-003

N/S STREET: Owensmouth Ave

E/W STREET: Devonshire St

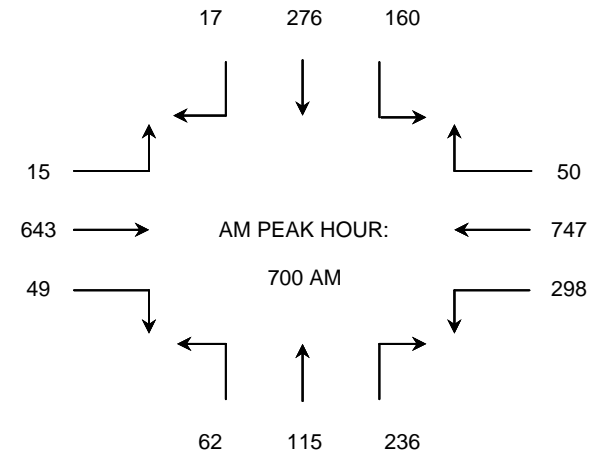
PERIOD: AM Peak Hour

DATE: THURSDAY 10/11/2007



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	72	298	4	2	126	3	10	17	35	23	46	2	638
7:15 - 7:30	73	135	9	0	189	16	12	17	48	32	69	2	602
7:30 - 7:45	75	154	17	6	207	19	23	31	86	66	90	8	782
7:45 - 8:00	78	160	20	7	121	11	17	50	67	39	71	5	646
8:00 - 8:15	83	120	9	6	105	19	18	26	50	23	69	2	530
8:15 - 8:30	99	121	8	3	130	21	4	22	48	22	65	3	546
8:30 - 8:45	39	107	12	1	72	7	2	22	25	21	34	5	347
8:45 - 9:00	28	85	4	2	106	4	7	20	38	25	24	0	343

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	298	747	50	15	643	49	62	115	236	160	276	17	2,668 *
7:15 - 8:15	309	569	55	19	622	65	70	124	251	160	299	17	2,560
7:30 - 8:30	335	555	54	22	563	70	62	129	251	150	295	18	2,504
7:45 - 8:45	299	508	49	17	428	58	41	120	190	105	239	15	2,069
8:00 - 9:00	249	433	33	12	413	51	31	90	161	91	192	10	1,766

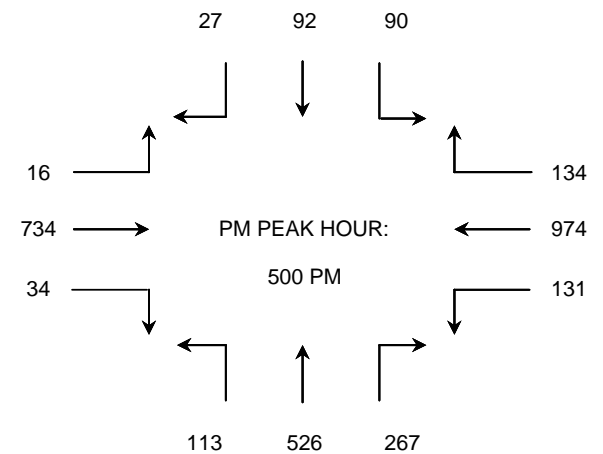


PERIOD: PM Peak Hour

DATE: THURSDAY 10/11/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	13	141	6	3	124	11	13	88	22	7	19	3	450
4:15 - 4:30	35	160	20	6	165	7	19	134	75	23	35	10	689
4:30 - 4:45	28	162	20	6	150	7	25	79	108	26	17	2	630
4:45 - 5:00	35	176	23	5	139	10	14	65	75	20	25	5	592
5:00 - 5:15	45	254	35	2	175	10	30	131	64	23	17	3	789
5:15 - 5:30	29	228	36	6	152	8	27	117	81	18	14	5	721
5:30 - 5:45	33	245	43	6	200	12	29	199	76	29	43	8	923
5:45 - 6:00	24	247	20	2	207	4	27	79	46	20	18	11	705

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	111	639	69	20	578	35	71	366	280	76	96	20	2,361
4:15 - 5:15	143	752	98	19	629	34	88	409	322	92	94	20	2,700
4:30 - 5:30	137	820	114	19	616	35	96	392	328	87	73	15	2,732
4:45 - 5:45	142	903	137	19	666	40	100	512	296	90	99	21	3,025
5:00 - 6:00	131	974	134	16	734	34	113	526	267	90	92	27	3,138 *



VEHICLE TURNING MOVEMENT COUNT SUMMARY

Prepared by: National Data & Surveying Services
Project # 07-2473-004

N/S STREET: Depot Rd

E/W STREET: Devonshire St

PERIOD: AM Peak Hour

DATE: THURSDAY 10/11/2007



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	7	109	0	1	125	1	0	0	3	0	0	0	246
7:15 - 7:30	1	259	0	0	278	0	0	0	1	0	0	0	539
7:30 - 7:45	0	331	0	1	375	3	0	0	1	0	0	0	711
7:45 - 8:00	0	289	0	0	215	6	1	3	4	0	2	0	520
8:00 - 8:15	0	182	10	1	196	2	0	0	0	0	0	0	391
8:15 - 8:30	3	267	0	0	200	4	0	2	2	0	1	0	479
8:30 - 8:45	6	190	1	1	140	1	0	0	1	0	2	0	342
8:45 - 9:00	0	161	0	0	201	0	0	7	0	0	5	0	374

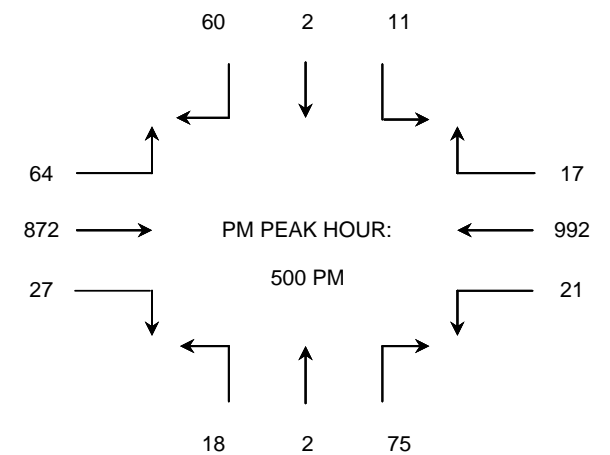
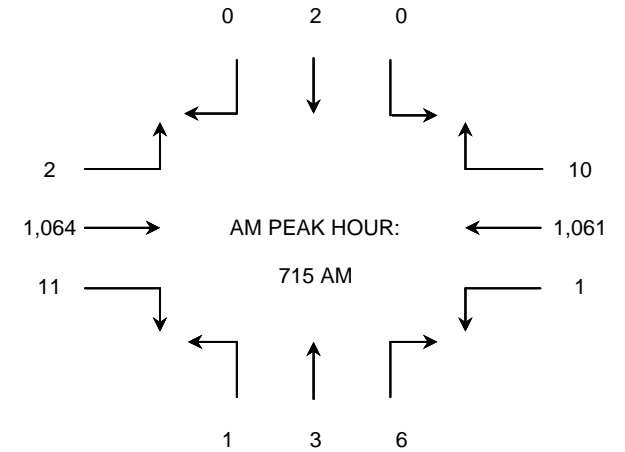
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	8	988	0	2	993	10	1	3	9	0	2	0	2,016
7:15 - 8:15	1	1,061	10	2	1,064	11	1	3	6	0	2	0	2,161 *
7:30 - 8:30	3	1,069	10	2	986	15	1	5	7	0	3	0	2,101
7:45 - 8:45	9	928	11	2	751	13	1	5	7	0	5	0	1,732
8:00 - 9:00	9	800	11	2	737	7	0	9	3	0	8	0	1,586

PERIOD: PM Peak Hour

DATE: THURSDAY 10/11/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	5	331	0	6	199	4	0	0	6	0	0	9	560
4:15 - 4:30	2	215	4	15	257	6	3	0	12	3	1	24	542
4:30 - 4:45	6	195	4	9	251	6	4	1	11	6	0	12	505
4:45 - 5:00	1	210	4	17	210	7	1	0	2	3	0	9	464
5:00 - 5:15	2	284	4	16	235	5	5	0	31	4	0	15	601
5:15 - 5:30	6	242	5	19	224	10	1	0	8	1	0	13	529
5:30 - 5:45	6	225	2	8	227	5	4	0	7	4	1	21	510
5:45 - 6:00	7	241	6	21	186	7	8	2	29	2	1	11	521

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	14	951	12	47	917	23	8	1	31	12	1	54	2,071
4:15 - 5:15	11	904	16	57	953	24	13	1	56	16	1	60	2,112
4:30 - 5:30	15	931	17	61	920	28	11	1	52	14	0	49	2,099
4:45 - 5:45	15	961	15	60	896	27	11	0	48	12	1	58	2,104
5:00 - 6:00	21	992	17	64	872	27	18	2	75	11	2	60	2,161 *



VEHICLE TURNING MOVEMENT COUNT SUMMARY

Prepared by: National Data & Surveying Services
Project # 07-2473-005

N/S STREET: Canoga

E/W STREET: Devonshire

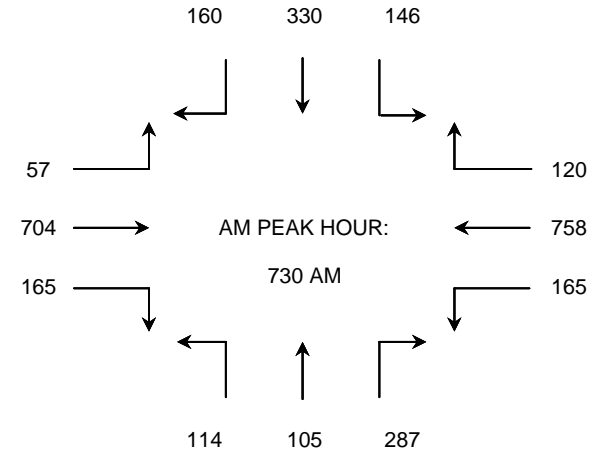
PERIOD: AM Peak Hour

DATE: THURSDAY 10/11/2007



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	20	133	20	8	149	23	8	21	50	44	81	40	597
7:15 - 7:30	28	152	10	9	150	24	16	14	55	51	84	44	637
7:30 - 7:45	27	162	22	16	202	37	25	24	58	56	92	42	763
7:45 - 8:00	47	194	39	16	144	58	38	36	126	30	111	39	878
8:00 - 8:15	51	205	39	15	151	36	26	28	62	24	72	45	754
8:15 - 8:30	40	197	20	10	207	34	25	17	41	36	55	34	716
8:30 - 8:45	33	142	31	10	194	27	16	27	62	27	74	27	670
8:45 - 9:00	36	136	33	9	182	37	25	22	76	27	55	25	663

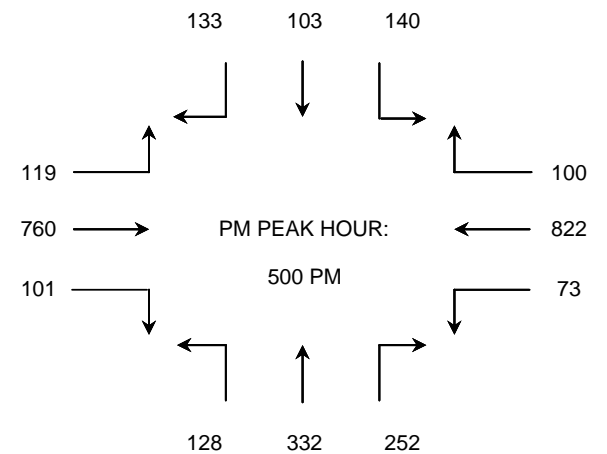
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	122	641	91	49	645	142	87	95	289	181	368	165	2,875
7:15 - 8:15	153	713	110	56	647	155	105	102	301	161	359	170	3,032
7:30 - 8:30	165	758	120	57	704	165	114	105	287	146	330	160	3,111 *
7:45 - 8:45	171	738	129	51	696	155	105	108	291	117	312	145	3,018
8:00 - 9:00	160	680	123	44	734	134	92	94	241	114	256	131	2,803



PERIOD: PM Peak Hour

DATE: THURSDAY 10/11/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	24	123	18	29	91	20	10	59	36	34	24	26	494
4:15 - 4:30	22	205	25	27	202	25	21	42	48	14	22	22	675
4:30 - 4:45	21	196	28	18	238	23	20	60	58	28	17	33	740
4:45 - 5:00	23	225	17	32	220	25	24	57	38	23	22	31	737
5:00 - 5:15	13	209	28	26	234	24	34	89	66	31	18	34	806
5:15 - 5:30	16	192	22	26	182	25	35	79	56	38	19	38	728
5:30 - 5:45	17	229	21	31	186	29	24	84	57	28	38	31	775
5:45 - 6:00	27	192	29	36	158	23	35	80	73	43	28	30	754



1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	90	749	88	106	751	93	75	218	180	99	85	112	2,646
4:15 - 5:15	79	835	98	103	894	97	99	248	210	96	79	120	2,958
4:30 - 5:30	73	822	95	102	874	97	113	285	218	120	76	136	3,011
4:45 - 5:45	69	855	88	115	822	103	117	309	217	120	97	134	3,046
5:00 - 6:00	73	822	100	119	760	101	128	332	252	140	103	133	3,063 *

VEHICLE TURNING MOVEMENT COUNT SUMMARY

Prepared by: National Data & Surveying Services
Project # 07-2473-006

N/S STREET: De Soto Ave

E/W STREET: Devonshire

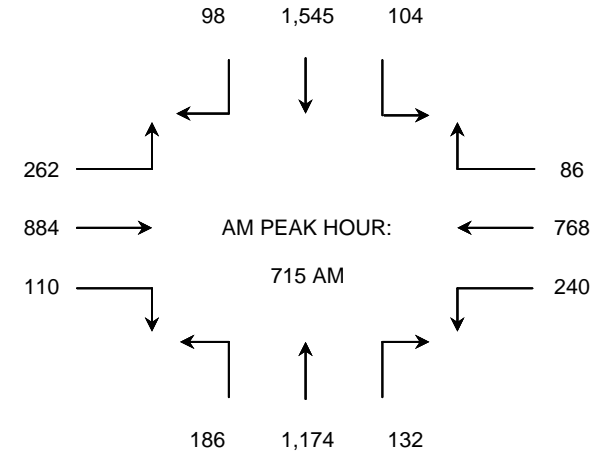
PERIOD: AM Peak Hour

DATE: WEDNESDAY 10/17/2007



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	33	95	12	49	113	24	26	265	14	26	406	27	1,090
7:15 - 7:30	48	164	18	65	195	28	35	292	29	33	415	30	1,352
7:30 - 7:45	60	206	23	69	240	27	67	329	32	29	401	29	1,512
7:45 - 8:00	50	197	28	71	228	20	58	284	35	20	372	21	1,384
8:00 - 8:15	82	201	17	57	221	35	26	269	36	22	357	18	1,341
8:15 - 8:30	77	184	22	51	195	23	22	266	32	26	366	23	1,287
8:30 - 8:45	62	161	14	45	181	28	19	220	22	21	369	24	1,166
8:45 - 9:00	54	153	13	37	178	22	19	213	20	20	349	19	1,097

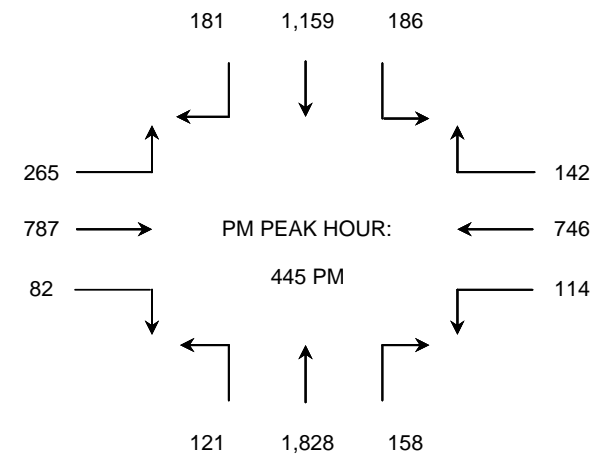
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	191	662	81	254	776	99	186	1,170	110	108	1,594	107	5,338
7:15 - 8:15	240	768	86	262	884	110	186	1,174	132	104	1,545	98	5,589 *
7:30 - 8:30	269	788	90	248	884	105	173	1,148	135	97	1,496	91	5,524
7:45 - 8:45	271	743	81	224	825	106	125	1,039	125	89	1,464	86	5,178
8:00 - 9:00	275	699	66	190	775	108	86	968	110	89	1,441	84	4,891



PERIOD: PM Peak Hour

DATE: WEDNESDAY 10/17/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	27	174	34	66	188	19	34	387	28	49	321	37	1,364
4:15 - 4:30	28	170	44	62	174	20	38	376	30	50	295	38	1,325
4:30 - 4:45	19	148	31	79	184	25	37	414	33	52	282	44	1,348
4:45 - 5:00	28	183	40	70	198	29	29	472	36	44	299	40	1,468
5:00 - 5:15	39	184	38	72	183	23	30	472	50	35	267	56	1,449
5:15 - 5:30	26	197	34	73	222	16	32	458	34	56	278	47	1,473
5:30 - 5:45	21	182	30	50	184	14	30	426	38	51	315	38	1,379
5:45 - 6:00	20	186	36	51	181	15	28	404	36	45	310	36	1,348



1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	102	675	149	277	744	93	138	1,649	127	195	1,197	159	5,505
4:15 - 5:15	114	685	153	283	739	97	134	1,734	149	181	1,143	178	5,590
4:30 - 5:30	112	712	143	294	787	93	128	1,816	153	187	1,126	187	5,738
4:45 - 5:45	114	746	142	265	787	82	121	1,828	158	186	1,159	181	5,769 *
5:00 - 6:00	106	749	138	246	770	68	120	1,760	158	187	1,170	177	5,649

VEHICLE TURNING MOVEMENT COUNT SUMMARY

Prepared by: National Data & Surveying Services
Project # 07-2473-007

N/S STREET: Topanga Cyn Blvd

E/W STREET: Lassen St

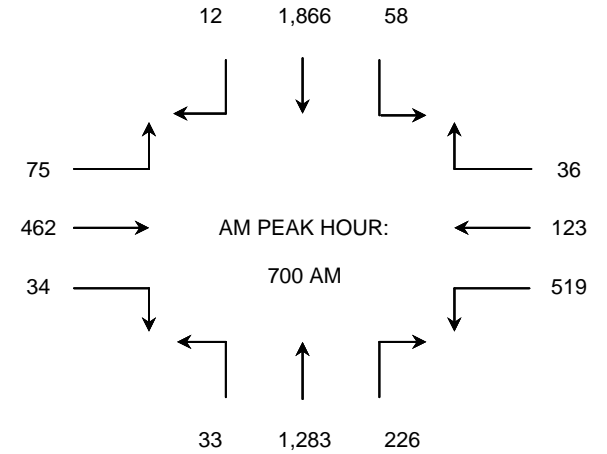
PERIOD: AM Peak Hour

DATE: WEDNESDAY 10/10/2007



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	81	25	8	14	125	3	7	327	38	18	373	2	1,021
7:15 - 7:30	117	17	7	17	125	7	9	285	31	13	540	3	1,171
7:30 - 7:45	175	41	11	23	120	14	7	342	92	10	516	2	1,353
7:45 - 8:00	146	40	10	21	92	10	10	329	65	17	437	5	1,182
8:00 - 8:15	110	34	13	15	112	9	16	294	26	25	350	1	1,005
8:15 - 8:30	105	18	10	11	112	12	16	292	22	12	384	2	996
8:30 - 8:45	91	39	11	10	78	10	17	267	45	17	484	1	1,070
8:45 - 9:00	81	36	13	15	65	11	13	248	34	15	461	5	997

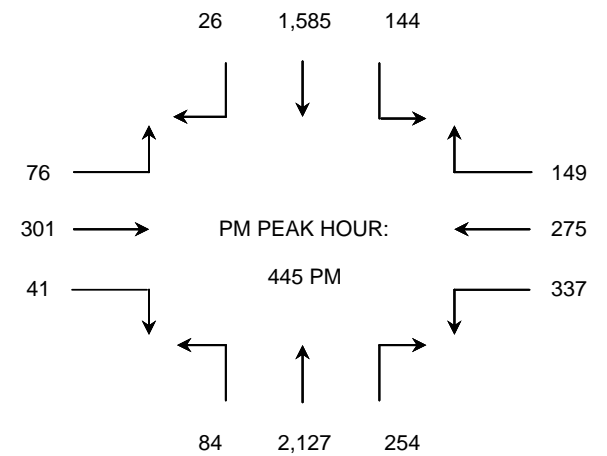
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	519	123	36	75	462	34	33	1,283	226	58	1,866	12	4,727 *
7:15 - 8:15	548	132	41	76	449	40	42	1,250	214	65	1,843	11	4,711
7:30 - 8:30	536	133	44	70	436	45	49	1,257	205	64	1,687	10	4,536
7:45 - 8:45	452	131	44	57	394	41	59	1,182	158	71	1,655	9	4,253
8:00 - 9:00	387	127	47	51	367	42	62	1,101	127	69	1,679	9	4,068



PERIOD: PM Peak Hour

DATE: WEDNESDAY 10/10/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	43	52	26	10	55	1	20	426	38	19	196	1	887
4:15 - 4:30	74	74	36	20	55	3	30	505	54	46	388	7	1,292
4:30 - 4:45	86	44	37	24	65	4	18	546	35	18	337	7	1,221
4:45 - 5:00	83	64	54	27	86	9	20	518	39	39	424	11	1,374
5:00 - 5:15	71	46	37	10	96	8	18	475	105	34	437	2	1,339
5:15 - 5:30	100	94	32	21	64	10	15	566	62	39	350	4	1,357
5:30 - 5:45	83	71	26	18	55	14	31	568	48	32	374	9	1,329
5:45 - 6:00	89	78	35	21	60	13	36	543	66	49	359	15	1,364



1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	286	234	153	81	261	17	88	1,995	166	122	1,345	26	4,774
4:15 - 5:15	314	228	164	81	302	24	86	2,044	233	137	1,586	27	5,226
4:30 - 5:30	340	248	160	82	311	31	71	2,105	241	130	1,548	24	5,291
4:45 - 5:45	337	275	149	76	301	41	84	2,127	254	144	1,585	26	5,399 *
5:00 - 6:00	343	289	130	70	275	45	100	2,152	281	154	1,520	30	5,389

VEHICLE TURNING MOVEMENT COUNT SUMMARY

Prepared by: National Data & Surveying Services
Project # 07-2473-008

N/S STREET: Owensmouth Ave

E/W STREET: Lassen St

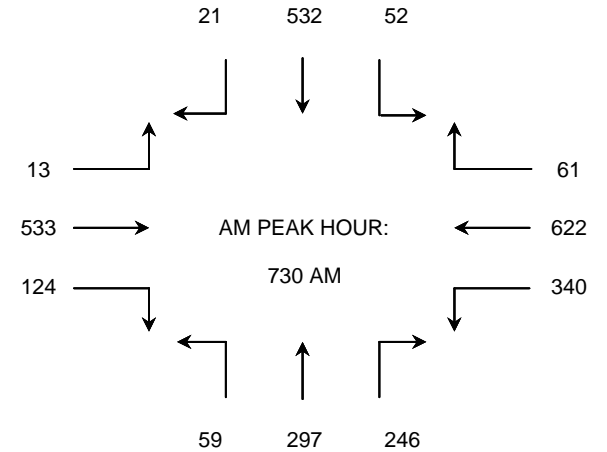
PERIOD: AM Peak Hour

DATE: THURSDAY 10/11/2007



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	52	136	14	2	85	14	13	70	47	10	119	4	566
7:15 - 7:30	65	157	16	5	86	22	16	62	53	12	134	2	630
7:30 - 7:45	72	178	12	2	97	34	17	77	71	14	143	6	723
7:45 - 8:00	73	190	14	4	128	44	18	84	66	12	136	3	772
8:00 - 8:15	88	141	20	4	144	24	13	70	57	11	151	5	728
8:15 - 8:30	107	113	15	3	164	22	11	66	52	15	102	7	677
8:30 - 8:45	111	121	18	6	176	15	10	88	31	9	72	5	662
8:45 - 9:00	102	118	16	3	154	14	13	77	42	15	65	6	625

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	262	661	56	13	396	114	64	293	237	48	532	15	2,691
7:15 - 8:15	298	666	62	15	455	124	64	293	247	49	564	16	2,853
7:30 - 8:30	340	622	61	13	533	124	59	297	246	52	532	21	2,900 *
7:45 - 8:45	379	565	67	17	612	105	52	308	206	47	461	20	2,839
8:00 - 9:00	408	493	69	16	638	75	47	301	182	50	390	23	2,692

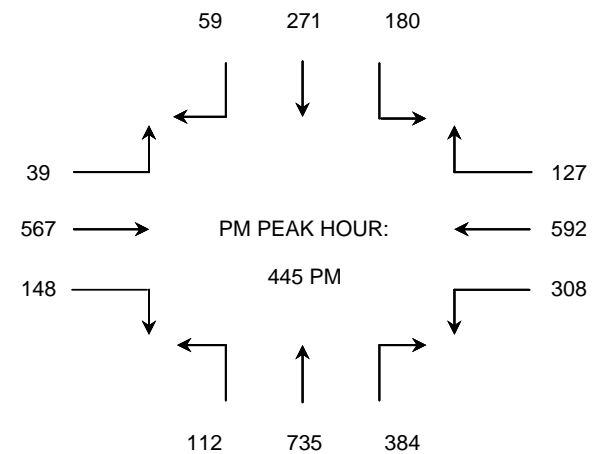


PERIOD: PM Peak Hour

DATE: THURSDAY 10/11/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	51	121	20	6	95	17	28	151	83	28	64	7	671
4:15 - 4:30	57	130	25	5	99	23	30	166	90	32	59	10	726
4:30 - 4:45	64	147	29	8	104	32	31	179	112	37	68	10	821
4:45 - 5:00	71	150	31	7	115	38	32	185	106	33	72	14	854
5:00 - 5:15	78	158	38	10	134	39	28	190	95	42	64	12	888
5:15 - 5:30	86	145	32	13	156	37	26	182	89	50	62	18	896
5:30 - 5:45	73	139	26	9	162	34	26	178	94	55	73	15	884
5:45 - 6:00	62	131	19	4	148	29	28	173	85	45	68	13	805

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	243	548	105	26	413	110	121	681	391	130	263	41	3,072
4:15 - 5:15	270	585	123	30	452	132	121	720	403	144	263	46	3,289
4:30 - 5:30	299	600	130	38	509	146	117	736	402	162	266	54	3,459
4:45 - 5:45	308	592	127	39	567	148	112	735	384	180	271	59	3,522 *
5:00 - 6:00	299	573	115	36	600	139	108	723	363	192	267	58	3,473



VEHICLE TURNING MOVEMENT COUNT SUMMARY

Prepared by: National Data & Surveying Services
Project # 07-2473-009

N/S STREET: Depot Rd

E/W STREET: Lassen St

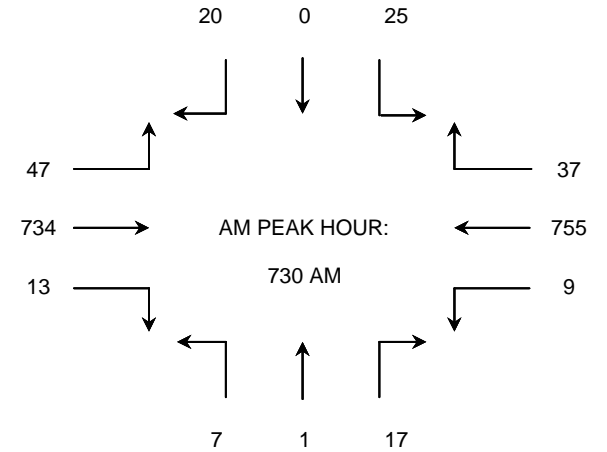
PERIOD: AM Peak Hour

DATE: THURSDAY 10/11/2007



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	3	150	3	3	167	5	4	0	2	3	0	3	343
7:15 - 7:30	8	181	5	2	171	3	6	0	13	7	0	2	398
7:30 - 7:45	3	199	14	14	177	3	2	0	4	4	0	5	425
7:45 - 8:00	2	193	6	14	181	5	2	0	3	6	0	4	416
8:00 - 8:15	3	182	11	10	184	1	2	0	4	10	0	8	415
8:15 - 8:30	1	181	6	9	192	4	1	1	6	5	0	3	409
8:30 - 8:45	3	187	5	5	199	0	5	0	2	6	0	5	417
8:45 - 9:00	1	182	4	4	207	1	1	0	5	1	0	4	410

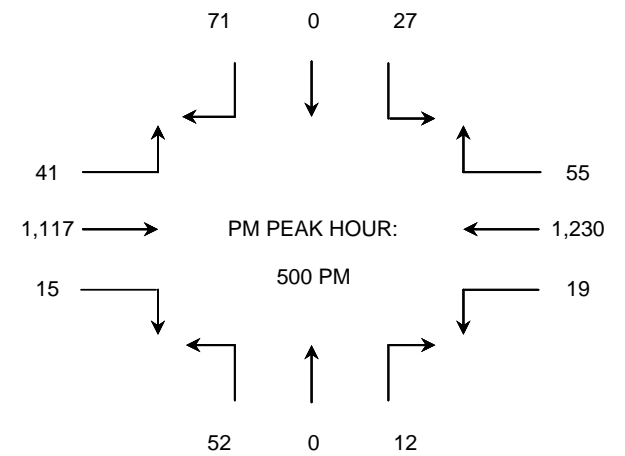
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	16	723	28	33	696	16	14	0	22	20	0	14	1,582
7:15 - 8:15	16	755	36	40	713	12	12	0	24	27	0	19	1,654
7:30 - 8:30	9	755	37	47	734	13	7	1	17	25	0	20	1,665 *
7:45 - 8:45	9	743	28	38	756	10	10	1	15	27	0	20	1,657
8:00 - 9:00	8	732	26	28	782	6	9	1	17	22	0	20	1,651



PERIOD: PM Peak Hour

DATE: THURSDAY 10/11/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	2	246	5	5	201	2	3	0	2	3	0	5	474
4:15 - 4:30	5	270	7	7	213	4	6	0	9	7	0	6	534
4:30 - 4:45	7	283	7	6	237	1	8	0	5	8	0	8	570
4:45 - 5:00	5	300	9	7	247	3	11	0	8	11	0	12	613
5:00 - 5:15	7	311	11	4	265	4	15	0	3	7	0	14	641
5:15 - 5:30	1	318	15	8	291	2	13	0	3	6	0	19	676
5:30 - 5:45	3	302	13	13	284	5	11	0	2	10	0	20	663
5:45 - 6:00	8	299	16	16	277	4	13	0	4	4	0	18	659



1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	19	1,099	28	25	898	10	28	0	24	29	0	31	2,191
4:15 - 5:15	24	1,164	34	24	962	12	40	0	25	33	0	40	2,358
4:30 - 5:30	20	1,212	42	25	1,040	10	47	0	19	32	0	53	2,500
4:45 - 5:45	16	1,231	48	32	1,087	14	50	0	16	34	0	65	2,593
5:00 - 6:00	19	1,230	55	41	1,117	15	52	0	12	27	0	71	2,639 *

VEHICLE TURNING MOVEMENT COUNT SUMMARY

Prepared by: National Data & Surveying Services
Project # 07-2473-010

N/S STREET: De Soto Ave

E/W STREET: Lassen St

PERIOD: AM Peak Hour

DATE: WEDNESDAY 10/17/2007



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	53	174	22	48	181	18	34	326	23	41	494	44	1,458
7:15 - 7:30	35	198	13	22	173	26	34	325	18	30	440	50	1,364
7:30 - 7:45	22	198	35	18	201	28	28	267	25	31	385	68	1,306
7:45 - 8:00	49	178	25	12	216	37	24	311	36	30	373	38	1,329
8:00 - 8:15	39	249	19	20	104	22	18	241	27	35	368	22	1,164
8:15 - 8:30	43	222	35	15	108	13	29	247	28	43	388	27	1,198
8:30 - 8:45	40	202	38	22	114	26	25	324	27	41	353	18	1,230
8:45 - 9:00	33	173	18	30	125	31	17	235	20	33	364	24	1,103

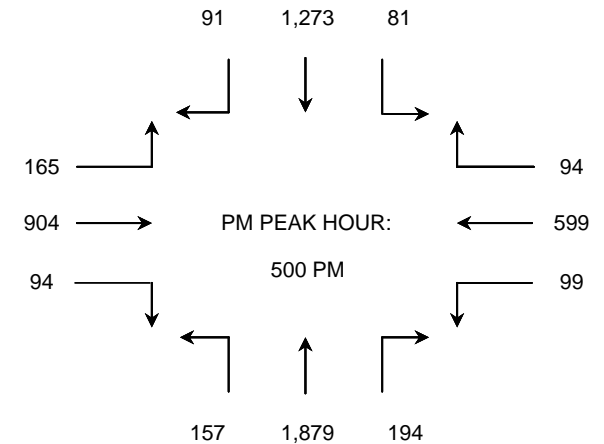
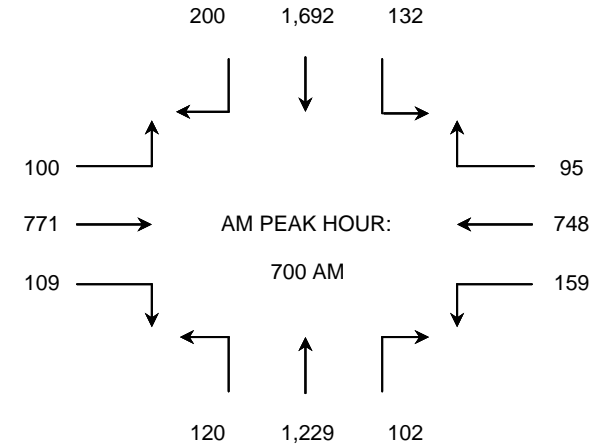
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	159	748	95	100	771	109	120	1,229	102	132	1,692	200	5,457 *
7:15 - 8:15	145	823	92	72	694	113	104	1,144	106	126	1,566	178	5,163
7:30 - 8:30	153	847	114	65	629	100	99	1,066	116	139	1,514	155	4,997
7:45 - 8:45	171	851	117	69	542	98	96	1,123	118	149	1,482	105	4,921
8:00 - 9:00	155	846	110	87	451	92	89	1,047	102	152	1,473	91	4,695

PERIOD: PM Peak Hour

DATE: WEDNESDAY 10/17/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	25	107	28	41	179	14	27	342	36	23	239	11	1,072
4:15 - 4:30	23	131	18	39	163	15	24	339	49	22	316	10	1,149
4:30 - 4:45	22	158	26	47	213	31	24	404	53	11	280	21	1,290
4:45 - 5:00	21	122	21	42	162	11	40	445	57	25	270	18	1,234
5:00 - 5:15	29	148	28	46	246	14	33	463	58	19	258	16	1,358
5:15 - 5:30	25	161	25	47	209	21	37	478	49	16	321	24	1,413
5:30 - 5:45	25	143	22	41	218	31	45	445	47	28	339	25	1,409
5:45 - 6:00	20	147	19	31	231	28	42	493	40	18	355	26	1,450

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	91	518	93	169	717	71	115	1,530	195	81	1,105	60	4,745
4:15 - 5:15	95	559	93	174	784	71	121	1,651	217	77	1,124	65	5,031
4:30 - 5:30	97	589	100	182	830	77	134	1,790	217	71	1,129	79	5,295
4:45 - 5:45	100	574	96	176	835	77	155	1,831	211	88	1,188	83	5,414
5:00 - 6:00	99	599	94	165	904	94	157	1,879	194	81	1,273	91	5,630 *



VEHICLE TURNING MOVEMENT COUNT SUMMARY

Prepared by: National Data & Surveying Services
Project # 07-2473-011

N/S STREET: Owensmouth Ave

E/W STREET: Marilla St

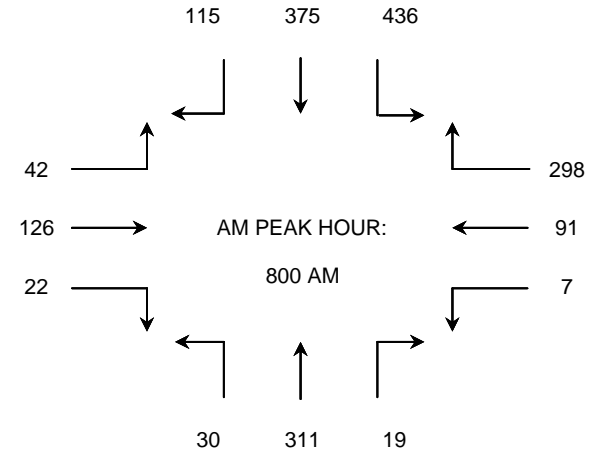
PERIOD: AM Peak Hour

DATE: WEDNESDAY 10/10/2007



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	3	17	52	3	20	1	4	54	4	68	48	26	300
7:15 - 7:30	4	13	58	4	24	3	7	65	5	77	53	16	329
7:30 - 7:45	2	12	71	6	28	2	3	67	10	72	63	19	355
7:45 - 8:00	1	17	70	10	30	1	8	79	5	81	73	23	398
8:00 - 8:15	0	18	73	9	28	4	4	77	7	93	86	26	425
8:15 - 8:30	1	24	79	8	38	8	7	82	4	103	92	35	481
8:30 - 8:45	2	27	75	12	32	6	10	77	2	123	108	31	505
8:45 - 9:00	4	22	71	13	28	4	9	75	6	117	89	23	461

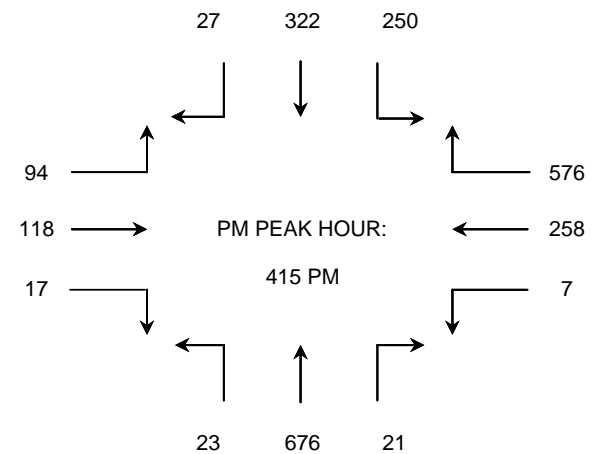
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	10	59	251	23	102	7	22	265	24	298	237	84	1,382
7:15 - 8:15	7	60	272	29	110	10	22	288	27	323	275	84	1,507
7:30 - 8:30	4	71	293	33	124	15	22	305	26	349	314	103	1,659
7:45 - 8:45	4	86	297	39	128	19	29	315	18	400	359	115	1,809
8:00 - 9:00	7	91	298	42	126	22	30	311	19	436	375	115	1,872 *



PERIOD: PM Peak Hour

DATE: WEDNESDAY 10/10/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	2	48	129	19	33	0	6	167	3	55	53	2	517
4:15 - 4:30	0	57	138	23	31	2	5	143	6	58	65	6	534
4:30 - 4:45	1	51	136	28	39	5	7	176	4	61	74	8	590
4:45 - 5:00	3	71	139	20	26	3	3	170	3	64	81	4	587
5:00 - 5:15	3	79	163	23	22	7	8	187	8	67	102	9	678
5:15 - 5:30	1	56	148	10	27	8	2	126	1	57	71	5	512
5:30 - 5:45	1	54	124	15	21	2	2	105	3	52	48	2	429
5:45 - 6:00	0	46	133	12	18	4	1	93	3	57	50	4	421



1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	6	227	542	90	129	10	21	656	16	238	273	20	2,228
4:15 - 5:15	7	258	576	94	118	17	23	676	21	250	322	27	2,389 *
4:30 - 5:30	8	257	586	81	114	23	20	659	16	249	328	26	2,367
4:45 - 5:45	8	260	574	68	96	20	15	588	15	240	302	20	2,206
5:00 - 6:00	5	235	568	60	88	21	13	511	15	233	271	20	2,040

VEHICLE TURNING MOVEMENT COUNT SUMMARY

Prepared by: National Data & Surveying Services
Project # 07-2473-012

N/S STREET: Owensmouth Ave

E/W STREET: Plummer St

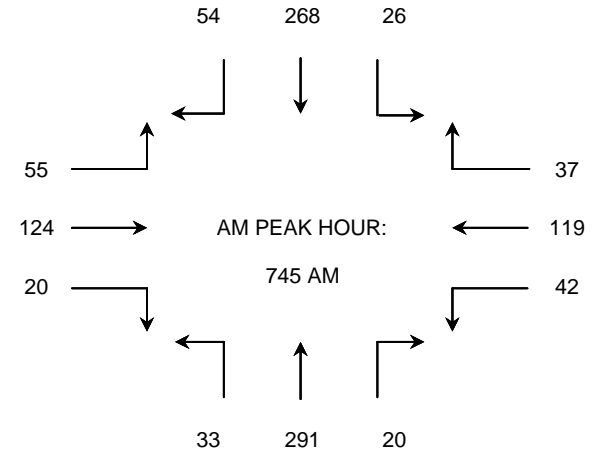
PERIOD: AM Peak Hour

DATE: WEDNESDAY 10/10/2007



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	10	19	3	7	18	2	6	48	6	3	36	8	166
7:15 - 7:30	4	16	6	9	21	1	8	59	3	6	41	7	181
7:30 - 7:45	8	34	19	12	27	4	5	55	7	7	54	16	248
7:45 - 8:00	4	39	7	11	33	3	9	70	4	5	52	13	250
8:00 - 8:15	16	22	17	14	26	6	7	74	7	9	63	11	272
8:15 - 8:30	16	30	8	17	34	7	7	75	6	4	74	14	292
8:30 - 8:45	6	28	5	13	31	4	10	72	3	8	79	16	275
8:45 - 9:00	4	23	3	11	29	3	7	66	4	7	71	12	240

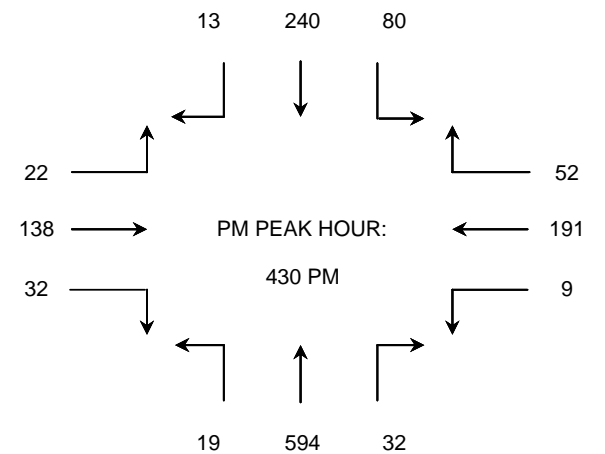
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	26	108	35	39	99	10	28	232	20	21	183	44	845
7:15 - 8:15	32	111	49	46	107	14	29	258	21	27	210	47	951
7:30 - 8:30	44	125	51	54	120	20	28	274	24	25	243	54	1,062
7:45 - 8:45	42	119	37	55	124	20	33	291	20	26	268	54	1,089 *
8:00 - 9:00	42	103	33	55	120	20	31	287	20	28	287	53	1,079



PERIOD: PM Peak Hour

DATE: WEDNESDAY 10/10/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	5	33	12	9	36	7	4	142	2	17	46	1	314
4:15 - 4:30	1	41	11	7	32	4	7	133	5	16	43	3	303
4:30 - 4:45	0	39	16	10	41	6	9	147	9	14	51	2	344
4:45 - 5:00	5	51	14	3	34	8	5	150	6	26	54	1	357
5:00 - 5:15	3	57	15	7	28	8	2	169	12	25	71	6	403
5:15 - 5:30	1	44	7	2	35	10	3	128	5	15	64	4	318
5:30 - 5:45	2	38	11	2	26	4	4	109	7	8	42	1	254
5:45 - 6:00	4	32	9	3	19	2	2	91	5	6	40	5	218



1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	11	164	53	29	143	25	25	572	22	73	194	7	1,318
4:15 - 5:15	9	188	56	27	135	26	23	599	32	81	219	12	1,407
4:30 - 5:30	9	191	52	22	138	32	19	594	32	80	240	13	1,422 *
4:45 - 5:45	11	190	47	14	123	30	14	556	30	74	231	12	1,332
5:00 - 6:00	10	171	42	14	108	24	11	497	29	54	217	16	1,193

VEHICLE TURNING MOVEMENT COUNT SUMMARY

Prepared by: National Data & Surveying Services
Project # 07-2473-013

N/S STREET: Canoga Ave

E/W STREET: Plummer St

PERIOD: AM Peak Hour

DATE: THURSDAY 10/11/2007



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	0	0	0	0	0	27	13	81	0	0	144	3	268
7:15 - 7:30	0	0	0	2	0	25	17	76	0	0	153	11	284
7:30 - 7:45	0	0	0	1	0	29	20	145	0	0	131	10	336
7:45 - 8:00	0	0	0	4	0	48	38	144	0	0	144	10	388
8:00 - 8:15	0	0	0	3	0	36	47	114	0	0	115	16	331
8:15 - 8:30	0	0	0	3	0	45	49	143	0	0	141	8	389
8:30 - 8:45	0	0	0	3	0	42	28	171	0	0	122	14	380
8:45 - 9:00	0	0	0	5	0	40	49	186	0	0	146	20	446

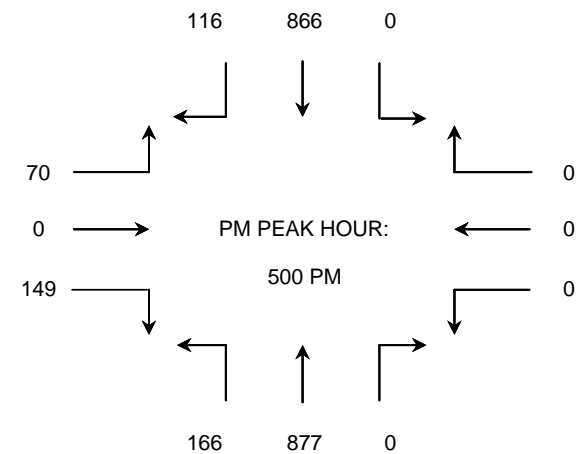
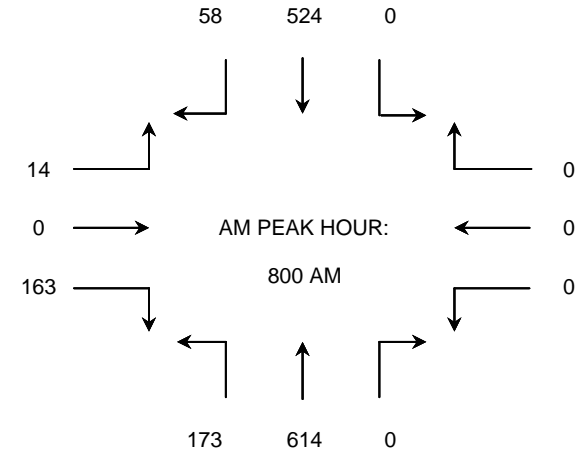
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	0	0	0	7	0	129	88	446	0	0	572	34	1,276
7:15 - 8:15	0	0	0	10	0	138	122	479	0	0	543	47	1,339
7:30 - 8:30	0	0	0	11	0	158	154	546	0	0	531	44	1,444
7:45 - 8:45	0	0	0	13	0	171	162	572	0	0	522	48	1,488
8:00 - 9:00	0	0	0	14	0	163	173	614	0	0	524	58	1,546 *

PERIOD: PM Peak Hour

DATE: THURSDAY 10/11/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	0	0	0	26	0	19	17	143	0	0	155	12	372
4:15 - 4:30	0	0	0	18	0	47	24	238	0	0	128	17	472
4:30 - 4:45	0	0	0	8	0	43	38	204	0	0	181	20	494
4:45 - 5:00	0	0	0	23	0	19	22	196	0	0	172	18	450
5:00 - 5:15	0	0	0	16	0	24	48	210	0	0	175	24	497
5:15 - 5:30	0	0	0	8	0	36	30	245	0	0	225	12	556
5:30 - 5:45	0	0	0	24	0	42	52	200	0	0	240	49	607
5:45 - 6:00	0	0	0	22	0	47	36	222	0	0	226	31	584

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	0	0	0	75	0	128	101	781	0	0	636	67	1,788
4:15 - 5:15	0	0	0	65	0	133	132	848	0	0	656	79	1,913
4:30 - 5:30	0	0	0	55	0	122	138	855	0	0	753	74	1,997
4:45 - 5:45	0	0	0	71	0	121	152	851	0	0	812	103	2,110
5:00 - 6:00	0	0	0	70	0	149	166	877	0	0	866	116	2,244 *



VEHICLE TURNING MOVEMENT COUNT SUMMARY

Prepared by: National Data & Surveying Services
Project # 07-2473-014

N/S STREET: Owensmouth Ave

E/W STREET: Nordhoff St

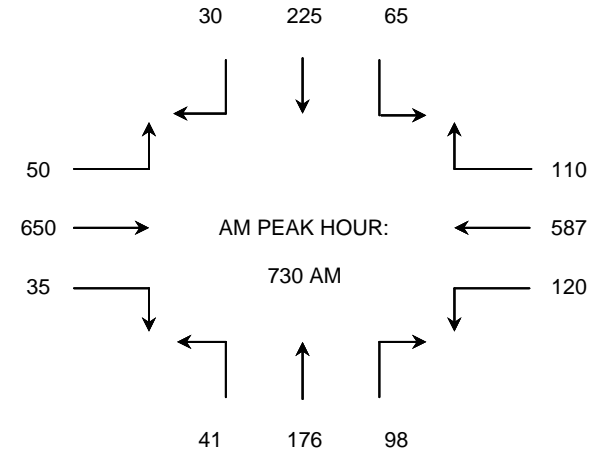
PERIOD: AM Peak Hour

DATE: WEDNESDAY 10/10/2007



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	10	49	14	10	85	4	6	35	12	8	22	3	258
7:15 - 7:30	12	91	14	9	144	1	7	65	32	2	47	6	430
7:30 - 7:45	43	149	30	15	143	7	12	66	26	10	65	5	571
7:45 - 8:00	38	175	29	9	174	11	10	46	33	20	64	8	617
8:00 - 8:15	19	135	26	16	167	6	9	47	21	17	47	9	519
8:15 - 8:30	20	128	25	10	166	11	10	17	18	18	49	8	480
8:30 - 8:45	11	132	19	9	175	6	9	29	26	18	49	9	492
8:45 - 9:00	12	88	12	11	104	7	5	11	22	15	30	4	321

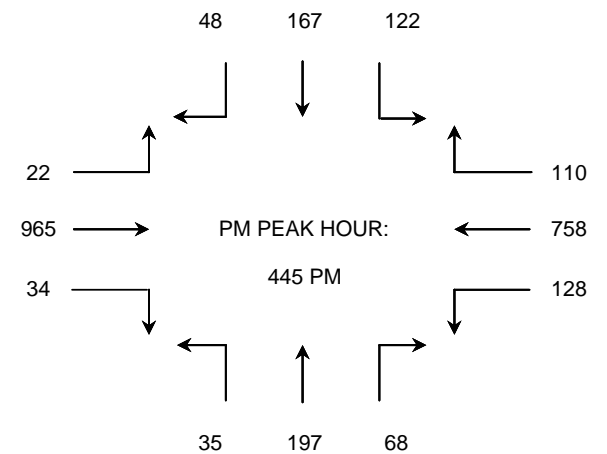
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	103	464	87	43	546	23	35	212	103	40	198	22	1,876
7:15 - 8:15	112	550	99	49	628	25	38	224	112	49	223	28	2,137
7:30 - 8:30	120	587	110	50	650	35	41	176	98	65	225	30	2,187 *
7:45 - 8:45	88	570	99	44	682	34	38	139	98	73	209	34	2,108
8:00 - 9:00	62	483	82	46	612	30	33	104	87	68	175	30	1,812



PERIOD: PM Peak Hour

DATE: WEDNESDAY 10/10/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	16	124	29	3	155	4	4	31	12	14	38	8	438
4:15 - 4:30	17	139	41	5	188	5	6	32	17	20	32	9	511
4:30 - 4:45	37	153	38	1	218	8	11	48	19	37	56	18	644
4:45 - 5:00	25	139	32	7	235	9	7	47	18	30	33	10	591
5:00 - 5:15	37	208	34	5	278	9	13	34	17	49	59	16	759
5:15 - 5:30	41	208	12	5	210	7	7	64	20	17	37	12	640
5:30 - 5:45	25	203	32	5	242	9	9	52	13	26	38	10	664
5:45 - 6:00	24	131	16	4	235	5	6	30	8	12	24	7	502



1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	95	555	140	16	796	26	27	158	66	101	159	45	2,184
4:15 - 5:15	116	639	145	18	919	31	36	161	71	136	180	53	2,505
4:30 - 5:30	140	708	116	18	941	33	37	193	74	133	185	56	2,634
4:45 - 5:45	128	758	110	22	965	34	35	197	68	122	167	48	2,654 *
5:00 - 6:00	127	750	94	19	965	30	35	180	58	104	158	45	2,565

VEHICLE TURNING MOVEMENT COUNT SUMMARY

Prepared by: National Data & Surveying Services
Project # 07-2473-015

N/S STREET: Canoga Ave

E/W STREET: Nordhoff St

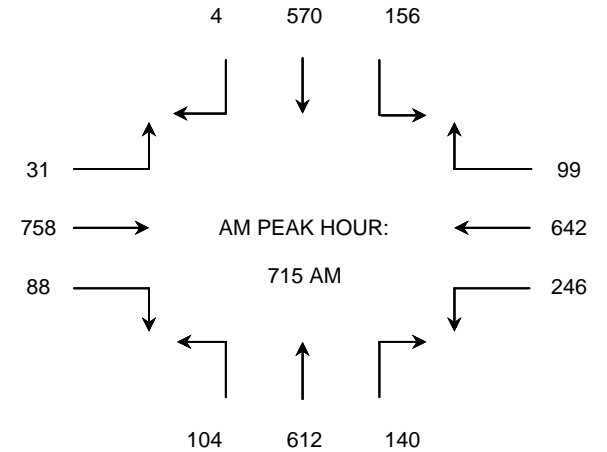
PERIOD: AM Peak Hour

DATE: THURSDAY 10/11/2007



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	46	71	22	1	167	7	17	118	31	36	91	1	608
7:15 - 7:30	74	116	16	7	176	9	22	127	29	36	123	0	735
7:30 - 7:45	54	177	21	10	200	31	17	153	33	31	159	2	888
7:45 - 8:00	53	178	25	10	188	22	33	162	32	42	182	1	928
8:00 - 8:15	65	171	37	4	194	26	32	170	46	47	106	1	899
8:15 - 8:30	47	123	31	2	137	17	19	115	40	38	137	4	710
8:30 - 8:45	55	110	41	4	164	18	18	100	35	32	122	4	703
8:45 - 9:00	41	104	24	2	128	14	22	76	31	51	153	0	646

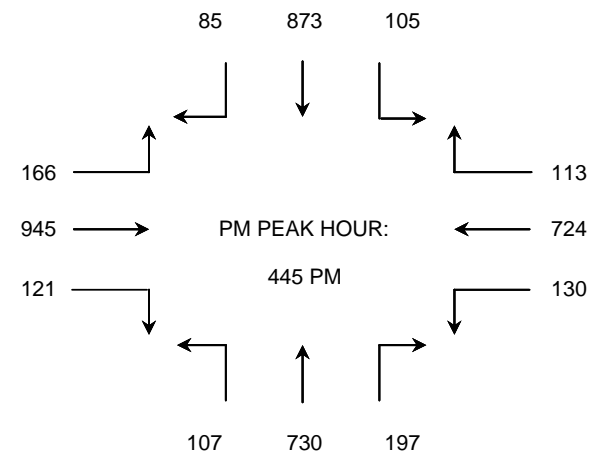
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	227	542	84	28	731	69	89	560	125	145	555	4	3,159
7:15 - 8:15	246	642	99	31	758	88	104	612	140	156	570	4	3,450 *
7:30 - 8:30	219	649	114	26	719	96	101	600	151	158	584	8	3,425
7:45 - 8:45	220	582	134	20	683	83	102	547	153	159	547	10	3,240
8:00 - 9:00	208	508	133	12	623	75	91	461	152	168	518	9	2,958



PERIOD: PM Peak Hour

DATE: THURSDAY 10/11/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	30	157	40	43	174	23	27	150	28	19	170	21	882
4:15 - 4:30	35	148	23	46	177	23	24	161	48	21	190	22	918
4:30 - 4:45	37	162	44	41	223	42	27	164	43	33	207	19	1,042
4:45 - 5:00	35	190	29	43	232	38	29	178	49	28	212	21	1,084
5:00 - 5:15	36	175	26	45	235	31	24	171	52	25	217	21	1,058
5:15 - 5:30	32	182	34	39	240	27	31	185	55	24	228	18	1,095
5:30 - 5:45	27	177	24	39	238	25	23	196	41	28	216	25	1,059
5:45 - 6:00	24	172	28	37	162	22	25	189	35	33	205	21	953



1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	137	657	136	173	806	126	107	653	168	101	779	83	3,926
4:15 - 5:15	143	675	122	175	867	134	104	674	192	107	826	83	4,102
4:30 - 5:30	140	709	133	168	930	138	111	698	199	110	864	79	4,279
4:45 - 5:45	130	724	113	166	945	121	107	730	197	105	873	85	4,296 *
5:00 - 6:00	119	706	112	160	875	105	103	741	183	110	866	85	4,165

VEHICLE TURNING MOVEMENT COUNT SUMMARY

Prepared by: National Data & Surveying Services
Project # 07-2473-016

N/S STREET: De Soto Ave

E/W STREET: Nordhoff St

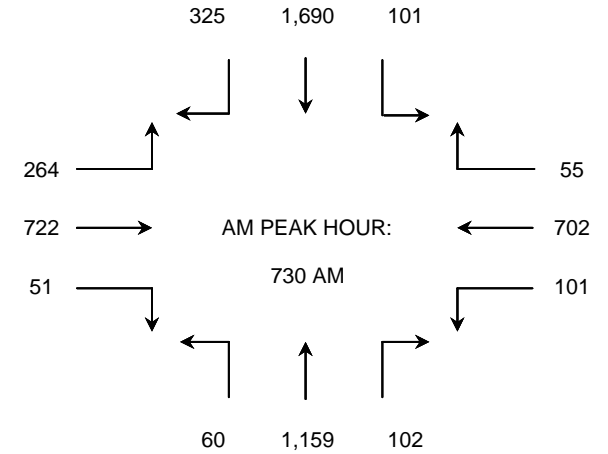
PERIOD: AM Peak Hour

DATE: THURSDAY 10/18/2007



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	13	131	11	33	147	9	5	207	11	8	262	34	871
7:15 - 7:30	15	151	12	55	159	10	8	252	10	9	294	46	1,021
7:30 - 7:45	20	154	15	72	184	11	10	339	18	11	393	50	1,277
7:45 - 8:00	29	185	12	60	192	10	17	316	31	31	422	75	1,380
8:00 - 8:15	24	184	12	69	176	13	14	261	28	36	466	109	1,392
8:15 - 8:30	28	179	16	63	170	17	19	243	25	23	409	91	1,283
8:30 - 8:45	23	160	21	52	149	18	17	252	16	19	388	86	1,201
8:45 - 9:00	18	144	16	49	140	15	11	217	14	10	337	67	1,038

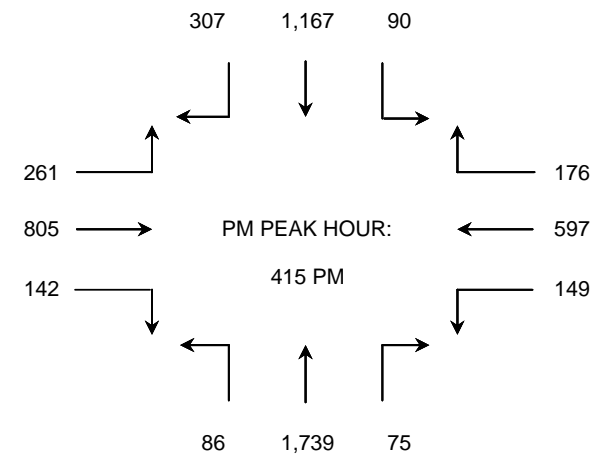
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	77	621	50	220	682	40	40	1,114	70	59	1,371	205	4,549
7:15 - 8:15	88	674	51	256	711	44	49	1,168	87	87	1,575	280	5,070
7:30 - 8:30	101	702	55	264	722	51	60	1,159	102	101	1,690	325	5,332 *
7:45 - 8:45	104	708	61	244	687	58	67	1,072	100	109	1,685	361	5,256
8:00 - 9:00	93	667	65	233	635	63	61	973	83	88	1,600	353	4,914



PERIOD: PM Peak Hour

DATE: THURSDAY 10/18/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	20	167	38	58	135	25	19	372	9	15	234	70	1,162
4:15 - 4:30	46	161	43	76	184	36	20	378	18	22	257	82	1,323
4:30 - 4:45	41	137	42	60	187	34	27	485	22	21	316	70	1,442
4:45 - 5:00	33	155	50	63	231	35	21	445	15	26	309	75	1,458
5:00 - 5:15	29	144	41	62	203	37	18	431	20	21	285	80	1,371
5:15 - 5:30	26	137	40	43	222	36	15	415	18	27	273	63	1,315
5:30 - 5:45	37	121	32	48	220	25	19	412	26	20	269	57	1,286
5:45 - 6:00	28	119	29	45	206	22	17	405	20	18	266	59	1,234



1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	140	620	173	257	737	130	87	1,680	64	84	1,116	297	5,385
4:15 - 5:15	149	597	176	261	805	142	86	1,739	75	90	1,167	307	5,594 *
4:30 - 5:30	129	573	173	228	843	142	81	1,776	75	95	1,183	288	5,586
4:45 - 5:45	125	557	163	216	876	133	73	1,703	79	94	1,136	275	5,430
5:00 - 6:00	120	521	142	198	851	120	69	1,663	84	86	1,093	259	5,206

VEHICLE TURNING MOVEMENT COUNT SUMMARY

Prepared by: National Data & Surveying Services
Project # 07-2473-017

N/S STREET: Owensmouth Ave

E/W STREET: Parthenia St

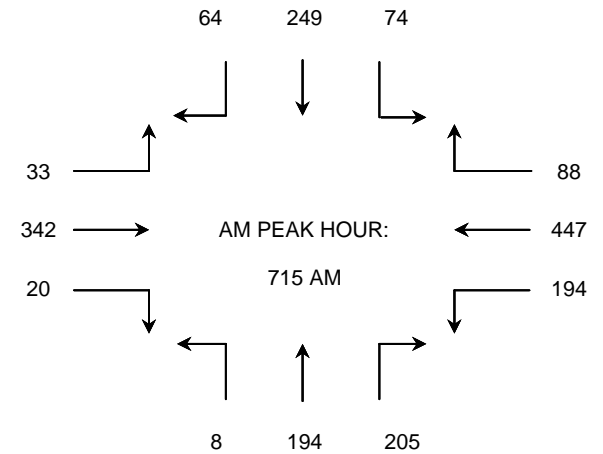
PERIOD: AM Peak Hour

DATE: WEDNESDAY 10/10/2007



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	17	73	8	3	70	1	4	32	13	17	19	10	267
7:15 - 7:30	36	104	19	5	64	2	1	46	61	21	46	10	415
7:30 - 7:45	51	131	22	7	89	5	3	63	49	18	84	19	541
7:45 - 8:00	71	133	19	11	83	9	4	49	53	23	61	22	538
8:00 - 8:15	36	79	28	10	106	4	0	36	42	12	58	13	424
8:15 - 8:30	34	101	11	3	88	3	1	25	38	10	52	5	371
8:30 - 8:45	28	71	19	3	86	1	3	19	26	10	40	6	312
8:45 - 9:00	14	55	12	5	70	2	1	28	12	17	25	9	250

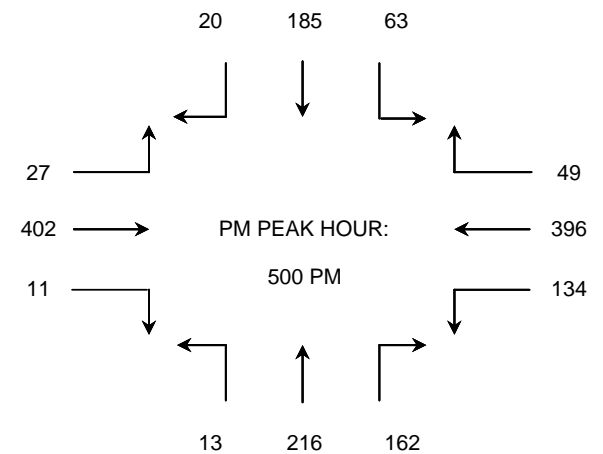
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	175	441	68	26	306	17	12	190	176	79	210	61	1,761
7:15 - 8:15	194	447	88	33	342	20	8	194	205	74	249	64	1,918 *
7:30 - 8:30	192	444	80	31	366	21	8	173	182	63	255	59	1,874
7:45 - 8:45	169	384	77	27	363	17	8	129	159	55	211	46	1,645
8:00 - 9:00	112	306	70	21	350	10	5	108	118	49	175	33	1,357



PERIOD: PM Peak Hour

DATE: WEDNESDAY 10/10/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	10	47	4	9	44	2	5	26	25	10	23	1	206
4:15 - 4:30	21	89	9	3	72	8	2	39	39	9	39	9	339
4:30 - 4:45	30	96	18	6	87	5	2	49	35	43	51	6	428
4:45 - 5:00	23	78	13	7	82	4	5	44	39	17	40	4	356
5:00 - 5:15	32	92	9	10	101	3	4	53	30	27	53	8	422
5:15 - 5:30	43	103	18	7	114	1	0	53	39	15	46	1	440
5:30 - 5:45	26	90	9	1	99	2	5	58	49	12	44	8	403
5:45 - 6:00	33	111	13	9	88	5	4	52	44	9	42	3	413



1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	84	310	44	25	285	19	14	158	138	79	153	20	1,329
4:15 - 5:15	106	355	49	26	342	20	13	185	143	96	183	27	1,545
4:30 - 5:30	128	369	58	30	384	13	11	199	143	102	190	19	1,646
4:45 - 5:45	124	363	49	25	396	10	14	208	157	71	183	21	1,621
5:00 - 6:00	134	396	49	27	402	11	13	216	162	63	185	20	1,678 *

VEHICLE TURNING MOVEMENT COUNT SUMMARY

Prepared by: National Data & Surveying Services
Project # 07-2473-018

N/S STREET: Canoga Ave

E/W STREET: Parthenia St

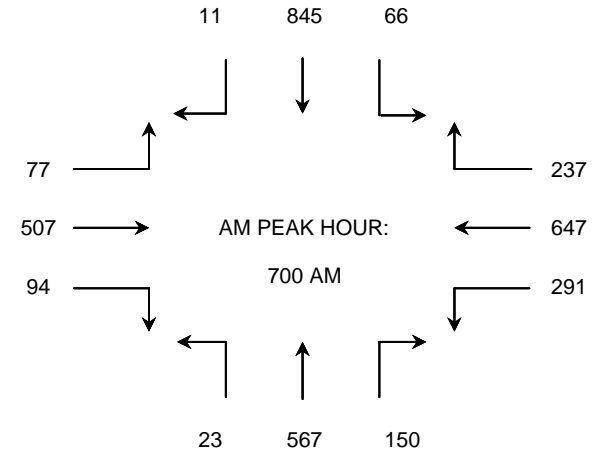
PERIOD: AM Peak Hour

DATE: THURSDAY 10/11/2007



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	68	143	50	20	117	18	4	125	40	15	204	2	806
7:15 - 7:30	71	150	53	27	128	19	6	129	42	17	208	4	854
7:30 - 7:45	84	172	56	18	133	23	7	160	30	14	219	2	918
7:45 - 8:00	68	182	78	12	129	34	6	153	38	20	214	3	937
8:00 - 8:15	77	137	65	9	107	19	8	143	55	13	156	7	796
8:15 - 8:30	92	100	45	4	96	12	5	127	44	10	181	3	719
8:30 - 8:45	83	99	38	5	91	16	2	116	39	17	187	4	697
8:45 - 9:00	78	89	24	4	87	13	8	114	38	18	182	1	656

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	291	647	237	77	507	94	23	567	150	66	845	11	3,515 *
7:15 - 8:15	300	641	252	66	497	95	27	585	165	64	797	16	3,505
7:30 - 8:30	321	591	244	43	465	88	26	583	167	57	770	15	3,370
7:45 - 8:45	320	518	226	30	423	81	21	539	176	60	738	17	3,149
8:00 - 9:00	330	425	172	22	381	60	23	500	176	58	706	15	2,868

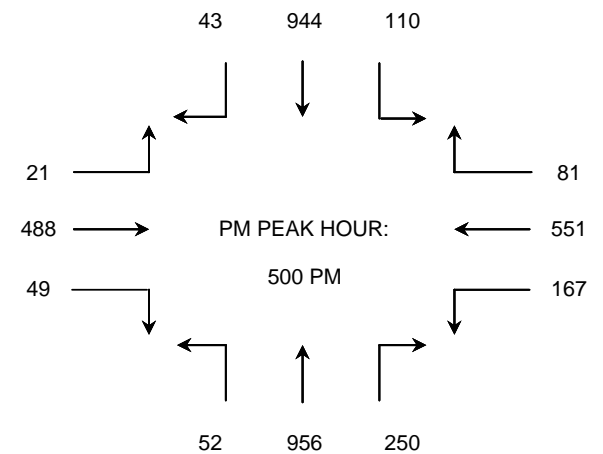


PERIOD: PM Peak Hour

DATE: THURSDAY 10/11/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	28	79	18	6	112	10	10	194	49	28	201	8	743
4:15 - 4:30	30	81	20	9	125	13	12	212	51	29	216	7	805
4:30 - 4:45	32	85	23	10	132	15	15	227	53	31	212	11	846
4:45 - 5:00	34	97	28	7	116	18	17	236	54	34	218	12	871
5:00 - 5:15	38	130	28	4	136	20	18	226	61	35	224	15	935
5:15 - 5:30	38	144	16	5	131	11	10	271	63	28	236	10	963
5:30 - 5:45	46	133	14	6	116	11	12	246	64	28	245	5	926
5:45 - 6:00	45	144	23	6	105	7	12	213	62	19	239	13	888

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	124	342	89	32	485	56	54	869	207	122	847	38	3,265
4:15 - 5:15	134	393	99	30	509	66	62	901	219	129	870	45	3,457
4:30 - 5:30	142	456	95	26	515	64	60	960	231	128	890	48	3,615
4:45 - 5:45	156	504	86	22	499	60	57	979	242	125	923	42	3,695
5:00 - 6:00	167	551	81	21	488	49	52	956	250	110	944	43	3,712 *



VEHICLE TURNING MOVEMENT COUNT SUMMARY

Prepared by: National Data & Surveying Services
Project # 07-2473-019

N/S STREET: De Soto Ave

E/W STREET: Parthenia St

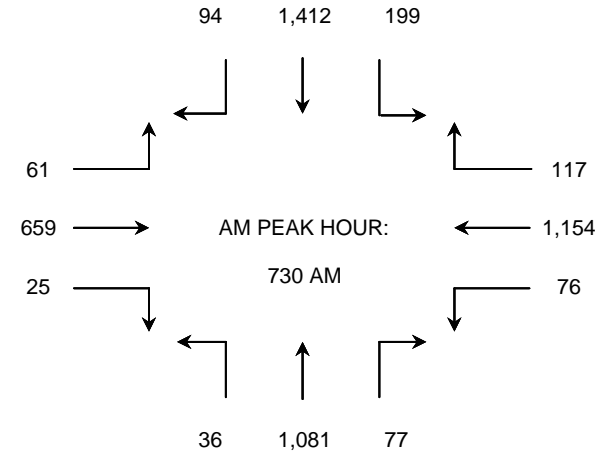
PERIOD: AM Peak Hour

DATE: WEDNESDAY 10/17/2007



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	11	129	7	17	130	9	5	197	7	22	302	22	858
7:15 - 7:30	19	162	11	20	137	17	4	202	8	17	315	25	937
7:30 - 7:45	21	250	55	11	164	5	10	209	14	83	306	16	1,144
7:45 - 8:00	20	349	29	15	195	12	10	289	27	42	443	23	1,454
8:00 - 8:15	17	304	20	18	172	5	11	295	19	40	376	26	1,303
8:15 - 8:30	18	251	13	17	128	3	5	288	17	34	287	29	1,090
8:30 - 8:45	36	203	8	49	90	3	11	288	6	27	347	14	1,082
8:45 - 9:00	39	198	8	46	94	13	7	244	8	23	273	14	967

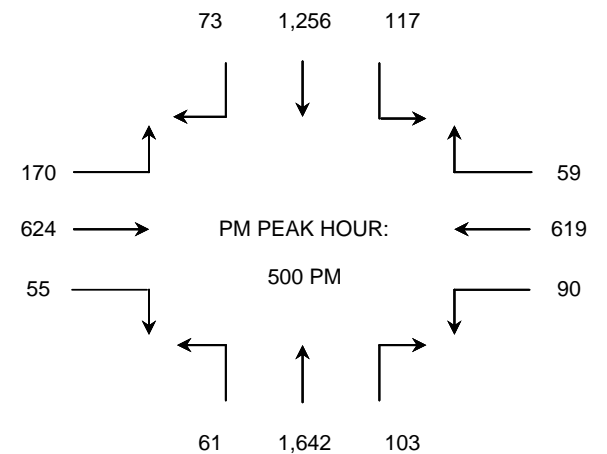
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	71	890	102	63	626	43	29	897	56	164	1,366	86	4,393
7:15 - 8:15	77	1,065	115	64	668	39	35	995	68	182	1,440	90	4,838
7:30 - 8:30	76	1,154	117	61	659	25	36	1,081	77	199	1,412	94	4,991 *
7:45 - 8:45	91	1,107	70	99	585	23	37	1,160	69	143	1,453	92	4,929
8:00 - 9:00	110	956	49	130	484	24	34	1,115	50	124	1,283	83	4,442



PERIOD: PM Peak Hour

DATE: WEDNESDAY 10/17/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	14	134	13	42	159	8	13	390	21	34	232	16	1,076
4:15 - 4:30	16	122	20	34	120	13	13	295	40	24	210	22	929
4:30 - 4:45	24	142	18	41	151	19	7	378	34	44	241	19	1,118
4:45 - 5:00	15	96	14	44	159	16	18	320	36	36	319	15	1,088
5:00 - 5:15	18	145	13	50	165	17	16	384	32	34	356	13	1,243
5:15 - 5:30	30	170	20	56	140	10	9	481	23	30	374	17	1,360
5:30 - 5:45	22	150	12	30	159	14	22	344	19	24	250	17	1,063
5:45 - 6:00	20	154	14	34	160	14	14	433	29	29	276	26	1,203



1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	69	494	65	161	589	56	51	1,383	131	138	1,002	72	4,211
4:15 - 5:15	73	505	65	169	595	65	54	1,377	142	138	1,126	69	4,378
4:30 - 5:30	87	553	65	191	615	62	50	1,563	125	144	1,290	64	4,809
4:45 - 5:45	85	561	59	180	623	57	65	1,529	110	124	1,299	62	4,754
5:00 - 6:00	90	619	59	170	624	55	61	1,642	103	117	1,256	73	4,869 *

VEHICLE TURNING MOVEMENT COUNT SUMMARY

Prepared by: National Data & Surveying Services
Project # 07-2473-020

N/S STREET: Owensmouth Ave

E/W STREET: Roscoe Blvd

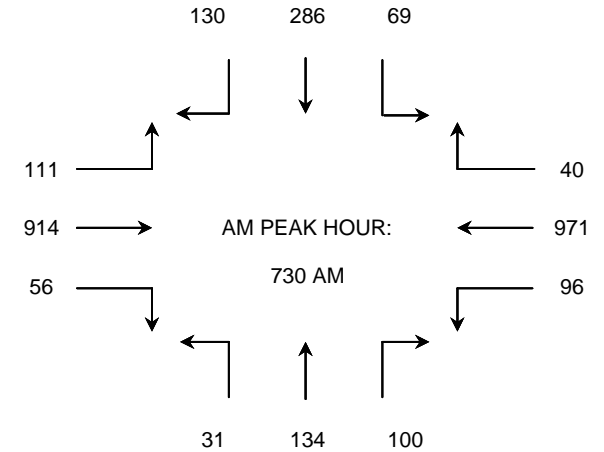
PERIOD: AM Peak Hour

DATE: WEDNESDAY 10/10/2007



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	16	133	5	20	124	15	5	16	23	11	29	4	401
7:15 - 7:30	18	186	6	16	198	8	8	37	33	16	43	22	591
7:30 - 7:45	19	255	5	31	206	11	11	40	24	17	65	41	725
7:45 - 8:00	26	243	12	29	253	18	9	42	27	21	82	38	800
8:00 - 8:15	22	240	10	25	238	16	4	33	25	17	78	26	734
8:15 - 8:30	29	233	13	26	217	11	7	19	24	14	61	25	679
8:30 - 8:45	20	206	7	22	196	17	6	12	15	12	43	11	567
8:45 - 9:00	17	188	5	14	170	5	5	11	14	12	41	10	492

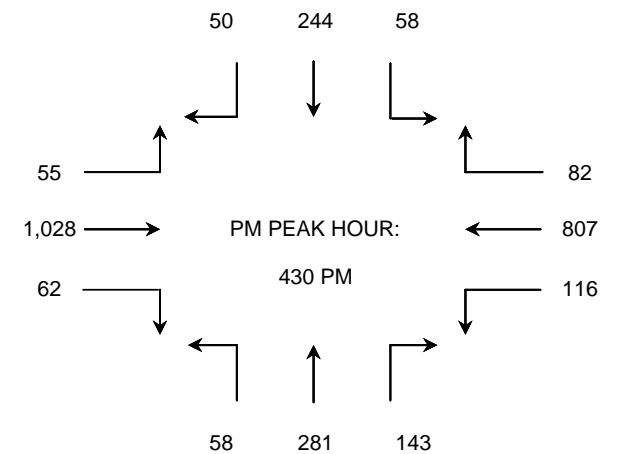
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	79	817	28	96	781	52	33	135	107	65	219	105	2,517
7:15 - 8:15	85	924	33	101	895	53	32	152	109	71	268	127	2,850
7:30 - 8:30	96	971	40	111	914	56	31	134	100	69	286	130	2,938 *
7:45 - 8:45	97	922	42	102	904	62	26	106	91	64	264	100	2,780
8:00 - 9:00	88	867	35	87	821	49	22	75	78	55	223	72	2,472



PERIOD: PM Peak Hour

DATE: WEDNESDAY 10/10/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	19	151	11	10	203	10	6	45	19	10	33	7	524
4:15 - 4:30	17	156	10	12	212	9	8	46	17	8	42	8	545
4:30 - 4:45	26	193	17	18	260	12	19	61	25	14	64	9	718
4:45 - 5:00	25	204	23	11	249	17	16	74	37	19	58	14	747
5:00 - 5:15	40	212	19	12	268	18	12	72	35	13	65	14	780
5:15 - 5:30	25	198	23	14	251	15	11	74	46	12	57	13	739
5:30 - 5:45	21	196	20	11	239	14	10	70	43	14	60	13	711
5:45 - 6:00	19	193	17	11	233	12	13	67	39	14	55	11	684



1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	87	704	61	51	924	48	49	226	98	51	197	38	2,534
4:15 - 5:15	108	765	69	53	989	56	55	253	114	54	229	45	2,790
4:30 - 5:30	116	807	82	55	1,028	62	58	281	143	58	244	50	2,984 *
4:45 - 5:45	111	810	85	48	1,007	64	49	290	161	58	240	54	2,977
5:00 - 6:00	105	799	79	48	991	59	46	283	163	53	237	51	2,914

VEHICLE TURNING MOVEMENT COUNT SUMMARY

Prepared by: National Data & Surveying Services
Project # 07-2473-021

N/S STREET: Canoga Ave

E/W STREET: Roscoe Blvd

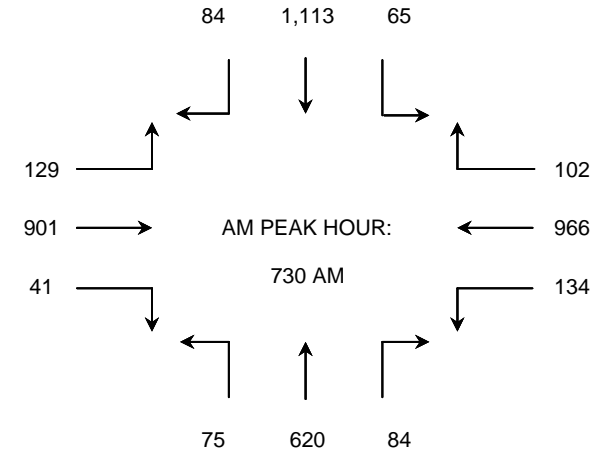
PERIOD: AM Peak Hour

DATE: THURSDAY 10/11/2007



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	33	178	14	15	173	11	17	102	21	9	120	26	719
7:15 - 7:30	29	192	20	32	194	17	16	126	18	13	255	10	922
7:30 - 7:45	46	268	25	30	213	18	20	176	18	18	297	24	1,153
7:45 - 8:00	23	211	24	34	260	8	16	154	21	17	301	19	1,088
8:00 - 8:15	31	261	33	32	217	9	20	147	25	19	235	15	1,044
8:15 - 8:30	34	226	20	33	211	6	19	143	20	11	280	26	1,029
8:30 - 8:45	31	166	15	31	148	9	22	134	17	16	272	23	884
8:45 - 9:00	25	143	21	25	177	9	31	155	16	7	242	14	865

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	131	849	83	111	840	54	69	558	78	57	973	79	3,882
7:15 - 8:15	129	932	102	128	884	52	72	603	82	67	1,088	68	4,207
7:30 - 8:30	134	966	102	129	901	41	75	620	84	65	1,113	84	4,314 *
7:45 - 8:45	119	864	92	130	836	32	77	578	83	63	1,088	83	4,045
8:00 - 9:00	121	796	89	121	753	33	92	579	78	53	1,029	78	3,822

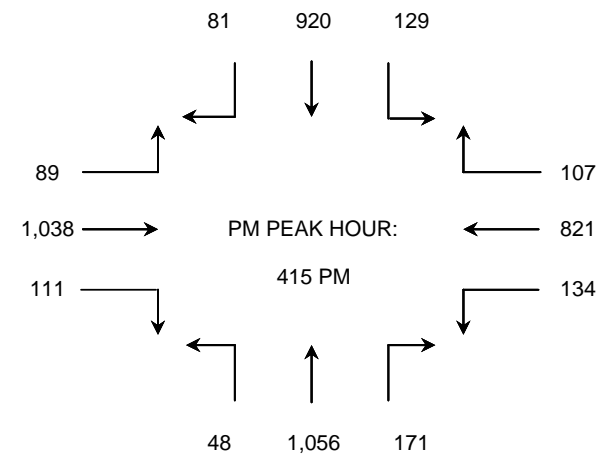


PERIOD: PM Peak Hour

DATE: THURSDAY 10/11/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	40	220	24	17	265	18	17	224	36	29	223	16	1,129
4:15 - 4:30	36	192	33	19	254	35	10	272	47	35	252	18	1,203
4:30 - 4:45	39	220	28	26	304	34	12	246	40	33	242	19	1,243
4:45 - 5:00	25	189	20	21	248	25	12	298	46	30	198	12	1,124
5:00 - 5:15	34	220	26	23	232	17	14	240	38	31	228	32	1,135
5:15 - 5:30	31	155	14	22	227	25	15	244	37	29	219	12	1,030
5:30 - 5:45	28	171	27	15	236	18	10	242	38	16	201	18	1,020
5:45 - 6:00	39	185	16	18	167	12	18	304	37	18	189	15	1,018

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	140	821	105	83	1,071	112	51	1,040	169	127	915	65	4,699
4:15 - 5:15	134	821	107	89	1,038	111	48	1,056	171	129	920	81	4,705 *
4:30 - 5:30	129	784	88	92	1,011	101	53	1,028	161	123	887	75	4,532
4:45 - 5:45	118	735	87	81	943	85	51	1,024	159	106	846	74	4,309
5:00 - 6:00	132	731	83	78	862	72	57	1,030	150	94	837	77	4,203



VEHICLE TURNING MOVEMENT COUNT SUMMARY

Prepared by: National Data & Surveying Services
Project # 07-2473-022

N/S STREET: De Soto Ave

E/W STREET: Roscoe Blvd

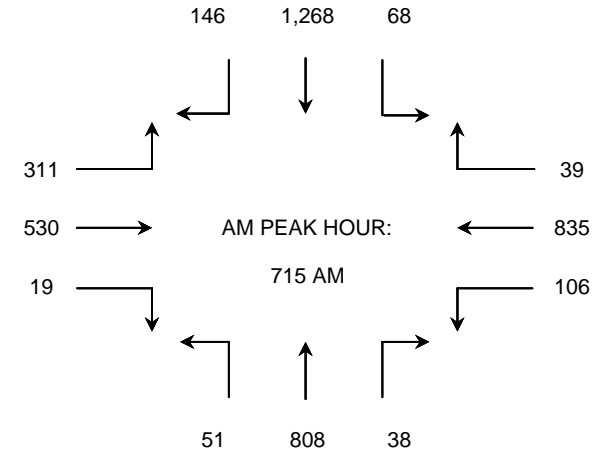
PERIOD: AM Peak Hour

DATE: THURSDAY 10/18/2007



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	22	126	7	51	123	6	7	243	13	8	261	34	901
7:15 - 7:30	26	176	8	58	138	9	11	260	12	14	297	33	1,042
7:30 - 7:45	35	204	9	105	160	6	22	221	12	30	308	56	1,168
7:45 - 8:00	23	215	7	63	106	2	6	130	8	10	272	13	855
8:00 - 8:15	22	240	15	85	126	2	12	197	6	14	391	44	1,154
8:15 - 8:30	21	184	10	73	169	3	13	185	3	20	292	24	997
8:30 - 8:45	19	204	11	46	184	7	12	133	1	6	323	25	971
8:45 - 9:00	17	196	29	35	168	1	10	129	10	15	289	41	940

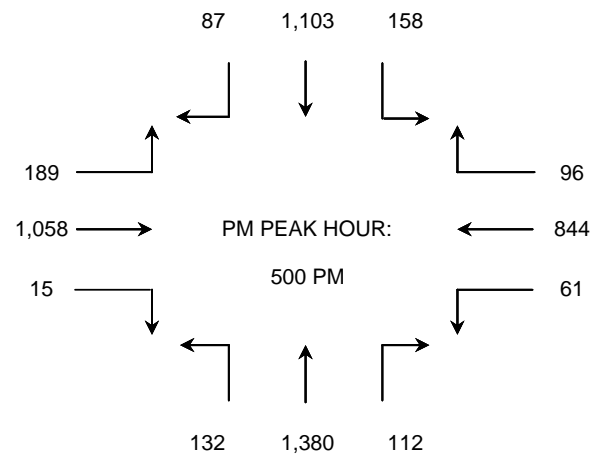
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	106	721	31	277	527	23	46	854	45	62	1,138	136	3,966
7:15 - 8:15	106	835	39	311	530	19	51	808	38	68	1,268	146	4,219 *
7:30 - 8:30	101	843	41	326	561	13	53	733	29	74	1,263	137	4,174
7:45 - 8:45	85	843	43	267	585	14	43	645	18	50	1,278	106	3,977
8:00 - 9:00	79	824	65	239	647	13	47	644	20	55	1,295	134	4,062



PERIOD: PM Peak Hour

DATE: THURSDAY 10/18/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	16	185	10	62	168	12	22	300	19	37	208	13	1,052
4:15 - 4:30	17	193	13	88	206	5	30	353	35	12	244	29	1,225
4:30 - 4:45	21	151	16	54	237	3	29	359	24	17	243	27	1,181
4:45 - 5:00	27	167	24	59	265	8	43	339	33	18	265	43	1,291
5:00 - 5:15	23	156	13	56	257	6	44	346	30	22	263	32	1,248
5:15 - 5:30	12	210	24	57	277	1	27	316	27	64	273	19	1,307
5:30 - 5:45	11	221	31	30	257	3	32	365	24	31	281	15	1,301
5:45 - 6:00	15	257	28	46	267	5	29	353	31	41	286	21	1,379



1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	81	696	63	263	876	28	124	1,351	111	84	960	112	4,749
4:15 - 5:15	88	667	66	257	965	22	146	1,397	122	69	1,015	131	4,945
4:30 - 5:30	83	684	77	226	1,036	18	143	1,360	114	121	1,044	121	5,027
4:45 - 5:45	73	754	92	202	1,056	18	146	1,366	114	135	1,082	109	5,147
5:00 - 6:00	61	844	96	189	1,058	15	132	1,380	112	158	1,103	87	5,235 *

VEHICLE TURNING MOVEMENT COUNT SUMMARY

Prepared by: National Data & Surveying Services
Project # 07-2473-023

N/S STREET: Owensmouth Ave

E/W STREET: Saticoy St

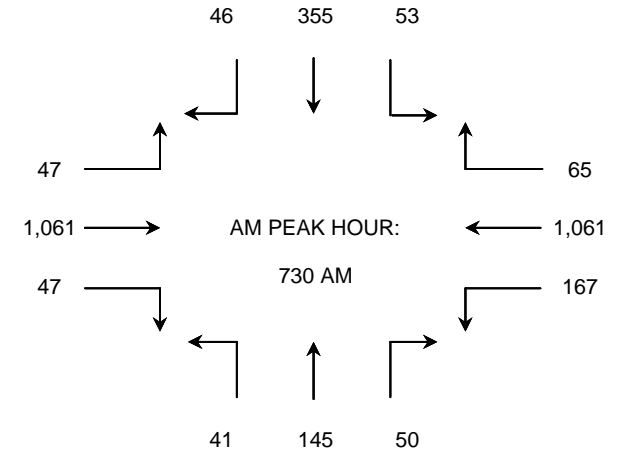
PERIOD: AM Peak Hour

DATE: WEDNESDAY 10/10/2007



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	32	273	10	3	240	6	6	21	8	13	55	8	675
7:15 - 7:30	38	279	16	10	231	7	6	14	13	10	71	15	710
7:30 - 7:45	48	322	20	15	228	15	12	38	5	15	88	18	824
7:45 - 8:00	34	255	21	15	276	14	12	41	15	14	122	10	829
8:00 - 8:15	41	236	15	11	296	9	8	33	18	10	75	12	764
8:15 - 8:30	44	248	9	6	261	9	9	33	12	14	70	6	721
8:30 - 8:45	34	244	14	9	169	10	7	13	13	6	68	6	593
8:45 - 9:00	36	214	14	11	185	7	8	17	7	7	69	7	582

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	152	1,129	67	43	975	42	36	114	41	52	336	51	3,038
7:15 - 8:15	161	1,092	72	51	1,031	45	38	126	51	49	356	55	3,127
7:30 - 8:30	167	1,061	65	47	1,061	47	41	145	50	53	355	46	3,138 *
7:45 - 8:45	153	983	59	41	1,002	42	36	120	58	44	335	34	2,907
8:00 - 9:00	155	942	52	37	911	35	32	96	50	37	282	31	2,660

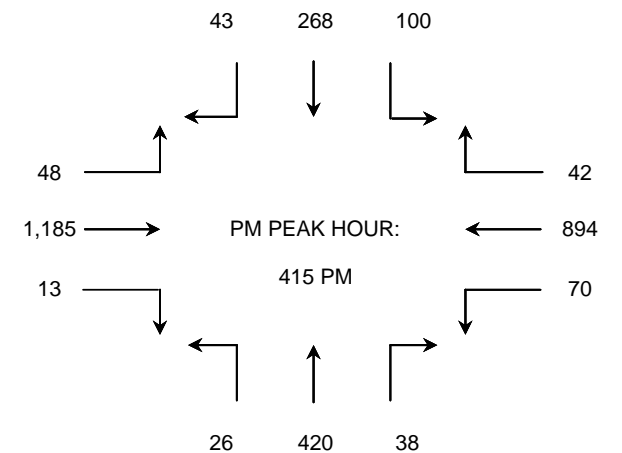


PERIOD: PM Peak Hour

DATE: WEDNESDAY 10/10/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	7	181	8	10	256	1	7	61	9	24	58	2	624
4:15 - 4:30	17	238	10	17	321	4	7	134	13	35	95	12	903
4:30 - 4:45	14	183	13	8	329	3	5	74	11	23	31	11	705
4:45 - 5:00	23	236	11	8	264	2	9	89	5	22	78	8	755
5:00 - 5:15	16	237	8	15	271	4	5	123	9	20	64	12	784
5:15 - 5:30	21	211	13	10	237	5	11	82	6	38	48	16	698
5:30 - 5:45	20	198	11	18	296	2	13	103	9	39	51	11	771
5:45 - 6:00	24	256	9	8	338	2	8	113	9	22	56	5	850

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	61	838	42	43	1,170	10	28	358	38	104	262	33	2,987
4:15 - 5:15	70	894	42	48	1,185	13	26	420	38	100	268	43	3,147 *
4:30 - 5:30	74	867	45	41	1,101	14	30	368	31	103	221	47	2,942
4:45 - 5:45	80	882	43	51	1,068	13	38	397	29	119	241	47	3,008
5:00 - 6:00	81	902	41	51	1,142	13	37	421	33	119	219	44	3,103



VEHICLE TURNING MOVEMENT COUNT SUMMARY

Prepared by: National Data & Surveying Services
Project # 07-2473-024

N/S STREET: Canoga Ave

E/W STREET: Saticoy St

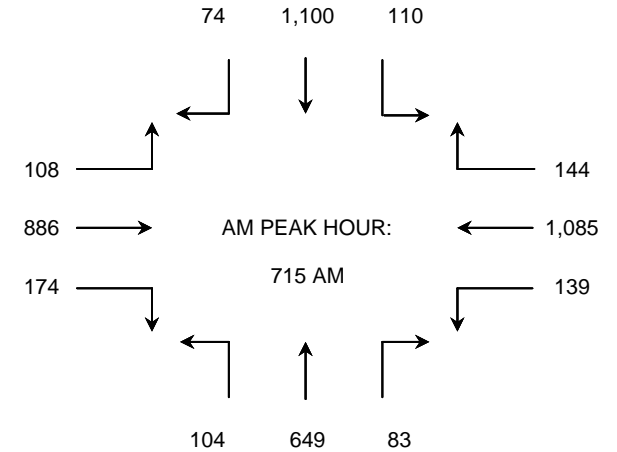
PERIOD: AM Peak Hour

DATE: THURSDAY 10/18/2007



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	23	222	21	16	160	39	18	106	25	20	183	22	855
7:15 - 7:30	28	261	34	16	209	65	34	171	31	34	294	25	1,202
7:30 - 7:45	34	312	40	30	241	60	30	167	16	31	256	23	1,240
7:45 - 8:00	42	235	31	40	183	23	13	160	23	25	282	10	1,067
8:00 - 8:15	35	277	39	22	253	26	27	151	13	20	268	16	1,147
8:15 - 8:30	34	278	44	20	281	16	18	148	35	26	275	22	1,197
8:30 - 8:45	29	321	49	15	199	23	21	162	29	32	242	17	1,139
8:45 - 9:00	28	252	44	16	171	28	31	172	33	32	213	18	1,038

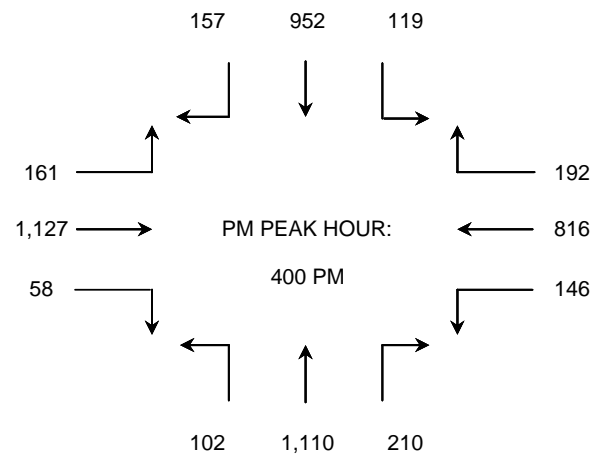
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	127	1,030	126	102	793	187	95	604	95	110	1,015	80	4,364
7:15 - 8:15	139	1,085	144	108	886	174	104	649	83	110	1,100	74	4,656 *
7:30 - 8:30	145	1,102	154	112	958	125	88	626	87	102	1,081	71	4,651
7:45 - 8:45	140	1,111	163	97	916	88	79	621	100	103	1,067	65	4,550
8:00 - 9:00	126	1,128	176	73	904	93	97	633	110	110	998	73	4,521



PERIOD: PM Peak Hour

DATE: THURSDAY 10/18/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	34	189	46	48	298	12	17	280	48	27	224	37	1,260
4:15 - 4:30	36	228	50	35	236	16	25	265	52	33	248	47	1,271
4:30 - 4:45	37	204	36	37	308	11	23	303	69	32	226	34	1,320
4:45 - 5:00	39	195	60	41	285	19	37	262	41	27	254	39	1,299
5:00 - 5:15	27	188	27	34	271	11	18	250	35	31	208	38	1,138
5:15 - 5:30	27	149	48	31	229	14	20	254	29	25	217	32	1,075
5:30 - 5:45	33	169	31	33	241	10	21	232	37	21	230	19	1,077
5:45 - 6:00	22	177	33	29	254	23	29	196	34	25	224	23	1,069



1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	146	816	192	161	1,127	58	102	1,110	210	119	952	157	5,150 *
4:15 - 5:15	139	815	173	147	1,100	57	103	1,080	197	123	936	158	5,028
4:30 - 5:30	130	736	171	143	1,093	55	98	1,069	174	115	905	143	4,832
4:45 - 5:45	126	701	166	139	1,026	54	96	998	142	104	909	128	4,589
5:00 - 6:00	109	683	139	127	995	58	88	932	135	102	879	112	4,359

VEHICLE TURNING MOVEMENT COUNT SUMMARY

Prepared by: National Data & Surveying Services
Project # 07-2473-025

N/S STREET: De Soto Ave

E/W STREET: Saticoy St

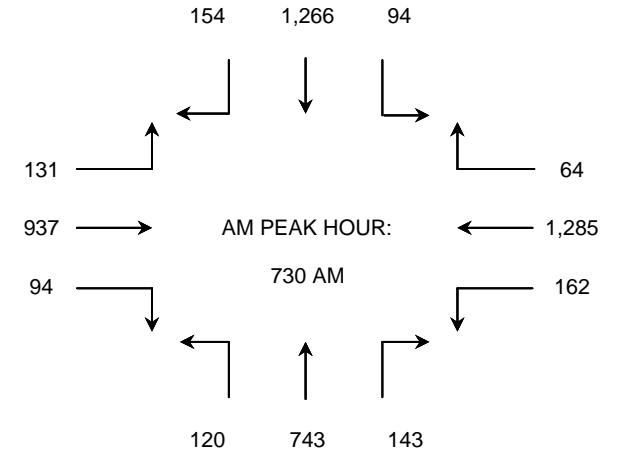
PERIOD: AM Peak Hour

DATE: THURSDAY 10/18/2007



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	26	245	18	26	122	11	28	100	15	19	178	20	808
7:15 - 7:30	43	261	29	35	231	17	25	161	31	18	260	26	1,137
7:30 - 7:45	40	315	12	30	234	18	25	163	43	28	292	32	1,232
7:45 - 8:00	32	323	18	37	249	20	25	188	33	23	334	44	1,326
8:00 - 8:15	39	338	17	33	245	29	31	193	31	20	302	47	1,325
8:15 - 8:30	51	309	17	31	209	27	39	199	36	23	338	31	1,310
8:30 - 8:45	50	241	25	20	201	22	21	137	28	24	240	45	1,054
8:45 - 9:00	43	282	29	30	213	27	31	139	37	32	209	31	1,103

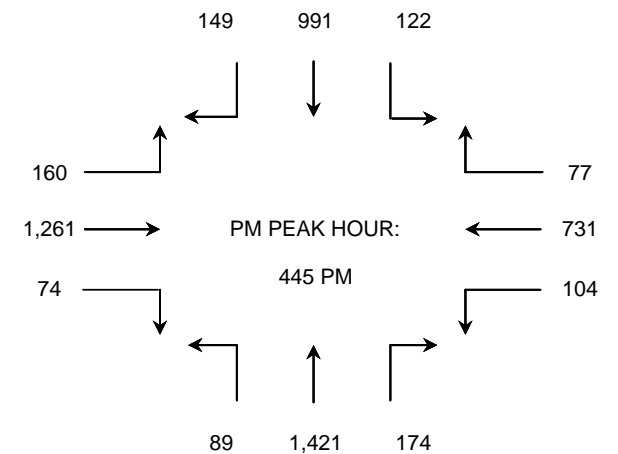
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	141	1,144	77	128	836	66	103	612	122	88	1,064	122	4,503
7:15 - 8:15	154	1,237	76	135	959	84	106	705	138	89	1,188	149	5,020
7:30 - 8:30	162	1,285	64	131	937	94	120	743	143	94	1,266	154	5,193 *
7:45 - 8:45	172	1,211	77	121	904	98	116	717	128	90	1,214	167	5,015
8:00 - 9:00	183	1,170	88	114	868	105	122	668	132	99	1,089	154	4,792



PERIOD: PM Peak Hour

DATE: THURSDAY 10/18/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	25	183	24	39	255	10	20	313	31	24	192	36	1,152
4:15 - 4:30	22	184	15	31	286	19	24	438	28	24	170	35	1,276
4:30 - 4:45	24	188	22	36	258	16	22	354	37	26	245	25	1,253
4:45 - 5:00	23	182	17	42	301	20	26	359	50	38	249	41	1,348
5:00 - 5:15	20	177	18	29	312	15	14	364	49	33	261	38	1,330
5:15 - 5:30	26	192	24	38	333	22	20	346	41	27	254	36	1,359
5:30 - 5:45	35	180	18	51	315	17	29	352	34	24	227	34	1,316
5:45 - 6:00	38	190	17	24	298	15	26	350	20	46	184	14	1,222



1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	94	737	78	148	1,100	65	92	1,464	146	112	856	137	5,029
4:15 - 5:15	89	731	72	138	1,157	70	86	1,515	164	121	925	139	5,207
4:30 - 5:30	93	739	81	145	1,204	73	82	1,423	177	124	1,009	140	5,290
4:45 - 5:45	104	731	77	160	1,261	74	89	1,421	174	122	991	149	5,353 *
5:00 - 6:00	119	739	77	142	1,258	69	89	1,412	144	130	926	122	5,227

VEHICLE TURNING MOVEMENT COUNT SUMMARY

Prepared by: National Data & Surveying Services
Project # 07-2502-001

N/S STREET: Canoga Ave

E/W STREET: Valerio St

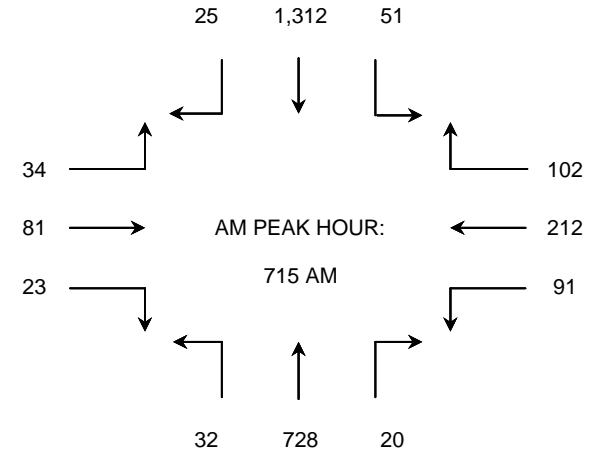
PERIOD: AM Peak Hour

DATE: THURSDAY 10/25/2007



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	13	41	15	7	11	2	5	121	6	11	253	5	490
7:15 - 7:30	19	53	19	11	21	4	8	136	3	9	367	7	657
7:30 - 7:45	29	62	28	7	26	6	5	165	3	16	344	3	694
7:45 - 8:00	30	71	34	10	19	7	10	223	5	11	308	9	737
8:00 - 8:15	13	26	21	6	15	6	9	204	9	15	293	6	623
8:15 - 8:30	11	17	16	5	9	5	9	192	8	7	282	3	564
8:30 - 8:45	9	13	18	4	11	3	7	214	6	2	294	7	588
8:45 - 9:00	7	11	12	4	6	3	5	197	3	3	246	7	504

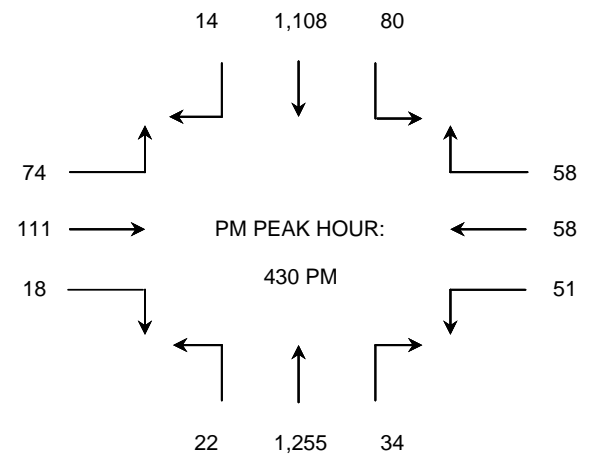
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	91	227	96	35	77	19	28	645	17	47	1,272	24	2,578
7:15 - 8:15	91	212	102	34	81	23	32	728	20	51	1,312	25	2,711 *
7:30 - 8:30	83	176	99	28	69	24	33	784	25	49	1,227	21	2,618
7:45 - 8:45	63	127	89	25	54	21	35	833	28	35	1,177	25	2,512
8:00 - 9:00	40	67	67	19	41	17	30	807	26	27	1,115	23	2,279



PERIOD: PM Peak Hour

DATE: THURSDAY 10/25/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	6	15	13	15	16	3	1	301	5	11	243	4	633
4:15 - 4:30	15	12	19	9	22	6	3	295	3	13	274	6	677
4:30 - 4:45	16	14	17	18	27	5	5	317	7	19	265	3	713
4:45 - 5:00	15	12	15	17	28	6	5	301	9	22	281	4	715
5:00 - 5:15	9	19	11	20	31	2	3	321	11	23	278	1	729
5:15 - 5:30	11	13	15	19	25	5	9	316	7	16	284	6	726
5:30 - 5:45	16	16	10	7	29	7	7	294	10	22	276	7	701
5:45 - 6:00	13	20	9	15	17	6	4	287	7	15	224	8	625



1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	52	53	64	59	93	20	14	1,214	24	65	1,063	17	2,738
4:15 - 5:15	55	57	62	64	108	19	16	1,234	30	77	1,098	14	2,834
4:30 - 5:30	51	58	58	74	111	18	22	1,255	34	80	1,108	14	2,883 *
4:45 - 5:45	51	60	51	63	113	20	24	1,232	37	83	1,119	18	2,871
5:00 - 6:00	49	68	45	61	102	20	23	1,218	35	76	1,062	22	2,781

VEHICLE TURNING MOVEMENT COUNT SUMMARY

Prepared by: National Data & Surveying Services
Project # 07-2473-026

N/S STREET: Owensmouth Ave

E/W STREET: Sherman Way

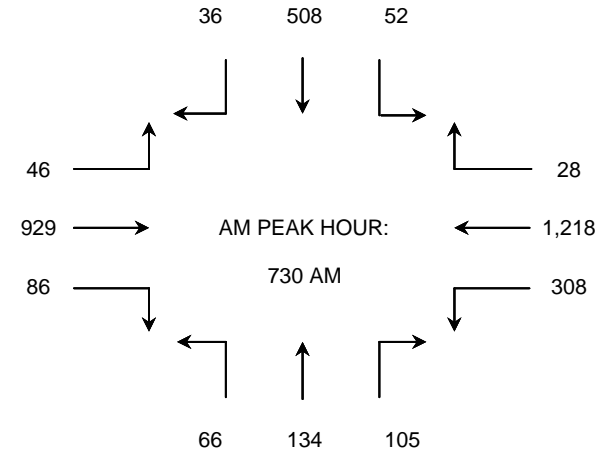
PERIOD: AM Peak Hour

DATE: THURSDAY 10/11/2007



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	28	143	4	3	127	6	5	22	16	10	57	9	430
7:15 - 7:30	52	227	9	2	155	13	12	22	15	14	82	4	607
7:30 - 7:45	78	311	7	6	225	18	12	34	30	14	137	15	887
7:45 - 8:00	82	332	5	16	270	26	15	42	23	12	122	5	950
8:00 - 8:15	78	299	8	17	236	23	20	30	26	14	133	8	892
8:15 - 8:30	70	276	8	7	198	19	19	28	26	12	116	8	787
8:30 - 8:45	52	241	7	4	181	16	14	27	22	14	108	6	692
8:45 - 9:00	45	239	8	8	175	14	12	26	19	14	105	9	674

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	240	1,013	25	27	777	63	44	120	84	50	398	33	2,874
7:15 - 8:15	290	1,169	29	41	886	80	59	128	94	54	474	32	3,336
7:30 - 8:30	308	1,218	28	46	929	86	66	134	105	52	508	36	3,516 *
7:45 - 8:45	282	1,148	28	44	885	84	68	127	97	52	479	27	3,321
8:00 - 9:00	245	1,055	31	36	790	72	65	111	93	54	462	31	3,045

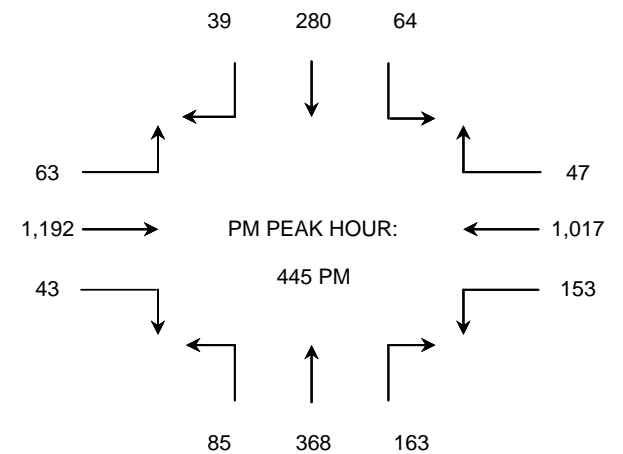


PERIOD: PM Peak Hour

DATE: THURSDAY 10/11/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	24	209	14	11	243	10	16	67	26	7	40	5	672
4:15 - 4:30	32	237	17	12	267	9	20	79	43	14	56	17	803
4:30 - 4:45	45	241	11	15	274	11	22	88	47	13	60	8	835
4:45 - 5:00	35	265	12	17	294	11	23	87	56	19	74	4	897
5:00 - 5:15	38	234	11	15	280	9	23	98	32	12	62	10	824
5:15 - 5:30	32	264	14	12	313	12	16	86	36	16	61	12	874
5:30 - 5:45	48	254	10	19	305	11	23	97	39	17	83	13	919
5:45 - 6:00	40	255	12	13	311	12	22	95	31	11	73	8	883

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	136	952	54	55	1,078	41	81	321	172	53	230	34	3,207
4:15 - 5:15	150	977	51	59	1,115	40	88	352	178	58	252	39	3,359
4:30 - 5:30	150	1,004	48	59	1,161	43	84	359	171	60	257	34	3,430
4:45 - 5:45	153	1,017	47	63	1,192	43	85	368	163	64	280	39	3,514 *
5:00 - 6:00	158	1,007	47	59	1,209	44	84	376	138	56	279	43	3,500



VEHICLE TURNING MOVEMENT COUNT SUMMARY

Prepared by: National Data & Surveying Services
Project # 07-2473-027

N/S STREET: Canoga Ave

E/W STREET: Sherman Way

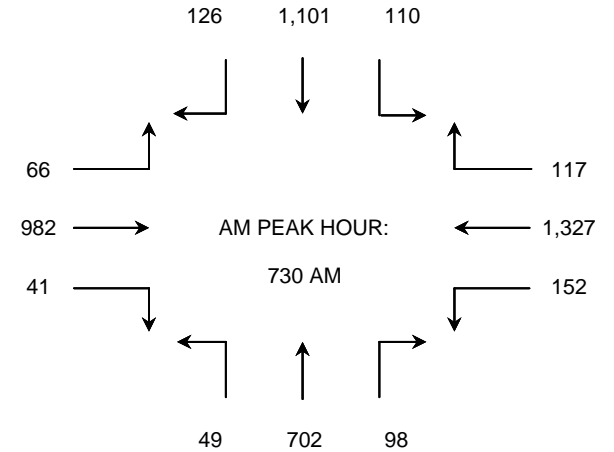
PERIOD: AM Peak Hour

DATE: TUESDAY 10/16/2007



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	25	229	24	13	144	7	4	141	13	28	256	18	902
7:15 - 7:30	32	246	31	21	172	9	8	150	14	35	264	29	1,011
7:30 - 7:45	35	309	25	14	239	12	9	157	29	27	314	26	1,196
7:45 - 8:00	41	407	26	14	301	7	14	198	21	26	286	35	1,376
8:00 - 8:15	38	328	36	18	247	13	13	184	14	29	248	35	1,203
8:15 - 8:30	38	283	30	20	195	9	13	163	34	28	253	30	1,096
8:30 - 8:45	35	255	25	19	165	15	10	141	21	26	246	34	992
8:45 - 9:00	32	261	21	18	159	13	10	130	16	27	243	28	958

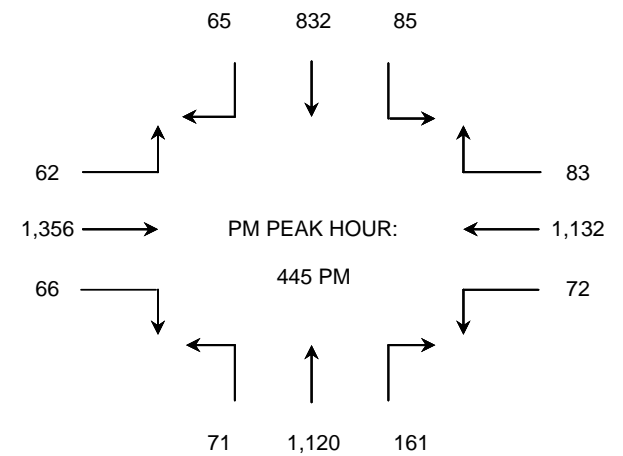
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	133	1,191	106	62	856	35	35	646	77	116	1,120	108	4,485
7:15 - 8:15	146	1,290	118	67	959	41	44	689	78	117	1,112	125	4,786
7:30 - 8:30	152	1,327	117	66	982	41	49	702	98	110	1,101	126	4,871 *
7:45 - 8:45	152	1,273	117	71	908	44	50	686	90	109	1,033	134	4,667
8:00 - 9:00	143	1,127	112	75	766	50	46	618	85	110	990	127	4,249



PERIOD: PM Peak Hour

DATE: TUESDAY 10/16/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	24	199	11	11	274	11	14	273	27	18	236	16	1,114
4:15 - 4:30	25	234	15	18	280	14	16	282	39	24	257	19	1,223
4:30 - 4:45	24	248	14	17	250	13	29	256	29	35	243	14	1,172
4:45 - 5:00	22	282	22	15	323	19	13	273	37	18	230	16	1,270
5:00 - 5:15	15	291	19	16	359	15	18	287	45	19	215	16	1,315
5:15 - 5:30	19	285	16	14	340	15	21	284	41	22	199	20	1,276
5:30 - 5:45	16	274	26	17	334	17	19	276	38	26	188	13	1,244
5:45 - 6:00	26	266	20	17	317	13	22	271	43	20	179	17	1,211



1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	95	963	62	61	1,127	57	72	1,084	132	95	966	65	4,779
4:15 - 5:15	86	1,055	70	66	1,212	61	76	1,098	150	96	945	65	4,980
4:30 - 5:30	80	1,106	71	62	1,272	62	81	1,100	152	94	887	66	5,033
4:45 - 5:45	72	1,132	83	62	1,356	66	71	1,120	161	85	832	65	5,105 *
5:00 - 6:00	76	1,116	81	64	1,350	60	80	1,118	167	87	781	66	5,046

VEHICLE TURNING MOVEMENT COUNT SUMMARY

Prepared by: National Data & Surveying Services
Project # 07-2473-028

N/S STREET: De Soto Ave

E/W STREET: Sherman Way

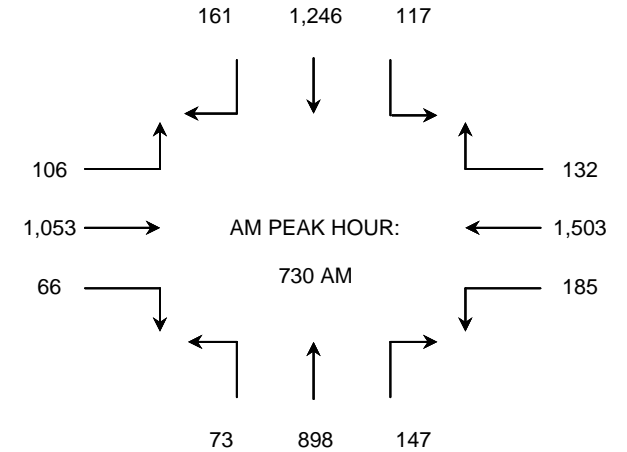
PERIOD: AM Peak Hour

DATE: TUESDAY 10/16/2007



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	14	105	12	6	115	10	11	109	8	16	184	16	606
7:15 - 7:30	41	257	20	20	202	5	16	158	19	21	284	23	1,066
7:30 - 7:45	38	330	27	17	250	10	17	242	30	29	319	42	1,351
7:45 - 8:00	52	454	37	41	296	12	22	201	26	27	324	39	1,531
8:00 - 8:15	42	382	32	25	283	26	17	261	49	30	319	46	1,512
8:15 - 8:30	53	337	36	23	224	18	17	194	42	31	284	34	1,293
8:30 - 8:45	42	299	28	17	189	17	23	157	23	25	286	35	1,141
8:45 - 9:00	54	289	30	13	176	24	29	156	32	24	286	25	1,138

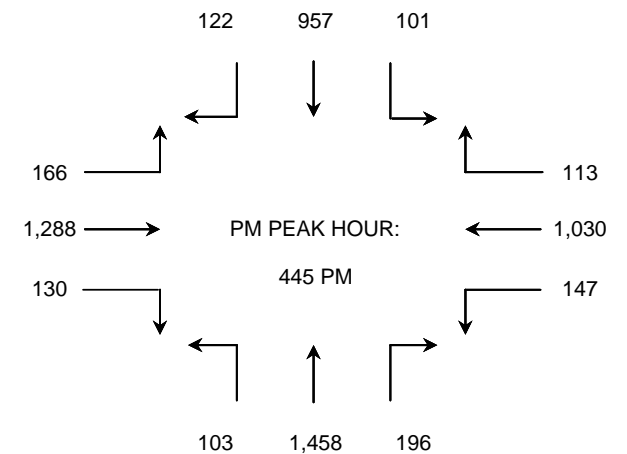
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	145	1,146	96	84	863	37	66	710	83	93	1,111	120	4,554
7:15 - 8:15	173	1,423	116	103	1,031	53	72	862	124	107	1,246	150	5,460
7:30 - 8:30	185	1,503	132	106	1,053	66	73	898	147	117	1,246	161	5,687 *
7:45 - 8:45	189	1,472	133	106	992	73	79	813	140	113	1,213	154	5,477
8:00 - 9:00	191	1,307	126	78	872	85	86	768	146	110	1,175	140	5,084



PERIOD: PM Peak Hour

DATE: TUESDAY 10/16/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	30	220	40	43	296	23	36	284	30	22	167	33	1,224
4:15 - 4:30	35	200	23	46	246	23	15	328	52	21	178	37	1,204
4:30 - 4:45	37	266	44	41	312	42	24	340	44	29	202	30	1,411
4:45 - 5:00	40	263	29	43	328	38	24	321	50	23	216	21	1,396
5:00 - 5:15	36	234	26	45	330	30	29	399	62	25	241	35	1,492
5:15 - 5:30	32	287	34	39	347	27	28	372	42	23	245	27	1,503
5:30 - 5:45	39	246	24	39	283	35	22	366	42	30	255	39	1,420
5:45 - 6:00	27	238	28	37	255	27	31	356	41	32	238	32	1,342



1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	142	949	136	173	1,182	126	99	1,273	176	95	763	121	5,235
4:15 - 5:15	148	963	122	175	1,216	133	92	1,388	208	98	837	123	5,503
4:30 - 5:30	145	1,050	133	168	1,317	137	105	1,432	198	100	904	113	5,802
4:45 - 5:45	147	1,030	113	166	1,288	130	103	1,458	196	101	957	122	5,811 *
5:00 - 6:00	134	1,005	112	160	1,215	119	110	1,493	187	110	979	133	5,757

VEHICLE TURNING MOVEMENT COUNT SUMMARY

Prepared by: National Data & Surveying Services
Project # 07-2473-029

N/S STREET: Owensmouth Ave

E/W STREET: Vanowen St

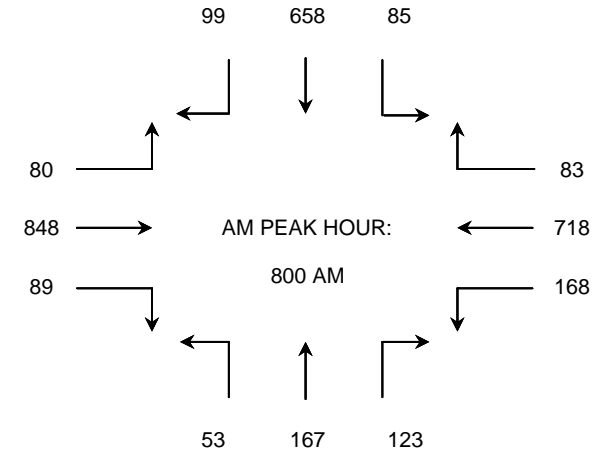
PERIOD: AM Peak Hour

DATE: TUESDAY 10/9/2007



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	24	119	11	15	188	8	7	32	22	14	116	15	571
7:15 - 7:30	33	121	17	17	189	5	8	34	25	15	124	11	599
7:30 - 7:45	36	127	15	20	192	8	6	34	21	12	142	16	629
7:45 - 8:00	44	139	18	18	201	11	7	36	23	18	156	21	692
8:00 - 8:15	40	156	21	21	208	17	13	38	31	21	168	25	759
8:15 - 8:30	37	170	23	18	213	20	15	44	29	15	160	29	773
8:30 - 8:45	49	201	20	20	217	23	11	46	33	26	172	22	840
8:45 - 9:00	42	191	19	21	210	29	14	39	30	23	158	23	799

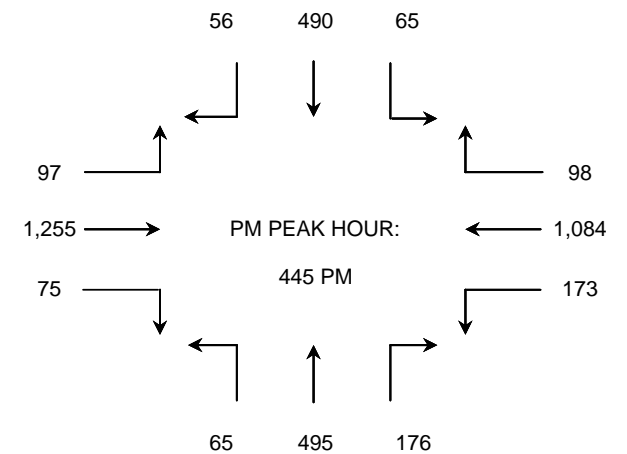
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	137	506	61	70	770	32	28	136	91	59	538	63	2,491
7:15 - 8:15	153	543	71	76	790	41	34	142	100	66	590	73	2,679
7:30 - 8:30	157	592	77	77	814	56	41	152	104	66	626	91	2,853
7:45 - 8:45	170	666	82	77	839	71	46	164	116	80	656	97	3,064
8:00 - 9:00	168	718	83	80	848	89	53	167	123	85	658	99	3,171 *



PERIOD: PM Peak Hour

DATE: TUESDAY 10/9/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	31	178	15	16	234	11	17	109	38	8	79	14	750
4:15 - 4:30	32	225	27	30	291	17	15	103	52	9	87	10	898
4:30 - 4:45	53	199	15	22	254	19	12	112	38	10	107	17	858
4:45 - 5:00	39	230	18	20	329	20	14	117	35	16	106	14	958
5:00 - 5:15	50	276	28	29	320	22	20	154	56	14	114	17	1,100
5:15 - 5:30	31	270	26	28	342	20	18	125	40	15	167	15	1,097
5:30 - 5:45	53	308	26	20	264	13	13	99	45	20	103	10	974
5:45 - 6:00	45	285	20	20	253	11	15	92	42	12	104	8	907



1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	155	832	75	88	1,108	67	58	441	163	43	379	55	3,464
4:15 - 5:15	174	930	88	101	1,194	78	61	486	181	49	414	58	3,814
4:30 - 5:30	173	975	87	99	1,245	81	64	508	169	55	494	63	4,013
4:45 - 5:45	173	1,084	98	97	1,255	75	65	495	176	65	490	56	4,129 *
5:00 - 6:00	179	1,139	100	97	1,179	66	66	470	183	61	488	50	4,078

VEHICLE TURNING MOVEMENT COUNT SUMMARY

Prepared by: National Data & Surveying Services
Project # 07-2241-007

N/S STREET: Canoga

E/W STREET: Vanowen

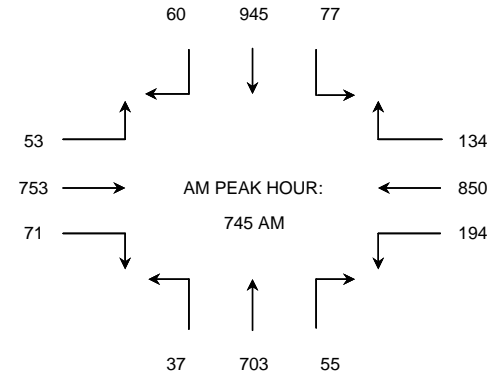
PERIOD: AM Peak Hour

DATE: WEDNESDAY 5/16/2007



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	39	140	14	8	139	35	7	125	12	17	172	10	718
7:15 - 7:30	44	183	35	12	194	26	9	164	13	15	227	12	934
7:30 - 7:45	50	190	36	9	202	29	9	181	14	18	235	7	980
7:45 - 8:00	38	201	30	14	212	20	8	169	15	15	240	12	974
8:00 - 8:15	47	218	36	13	176	23	11	160	14	16	228	14	956
8:15 - 8:30	53	201	32	12	169	18	8	170	13	22	215	17	930
8:30 - 8:45	56	230	36	14	196	10	10	204	13	24	262	17	1,072
8:45 - 9:00	38	195	29	12	178	16	9	185	18	19	211	19	929
9:00 - 9:15	32	150	25	19	150	13	9	167	22	16	195	17	815
9:15 - 9:30	27	144	20	18	145	14	11	162	25	13	191	14	784
9:30 - 9:45	41	116	26	14	116	9	18	192	21	15	190	9	767
9:45 - 10:00	33	147	25	11	143	13	25	238	22	25	128	15	825

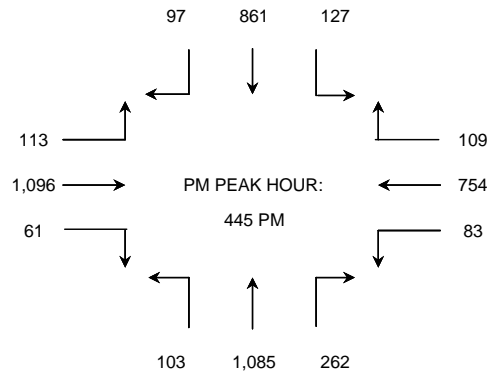
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	171	714	115	43	747	110	33	639	54	65	874	41	3,606
7:15 - 8:15	179	792	137	48	784	98	37	674	56	64	930	45	3,844
7:30 - 8:30	188	810	134	48	759	90	36	680	56	71	918	50	3,840
7:45 - 8:45	194	850	134	53	753	71	37	703	55	77	945	60	3,932 *
8:00 - 9:00	194	844	133	51	719	67	38	719	58	81	916	67	3,887
8:15 - 9:15	179	776	122	57	693	57	36	726	66	81	883	70	3,746
8:30 - 9:30	153	719	110	63	669	53	39	718	78	72	859	67	3,600
8:45 - 9:45	138	605	100	63	589	52	47	706	86	63	787	59	3,295
9:00 - 10:00	133	557	96	62	554	49	63	759	90	69	704	55	3,191



PERIOD: PM Peak Hour

DATE: WEDNESDAY 5/16/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
3:00 - 3:15	19	142	14	30	210	16	31	238	50	27	181	18	976
3:15 - 3:30	21	179	22	34	231	25	22	184	39	23	183	21	984
3:30 - 3:45	19	193	26	30	221	19	23	217	44	24	191	22	1,029
3:45 - 4:00	27	200	20	28	218	15	25	230	56	27	212	26	1,084
4:00 - 4:15	17	176	30	25	218	14	25	269	56	22	177	22	1,051
4:15 - 4:30	21	170	31	29	224	17	28	249	51	25	196	21	1,062
4:30 - 4:45	24	158	28	39	238	15	31	242	47	32	215	23	1,092
4:45 - 5:00	20	182	29	32	263	15	26	260	59	28	208	19	1,141
5:00 - 5:15	22	202	33	26	286	14	22	287	76	27	200	18	1,213
5:15 - 5:30	17	184	26	28	280	17	27	280	64	33	240	37	1,233
5:30 - 5:45	24	186	21	27	267	15	28	258	63	39	213	23	1,164
5:45 - 6:00	18	202	18	25	273	18	23	242	61	34	199	24	1,137



1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
3:00 - 4:00	86	714	82	122	880	75	101	869	189	101	767	87	4,073
3:15 - 4:15	84	748	98	117	888	73	95	900	195	96	763	91	4,148
3:30 - 4:30	84	739	107	112	881	65	101	965	207	98	776	91	4,226
3:45 - 4:45	89	704	109	121	898	61	109	990	210	106	800	92	4,289
4:00 - 5:00	82	686	118	125	943	61	110	1,020	213	107	796	85	4,346
4:15 - 5:15	87	712	121	126	1,011	61	107	1,038	233	112	819	81	4,508
4:30 - 5:30	83	726	116	125	1,067	61	106	1,069	246	120	863	97	4,679
4:45 - 5:45	83	754	109	113	1,096	61	103	1,085	262	127	861	97	4,751 *
5:00 - 6:00	81	774	98	106	1,106	64	100	1,067	264	133	852	102	4,747

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: De Soto

E/W STREET: Vanowen

PERIOD: AM Peak Hour

DATE: TUESDAY 5/22/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	25	120	38	25	132	20	12	158	16	24	236	33	839
7:15 - 7:30	33	167	21	20	124	19	8	202	12	25	319	35	985
7:30 - 7:45	59	233	32	17	197	23	12	227	22	29	431	65	1,347
7:45 - 8:00	46	289	35	20	245	7	12	266	32	35	342	44	1,373
8:00 - 8:15	46	248	26	24	260	19	12	261	28	28	289	38	1,279
8:15 - 8:30	61	213	37	17	230	4	11	158	29	35	366	40	1,201
8:30 - 8:45	45	271	29	21	177	19	12	173	18	29	329	28	1,151
8:45 - 9:00	61	223	27	25	154	14	13	185	18	15	327	63	1,125
9:00 - 9:15	36	171	18	33	148	6	17	180	23	28	304	46	1,010
9:15 - 9:30	25	137	23	25	134	22	15	166	12	32	221	33	845
9:30 - 9:45	28	153	25	22	136	20	11	174	15	23	224	28	859
9:45 - 10:00	32	157	17	29	112	14	9	163	14	26	222	33	828

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	163	809	126	82	698	69	44	853	82	113	1,328	177	4,544
7:15 - 8:15	184	937	114	81	826	68	44	956	94	117	1,381	182	4,984
7:30 - 8:30	212	983	130	78	932	53	47	912	111	127	1,428	187	5,200 *
7:45 - 8:45	198	1,021	127	82	912	49	47	858	107	127	1,326	150	5,004
8:00 - 9:00	213	955	119	87	821	56	48	777	93	107	1,311	169	4,756
8:15 - 9:15	203	878	111	96	709	43	53	696	88	107	1,326	177	4,487
8:30 - 9:30	167	802	97	104	613	61	57	704	71	104	1,181	170	4,131
8:45 - 9:45	150	684	93	105	572	62	56	705	68	98	1,076	170	3,839
9:00 - 10:00	121	618	83	109	530	62	52	683	64	109	971	140	3,542

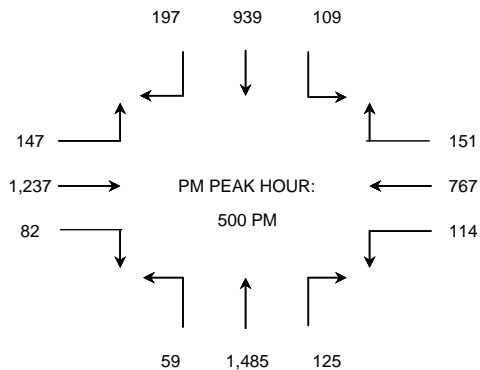
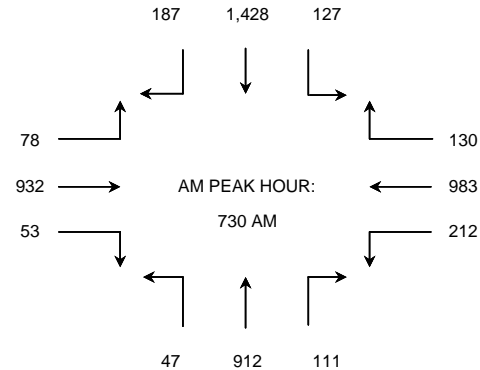
PERIOD: PM Peak Hour

DATE: TUESDAY 5/22/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
3:00 - 3:15	28	134	39	22	150	16	12	214	24	16	153	30	838
3:15 - 3:30	21	204	32	45	270	22	15	436	25	26	247	43	1,386
3:30 - 3:45	22	248	33	33	301	17	16	476	38	25	224	31	1,464
3:45 - 4:00	21	185	26	45	274	13	8	421	31	21	225	43	1,313
4:00 - 4:15	20	154	31	44	256	19	11	349	29	28	217	39	1,197
4:15 - 4:30	28	149	38	37	241	54	9	298	32	34	194	37	1,151
4:30 - 4:45	27	179	28	43	233	15	14	334	28	25	215	25	1,166
4:45 - 5:00	28	192	31	32	267	17	8	364	28	17	248	36	1,268
5:00 - 5:15	32	168	33	39	335	19	14	368	25	33	226	47	1,339
5:15 - 5:30	27	191	44	40	349	21	8	360	33	14	235	39	1,361
5:30 - 5:45	18	202	43	33	261	21	21	391	31	32	235	51	1,339
5:45 - 6:00	37	206	31	35	292	21	16	366	36	30	243	60	1,373

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
3:00 - 4:00	92	771	130	145	995	68	51	1,547	118	88	849	147	5,001
3:15 - 4:15	84	791	122	167	1,101	71	50	1,682	123	100	913	156	5,360
3:30 - 4:30	91	736	128	159	1,072	103	44	1,544	130	108	860	150	5,125
3:45 - 4:45	96	667	123	169	1,004	101	42	1,402	120	108	851	144	4,827
4:00 - 5:00	103	674	128	156	997	105	42	1,345	117	104	874	137	4,782
4:15 - 5:15	115	688	130	151	1,076	105	45	1,364	113	109	883	145	4,924
4:30 - 5:30	114	730	136	154	1,184	72	44	1,426	114	89	924	147	5,134
4:45 - 5:45	105	753	151	144	1,212	78	51	1,483	117	96	944	173	5,307
5:00 - 6:00	114	767	151	147	1,237	82	59	1,485	125	109	939	197	5,412 *

Prepared by: National Data & Surveying Services
Project # 07-2241-014



VEHICLE TURNING MOVEMENT COUNT SUMMARY

Prepared by: National Data & Surveying Services
Project # 07-2473-030

N/S STREET: Owensmouth Ave

E/W STREET: Victory Blvd

PERIOD: AM Peak Hour

DATE: TUESDAY 10/9/2007



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	47	129	12	12	194	6	0	42	15	14	87	13	571
7:15 - 7:30	35	144	9	12	266	18	6	35	7	28	174	14	748
7:30 - 7:45	53	224	19	6	297	18	6	36	9	29	148	21	866
7:45 - 8:00	48	173	19	13	277	22	12	62	16	54	232	25	953
8:00 - 8:15	61	195	21	3	298	28	6	33	18	34	175	17	889
8:15 - 8:30	54	178	21	4	237	32	8	59	14	24	155	11	797
8:30 - 8:45	48	218	24	12	233	22	8	44	18	13	116	9	765
8:45 - 9:00	58	200	26	16	200	22	13	67	6	18	93	12	731

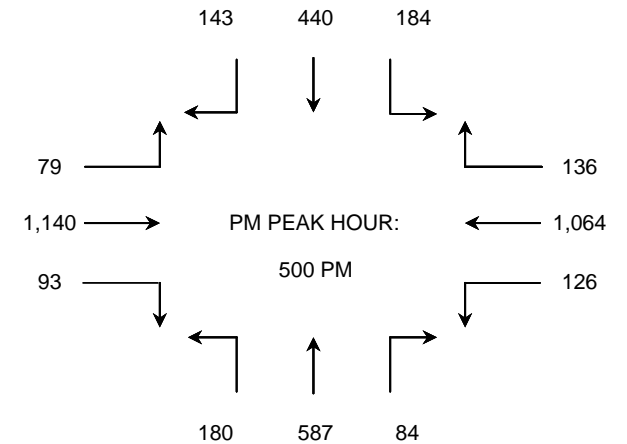
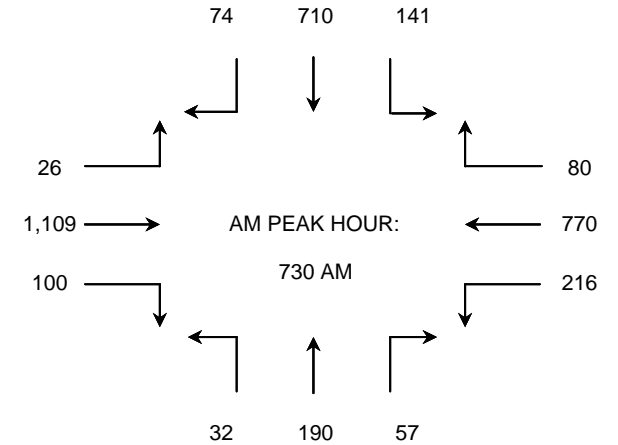
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	183	670	59	43	1,034	64	24	175	47	125	641	73	3,138
7:15 - 8:15	197	736	68	34	1,138	86	30	166	50	145	729	77	3,456
7:30 - 8:30	216	770	80	26	1,109	100	32	190	57	141	710	74	3,505 *
7:45 - 8:45	211	764	85	32	1,045	104	34	198	66	125	678	62	3,404
8:00 - 9:00	221	791	92	35	968	104	35	203	56	89	539	49	3,182

PERIOD: PM Peak Hour

DATE: TUESDAY 10/9/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	29	176	24	19	180	16	46	125	30	34	84	19	782
4:15 - 4:30	33	267	30	18	289	23	32	96	29	41	96	29	983
4:30 - 4:45	17	215	30	17	292	31	41	133	38	35	103	18	970
4:45 - 5:00	39	278	24	18	262	26	40	119	33	47	85	23	994
5:00 - 5:15	31	251	31	26	297	27	39	179	29	44	103	34	1,091
5:15 - 5:30	38	313	41	17	267	25	59	155	19	43	111	35	1,123
5:30 - 5:45	29	252	31	19	249	20	43	153	13	50	108	39	1,006
5:45 - 6:00	28	248	33	17	327	21	39	100	23	47	118	35	1,036

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	118	936	108	72	1,023	96	159	473	130	157	368	89	3,729
4:15 - 5:15	120	1,011	115	79	1,140	107	152	527	129	167	387	104	4,038
4:30 - 5:30	125	1,057	126	78	1,118	109	179	586	119	169	402	110	4,178
4:45 - 5:45	137	1,094	127	80	1,075	98	181	606	94	184	407	131	4,214
5:00 - 6:00	126	1,064	136	79	1,140	93	180	587	84	184	440	143	4,256 *



VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Canoga

E/W STREET: Victory

PERIOD: AM Peak Hour

DATE: THURSDAY 5/17/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	33	144	17	12	169	21	7	114	11	24	209	11	772
7:15 - 7:30	37	184	23	17	219	30	13	156	14	28	252	14	987
7:30 - 7:45	50	190	26	16	192	35	14	178	17	43	260	20	1,041
7:45 - 8:00	57	277	30	25	234	40	18	182	20	41	280	16	1,220
8:00 - 8:15	65	241	37	20	156	48	23	156	29	47	258	18	1,098
8:15 - 8:30	69	224	44	18	129	54	31	171	37	52	246	18	1,093
8:30 - 8:45	52	236	36	13	135	43	28	205	23	46	267	24	1,108
8:45 - 9:00	44	215	21	12	171	40	26	180	32	36	186	22	985
9:00 - 9:15	48	195	28	14	148	37	23	182	30	41	167	21	934
9:15 - 9:30	34	186	23	15	150	41	28	164	26	35	162	16	880
9:30 - 9:45	25	174	25	17	137	35	19	194	18	28	156	20	848
9:45 - 10:00	28	181	20	13	149	28	17	230	23	23	117	17	846

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	177	795	96	70	814	126	52	630	62	136	1,001	61	4,020
7:15 - 8:15	209	892	116	78	801	153	68	672	80	159	1,050	68	4,346
7:30 - 8:30	241	932	137	79	711	177	86	687	103	183	1,044	72	4,452
7:45 - 8:45	243	978	147	76	654	185	100	714	109	186	1,051	76	4,519 *
8:00 - 9:00	230	916	138	63	591	185	108	712	121	181	957	82	4,284
8:15 - 9:15	213	870	129	57	583	174	108	738	122	175	866	85	4,120
8:30 - 9:30	178	832	108	54	604	161	105	731	111	158	782	83	3,907
8:45 - 9:45	151	770	97	58	606	153	96	720	106	140	671	79	3,647
9:00 - 10:00	135	736	96	59	584	141	87	770	97	127	602	74	3,508

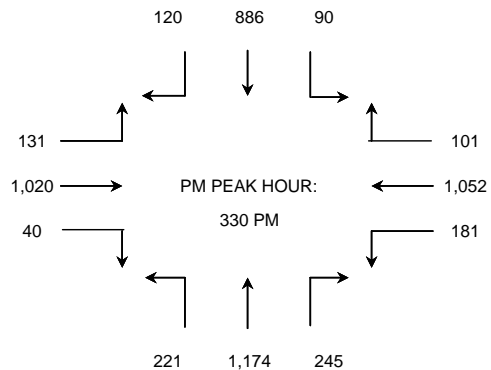
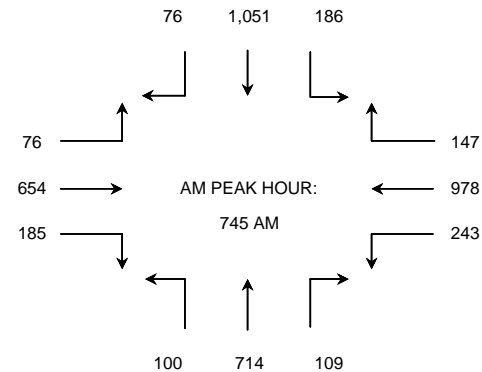
PERIOD: PM Peak Hour

DATE: THURSDAY 5/17/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
3:00 - 3:15	51	225	23	40	228	23	32	233	52	17	192	26	1,142
3:15 - 3:30	41	235	28	42	222	18	45	257	56	15	228	27	1,214
3:30 - 3:45	62	271	34	33	242	10	42	266	52	22	238	38	1,310
3:45 - 4:00	37	253	24	31	264	10	70	301	55	26	239	24	1,334
4:00 - 4:15	46	271	26	34	250	6	55	293	70	21	200	26	1,298
4:15 - 4:30	36	257	17	33	264	14	54	314	68	21	209	32	1,319
4:30 - 4:45	41	225	16	30	255	17	47	293	61	25	198	31	1,239
4:45 - 5:00	47	218	16	28	249	18	41	270	53	24	176	32	1,172
5:00 - 5:15	47	236	11	40	209	19	39	224	57	19	198	18	1,117
5:15 - 5:30	41	214	13	34	231	16	45	235	51	21	214	24	1,139
5:30 - 5:45	46	220	17	26	206	15	36	219	55	25	204	27	1,096
5:45 - 6:00	39	247	12	30	210	18	39	228	62	17	186	19	1,107

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
3:00 - 4:00	191	984	109	146	956	61	189	1,057	215	80	897	115	5,000
3:15 - 4:15	186	1,030	112	140	978	44	212	1,117	233	84	905	115	5,156
3:30 - 4:30	181	1,052	101	131	1,020	40	221	1,174	245	90	886	120	5,261 *
3:45 - 4:45	160	1,006	83	128	1,033	47	226	1,201	254	93	846	113	5,190
4:00 - 5:00	170	971	75	125	1,018	55	197	1,170	252	91	783	121	5,028
4:15 - 5:15	171	936	60	131	977	68	181	1,101	239	89	781	113	4,847
4:30 - 5:30	176	893	56	132	944	70	172	1,022	222	89	786	105	4,667
4:45 - 5:45	181	888	57	128	895	68	161	948	216	89	792	101	4,524
5:00 - 6:00	173	917	53	130	856	68	159	906	225	82	802	88	4,459

Prepared by: National Data & Surveying Services
Project # 07-2241-008



VEHICLE TURNING MOVEMENT COUNT SUMMARY

Prepared by: National Data & Surveying Services
Project # 07-2473-031

N/S STREET: Variel Ave

E/W STREET: Victory Blvd

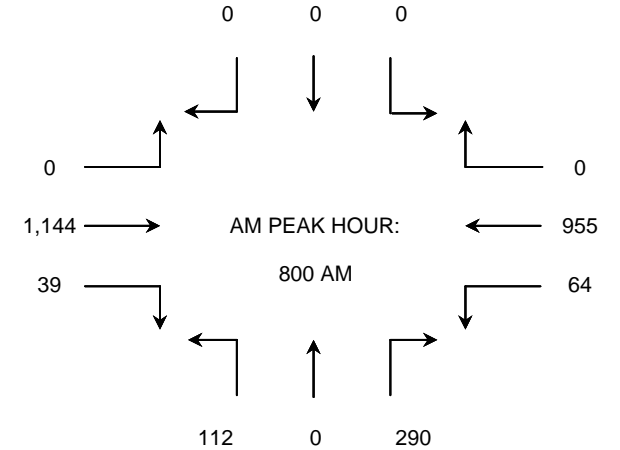
PERIOD: AM Peak Hour

DATE: TUESDAY 10/9/2007



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	9	205	0	0	263	6	19	0	49	0	0	0	551
7:15 - 7:30	10	210	0	0	265	7	23	0	55	0	0	0	570
7:30 - 7:45	12	212	0	0	271	9	22	0	58	0	0	0	584
7:45 - 8:00	15	217	0	0	276	10	25	0	62	0	0	0	605
8:00 - 8:15	17	231	0	0	282	13	28	0	68	0	0	0	639
8:15 - 8:30	13	244	0	0	285	11	33	0	77	0	0	0	663
8:30 - 8:45	16	242	0	0	289	7	27	0	74	0	0	0	655
8:45 - 9:00	18	238	0	0	288	8	24	0	71	0	0	0	647

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	46	844	0	0	1,075	32	89	0	224	0	0	0	2,310
7:15 - 8:15	54	870	0	0	1,094	39	98	0	243	0	0	0	2,398
7:30 - 8:30	57	904	0	0	1,114	43	108	0	265	0	0	0	2,491
7:45 - 8:45	61	934	0	0	1,132	41	113	0	281	0	0	0	2,562
8:00 - 9:00	64	955	0	0	1,144	39	112	0	290	0	0	0	2,604 *

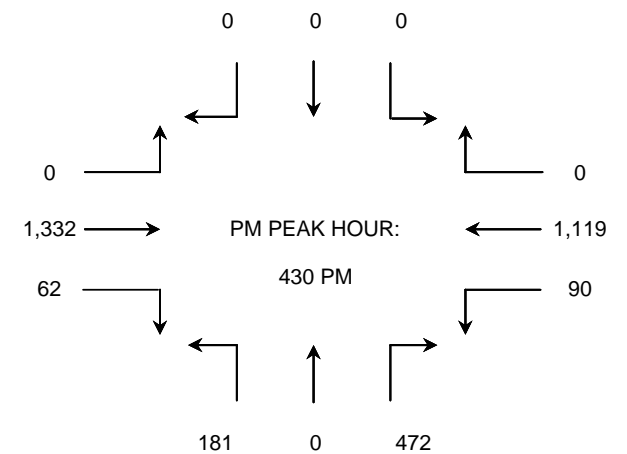


PERIOD: PM Peak Hour

DATE: TUESDAY 10/9/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	17	236	0	0	326	17	31	0	90	0	0	0	717
4:15 - 4:30	19	291	0	0	342	13	35	0	81	0	0	0	781
4:30 - 4:45	23	291	0	0	348	18	42	0	128	0	0	0	850
4:45 - 5:00	18	265	0	0	332	10	46	0	109	0	0	0	780
5:00 - 5:15	23	270	0	0	309	21	44	0	134	0	0	0	801
5:15 - 5:30	26	293	0	0	343	13	49	0	101	0	0	0	825
5:30 - 5:45	24	251	0	0	290	8	41	0	98	0	0	0	712
5:45 - 6:00	18	245	0	0	301	3	34	0	94	0	0	0	695

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	77	1,083	0	0	1,348	58	154	0	408	0	0	0	3,128
4:15 - 5:15	83	1,117	0	0	1,331	62	167	0	452	0	0	0	3,212
4:30 - 5:30	90	1,119	0	0	1,332	62	181	0	472	0	0	0	3,256 *
4:45 - 5:45	91	1,079	0	0	1,274	52	180	0	442	0	0	0	3,118
5:00 - 6:00	91	1,059	0	0	1,243	45	168	0	427	0	0	0	3,033



VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: De Soto

E/W STREET: Victory

PERIOD: AM Peak Hour

DATE: TUESDAY 5/22/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	111	255	44	15	115	6	5	174	10	15	316	38	1,104
7:15 - 7:30	118	283	14	24	190	10	16	170	50	11	365	43	1,294
7:30 - 7:45	119	331	16	15	233	14	13	229	43	33	353	35	1,434
7:45 - 8:00	125	348	21	17	268	8	19	276	54	31	385	42	1,594
8:00 - 8:15	123	317	27	17	229	14	24	196	15	20	364	52	1,398
8:15 - 8:30	128	332	18	20	253	11	11	183	48	15	344	43	1,406
8:30 - 8:45	123	276	15	21	159	4	11	131	24	13	351	47	1,175
8:45 - 9:00	117	282	17	25	164	12	7	170	35	15	319	44	1,207
9:00 - 9:15	76	239	18	11	146	16	23	156	38	8	218	30	979
9:15 - 9:30	73	217	14	30	211	9	19	150	37	11	252	39	1,062
9:30 - 9:45	82	213	27	21	178	14	20	157	20	19	243	26	1,020
9:45 - 10:00	65	222	13	22	152	16	30	230	19	15	205	29	1,018

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	473	1,217	95	71	806	38	53	849	157	90	1,419	158	5,426
7:15 - 8:15	485	1,279	78	73	920	46	72	871	162	95	1,467	172	5,720
7:30 - 8:30	495	1,328	82	69	983	47	67	884	160	99	1,446	172	5,832 *
7:45 - 8:45	499	1,273	81	75	909	37	65	786	141	79	1,444	184	5,573
8:00 - 9:00	491	1,207	77	83	805	41	53	680	122	63	1,378	186	5,186
8:15 - 9:15	444	1,129	68	77	722	43	52	640	145	51	1,232	164	4,767
8:30 - 9:30	389	1,014	64	87	680	41	60	607	134	47	1,140	160	4,423
8:45 - 9:45	348	951	76	87	699	51	69	633	130	53	1,032	139	4,268
9:00 - 10:00	296	891	72	84	687	55	92	693	114	53	918	124	4,079

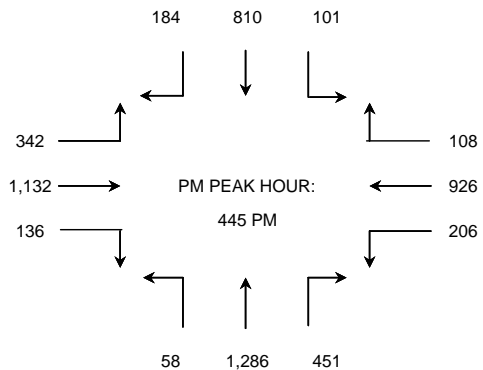
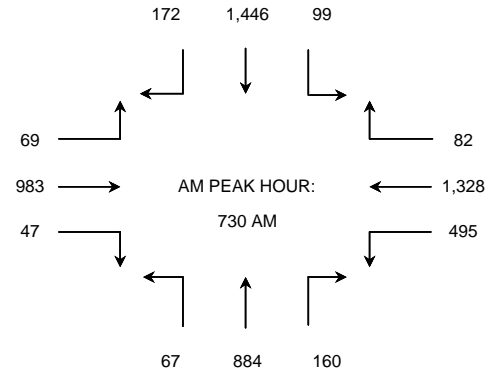
PERIOD: PM Peak Hour

DATE: TUESDAY 5/22/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
3:00 - 3:15	60	229	21	68	194	19	29	281	69	18	232	40	1,260
3:15 - 3:30	69	247	18	51	207	30	27	283	87	24	223	33	1,299
3:30 - 3:45	71	202	23	79	229	37	18	331	103	26	182	40	1,341
3:45 - 4:00	57	277	19	58	246	33	25	308	120	18	225	35	1,421
4:00 - 4:15	61	236	21	94	265	38	24	290	103	24	196	24	1,376
4:15 - 4:30	77	236	40	59	257	27	22	315	110	25	184	52	1,404
4:30 - 4:45	63	247	19	77	238	27	28	328	99	21	169	58	1,374
4:45 - 5:00	58	246	41	65	275	43	12	304	107	31	200	35	1,417
5:00 - 5:15	33	197	19	96	286	38	12	330	123	22	223	53	1,432
5:15 - 5:30	59	267	26	86	306	27	15	305	97	28	182	52	1,450
5:30 - 5:45	56	216	22	95	265	28	19	347	124	20	205	44	1,441
5:45 - 6:00	61	294	19	76	246	31	19	283	100	22	192	48	1,391

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
3:00 - 4:00	257	955	81	256	876	119	99	1,203	379	86	862	148	5,321
3:15 - 4:15	258	962	81	282	947	138	94	1,212	413	92	826	132	5,437
3:30 - 4:30	266	951	103	290	997	135	89	1,244	436	93	787	151	5,542
3:45 - 4:45	258	996	99	288	1,006	125	99	1,241	432	88	774	169	5,575
4:00 - 5:00	259	965	121	295	1,035	135	86	1,237	419	101	749	169	5,571
4:15 - 5:15	231	926	119	297	1,056	135	74	1,277	439	99	776	198	5,627
4:30 - 5:30	213	957	105	324	1,105	135	67	1,267	426	102	774	198	5,673
4:45 - 5:45	206	926	108	342	1,132	136	58	1,286	451	101	810	184	5,740 *
5:00 - 6:00	209	974	86	353	1,103	124	65	1,265	444	92	802	197	5,714

Prepared by: National Data & Surveying Services
Project # 07-2241-015



VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Owensmouth

E/W STREET: Erwin

PERIOD: AM Peak Hour

DATE: WEDNESDAY 5/16/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	7	25	28	10	58	13	4	47	9	18	97	9	325
7:15 - 7:30	7	26	20	11	65	17	4	50	4	20	110	6	340
7:30 - 7:45	8	29	22	15	118	10	4	56	12	21	145	18	458
7:45 - 8:00	9	60	22	39	135	23	5	70	7	29	179	29	607
8:00 - 8:15	14	48	29	39	135	17	1	85	6	28	187	30	619
8:15 - 8:30	12	52	21	31	116	13	7	68	10	27	169	26	552
8:30 - 8:45	5	40	14	15	75	15	5	61	10	15	134	26	415
8:45 - 9:00	11	65	27	24	82	16	4	59	4	11	126	21	450
9:00 - 9:15	9	48	10	30	96	11	9	48	8	24	100	18	411
9:15 - 9:30	7	53	19	16	69	6	8	63	6	5	66	19	337
9:30 - 9:45	5	31	16	8	34	3	5	37	5	2	39	13	198
9:45 - 10:00	7	25	6	14	35	3	7	33	3	5	41	8	187

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	31	140	92	75	376	63	17	223	32	88	531	62	1,730
7:15 - 8:15	38	163	93	104	453	67	14	261	29	98	621	83	2,024
7:30 - 8:30	43	189	94	124	504	63	17	279	35	105	680	103	2,236 *
7:45 - 8:45	40	200	86	124	461	68	18	284	33	99	669	111	2,193
8:00 - 9:00	42	205	91	109	408	61	17	273	30	81	616	103	2,036
8:15 - 9:15	37	205	72	100	369	55	25	236	32	77	529	91	1,828
8:30 - 9:30	32	206	70	85	322	48	26	231	28	55	426	84	1,613
8:45 - 9:45	32	197	72	78	281	36	26	207	23	42	331	71	1,396
9:00 - 10:00	28	157	51	68	234	23	29	181	22	36	246	58	1,133

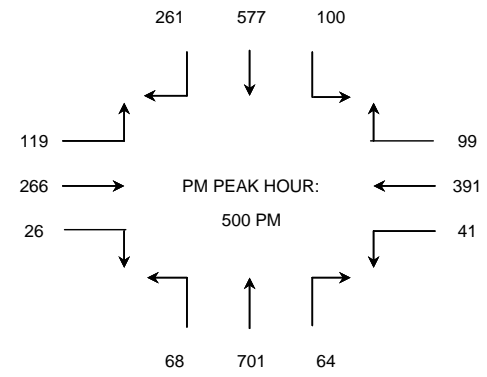
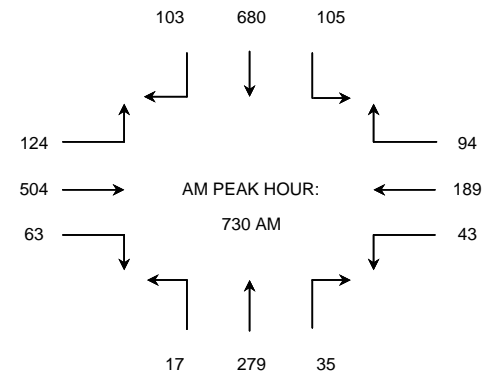
PERIOD: PM Peak Hour

DATE: WEDNESDAY 5/16/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
3:00 - 3:15	10	81	31	28	54	13	8	133	13	17	115	27	530
3:15 - 3:30	6	64	11	23	58	9	15	75	8	14	103	33	419
3:30 - 3:45	9	55	17	21	59	15	15	107	10	12	80	23	423
3:45 - 4:00	10	64	27	28	57	8	14	100	9	27	119	40	503
4:00 - 4:15	7	72	28	25	49	11	27	158	15	25	126	48	591
4:15 - 4:30	12	85	23	31	58	5	9	124	9	15	97	42	510
4:30 - 4:45	2	93	28	24	45	5	21	165	8	20	115	42	568
4:45 - 5:00	11	83	26	34	63	11	20	159	14	28	108	55	612
5:00 - 5:15	14	91	32	37	73	6	15	196	14	34	145	84	741
5:15 - 5:30	11	107	31	32	61	3	18	162	16	29	154	77	701
5:30 - 5:45	9	88	16	30	69	8	23	184	22	18	140	42	649
5:45 - 6:00	7	105	20	20	63	9	12	159	12	19	138	58	622

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
3:00 - 4:00	35	264	86	100	228	45	52	415	40	70	417	123	1,875
3:15 - 4:15	32	255	83	97	223	43	71	440	42	78	428	144	1,936
3:30 - 4:30	38	276	95	105	223	39	65	489	43	79	422	153	2,027
3:45 - 4:45	31	314	106	108	209	29	71	547	41	87	457	172	2,172
4:00 - 5:00	32	333	105	114	215	32	77	606	46	88	446	187	2,281
4:15 - 5:15	39	352	109	126	239	27	65	644	45	97	465	223	2,431
4:30 - 5:30	38	374	117	127	242	25	74	682	52	111	522	258	2,622
4:45 - 5:45	45	369	105	133	266	28	76	701	66	109	547	258	2,703
5:00 - 6:00	41	391	99	119	266	26	68	701	64	100	577	261	2,713 *

Prepared by: National Data & Surveying Services
Project # 07-2241-021



VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Canoga

E/W STREET: Erwin

PERIOD: AM Peak Hour

DATE: TUESDAY 5/15/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	12	11	15	7	20	19	13	178	7	7	214	26	529
7:15 - 7:30	10	22	10	13	45	25	18	205	8	6	226	24	612
7:30 - 7:45	13	31	19	22	51	37	20	231	8	8	258	37	735
7:45 - 8:00	12	32	16	20	68	41	26	242	16	16	273	41	803
8:00 - 8:15	11	30	20	20	65	36	39	270	21	13	277	35	837
8:15 - 8:30	14	32	19	15	74	35	33	236	19	13	280	38	808
8:30 - 8:45	10	42	17	18	66	32	22	250	10	14	270	34	785
8:45 - 9:00	9	28	13	14	65	34	29	244	13	8	253	22	732
9:00 - 9:15	13	29	14	15	54	31	21	247	15	8	235	21	703
9:15 - 9:30	12	22	12	13	49	21	25	248	11	5	213	13	644
9:30 - 9:45	7	25	14	13	46	20	23	256	16	7	205	14	646
9:45 - 10:00	21	22	10	12	42	23	21	250	14	7	189	12	623

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	47	96	60	62	184	122	77	856	39	37	971	128	2,679
7:15 - 8:15	46	115	65	75	229	139	103	948	53	43	1,034	137	2,987
7:30 - 8:30	50	125	74	77	258	149	118	979	64	50	1,088	151	3,183
7:45 - 8:45	47	136	72	73	273	144	120	998	66	56	1,100	148	3,233 *
8:00 - 9:00	44	132	69	67	270	137	123	1,000	63	48	1,080	129	3,162
8:15 - 9:15	46	131	63	62	259	132	105	977	57	43	1,038	115	3,028
8:30 - 9:30	44	121	56	60	234	118	97	989	49	35	971	90	2,864
8:45 - 9:45	41	104	53	55	214	106	98	995	55	28	906	70	2,725
9:00 - 10:00	53	98	50	53	191	95	90	1,001	56	27	842	60	2,616

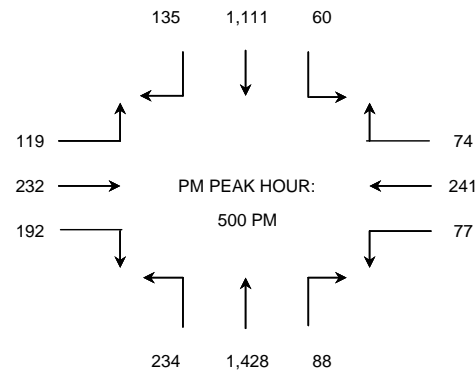
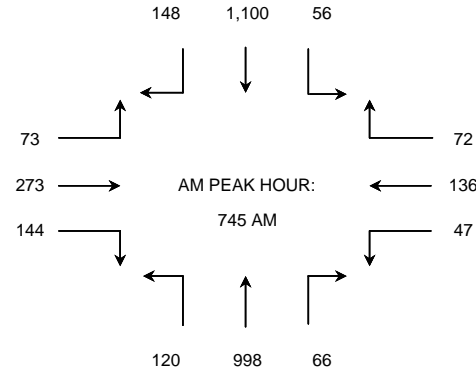
PERIOD: PM Peak Hour

DATE: TUESDAY 5/15/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
3:00 - 3:15	22	22	11	25	34	32	31	265	13	11	233	15	714
3:15 - 3:30	14	32	11	29	38	29	36	283	15	14	249	22	772
3:30 - 3:45	19	38	20	36	45	30	35	311	24	11	222	29	820
3:45 - 4:00	10	28	15	35	59	51	51	312	17	12	237	27	854
4:00 - 4:15	13	39	11	30	53	46	53	317	22	15	229	25	853
4:15 - 4:30	14	48	13	32	58	43	43	300	23	8	235	30	847
4:30 - 4:45	14	52	14	39	56	40	37	314	22	10	242	33	873
4:45 - 5:00	13	46	15	37	57	41	44	343	19	18	267	25	925
5:00 - 5:15	20	60	22	26	61	46	57	370	21	15	276	26	1,000
5:15 - 5:30	18	64	21	32	58	53	62	358	26	14	280	38	1,024
5:30 - 5:45	21	62	15	34	59	48	60	361	22	17	286	37	1,022
5:45 - 6:00	18	55	16	27	54	45	55	339	19	14	269	34	945

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
3:00 - 4:00	65	120	57	125	176	142	153	1,171	69	48	941	93	3,160
3:15 - 4:15	56	137	57	130	195	156	175	1,223	78	52	937	103	3,299
3:30 - 4:30	56	153	59	133	215	170	182	1,240	86	46	923	111	3,374
3:45 - 4:45	51	167	53	136	226	180	184	1,243	84	45	943	115	3,427
4:00 - 5:00	54	185	53	138	224	170	177	1,274	86	51	973	113	3,498
4:15 - 5:15	61	206	64	134	232	170	181	1,327	85	51	1,020	114	3,645
4:30 - 5:30	65	222	72	134	232	180	200	1,385	88	57	1,065	122	3,822
4:45 - 5:45	72	232	73	129	235	188	223	1,432	88	64	1,109	126	3,971
5:00 - 6:00	77	241	74	119	232	192	234	1,428	88	60	1,111	135	3,991 *

Prepared by: National Data & Surveying Services
Project # 07-2241-009



VEHICLE TURNING MOVEMENT COUNT SUMMARY

Prepared by: National Data & Surveying Services
Project # 07-2473-032

N/S STREET: Owensmouth Ave

E/W STREET: Oxnard St

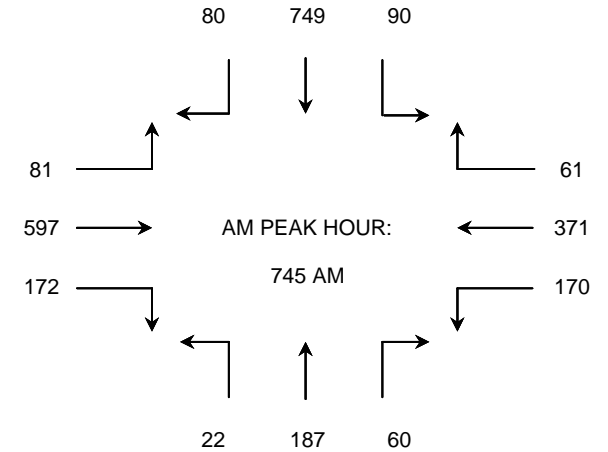
PERIOD: AM Peak Hour

DATE: TUESDAY 10/9/2007



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	15	14	8	8	76	20	2	11	10	13	153	16	346
7:15 - 7:30	12	52	14	6	72	22	15	32	11	14	168	28	446
7:30 - 7:45	28	65	15	11	147	27	10	36	12	13	177	19	560
7:45 - 8:00	33	98	10	16	181	45	8	42	17	25	202	23	700
8:00 - 8:15	46	99	17	15	162	37	3	42	13	29	197	18	678
8:15 - 8:30	47	76	17	24	123	49	5	56	18	14	198	22	649
8:30 - 8:45	44	98	17	26	131	41	6	47	12	22	152	17	613
8:45 - 9:00	45	75	22	15	114	70	13	46	13	19	159	28	619

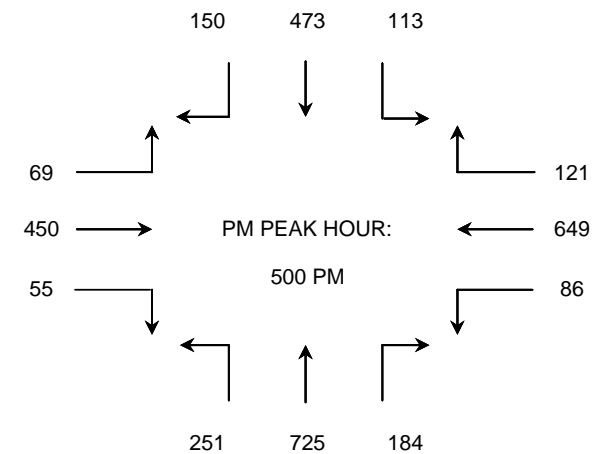
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	88	229	47	41	476	114	35	121	50	65	700	86	2,052
7:15 - 8:15	119	314	56	48	562	131	36	152	53	81	744	88	2,384
7:30 - 8:30	154	338	59	66	613	158	26	176	60	81	774	82	2,587
7:45 - 8:45	170	371	61	81	597	172	22	187	60	90	749	80	2,640 *
8:00 - 9:00	182	348	73	80	530	197	27	191	56	84	706	85	2,559



PERIOD: PM Peak Hour

DATE: TUESDAY 10/9/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	9	91	20	12	85	3	26	121	23	18	64	12	484
4:15 - 4:30	10	86	13	28	88	9	30	118	23	24	89	25	543
4:30 - 4:45	10	102	33	27	132	7	56	134	44	41	85	30	701
4:45 - 5:00	6	148	19	17	96	15	52	125	36	21	74	20	629
5:00 - 5:15	18	133	36	29	118	17	58	222	47	34	125	49	886
5:15 - 5:30	24	184	23	11	103	15	65	168	32	22	124	30	801
5:30 - 5:45	24	196	29	10	101	10	69	194	62	32	113	34	874
5:45 - 6:00	20	136	33	19	128	13	59	141	43	25	111	37	765



1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	35	427	85	84	401	34	164	498	126	104	312	87	2,357
4:15 - 5:15	44	469	101	101	434	48	196	599	150	120	373	124	2,759
4:30 - 5:30	58	567	111	84	449	54	231	649	159	118	408	129	3,017
4:45 - 5:45	72	661	107	67	418	57	244	709	177	109	436	133	3,190
5:00 - 6:00	86	649	121	69	450	55	251	725	184	113	473	150	3,326 *

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Canoga

E/W STREET: Oxnard

PERIOD: AM Peak Hour

DATE: WEDNESDAY 5/16/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	18	30	4	7	16	13	14	199	7	12	182	23	525
7:15 - 7:30	14	43	13	14	28	18	13	219	5	18	208	29	622
7:30 - 7:45	9	60	9	10	62	14	22	203	8	20	207	32	656
7:45 - 8:00	15	106	13	19	84	22	33	270	16	26	257	47	908
8:00 - 8:15	23	93	16	20	100	42	37	279	23	32	284	50	999
8:15 - 8:30	28	107	22	24	113	19	29	234	7	30	213	28	854
8:30 - 8:45	18	88	13	17	68	24	23	246	19	17	246	37	816
8:45 - 9:00	15	78	16	28	86	21	32	253	20	36	236	36	857
9:00 - 9:15	15	57	10	12	63	28	33	300	19	19	203	31	790
9:15 - 9:30	12	65	14	21	70	17	28	233	23	18	188	19	708
9:30 - 9:45	10	43	12	14	53	18	28	239	17	19	148	22	623
9:45 - 10:00	22	55	13	18	42	17	36	233	13	14	152	29	644

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	56	239	39	50	190	67	82	891	36	76	854	131	2,711
7:15 - 8:15	61	302	51	63	274	96	105	971	52	96	956	158	3,185
7:30 - 8:30	75	366	60	73	359	97	121	986	54	108	961	157	3,417
7:45 - 8:45	84	394	64	80	365	107	122	1,029	65	105	1,000	162	3,577 *
8:00 - 9:00	84	366	67	89	367	106	121	1,012	69	115	979	151	3,526
8:15 - 9:15	76	330	61	81	330	92	117	1,033	65	102	898	132	3,317
8:30 - 9:30	60	288	53	78	287	90	116	1,032	81	90	873	123	3,171
8:45 - 9:45	52	243	52	75	272	84	121	1,025	79	92	775	108	2,978
9:00 - 10:00	59	220	49	65	228	80	125	1,005	72	70	691	101	2,765

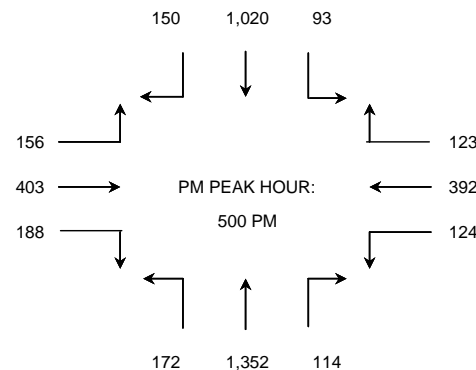
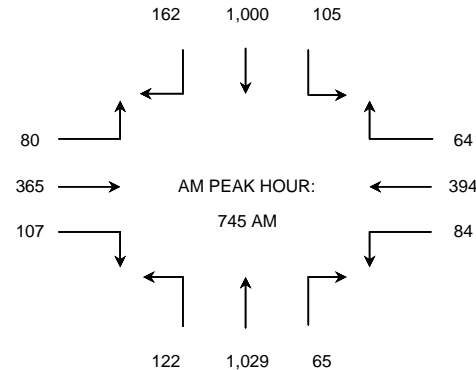
PERIOD: PM Peak Hour

DATE: WEDNESDAY 5/16/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
3:00 - 3:15	21	62	28	34	62	28	22	238	19	18	219	16	767
3:15 - 3:30	22	97	17	34	77	41	38	234	20	21	245	29	875
3:30 - 3:45	34	71	18	44	84	38	29	319	21	16	279	26	979
3:45 - 4:00	29	86	30	50	102	53	25	270	25	21	268	32	991
4:00 - 4:15	26	59	14	34	89	44	25	323	21	16	275	16	942
4:15 - 4:30	29	82	18	37	74	37	34	264	21	21	227	23	867
4:30 - 4:45	20	59	23	50	97	49	30	310	24	19	288	26	995
4:45 - 5:00	32	60	20	37	98	30	49	317	36	17	232	25	953
5:00 - 5:15	44	122	35	48	109	45	42	377	33	20	290	40	1,205
5:15 - 5:30	27	99	28	41	91	36	44	324	32	26	274	36	1,058
5:30 - 5:45	23	95	30	36	101	51	44	320	29	15	273	41	1,058
5:45 - 6:00	30	76	30	31	102	56	42	331	20	32	183	33	966

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
3:00 - 4:00	106	316	93	162	325	160	114	1,061	85	76	1,011	103	3,612
3:15 - 4:15	111	313	79	162	352	176	117	1,146	87	74	1,067	103	3,787
3:30 - 4:30	118	298	80	165	349	172	113	1,176	88	74	1,049	97	3,779
3:45 - 4:45	104	286	85	171	362	183	114	1,167	91	77	1,058	97	3,795
4:00 - 5:00	107	260	75	158	358	160	138	1,214	102	73	1,022	90	3,757
4:15 - 5:15	125	323	96	172	378	161	155	1,268	114	77	1,037	114	4,020
4:30 - 5:30	123	340	106	176	395	160	165	1,328	125	82	1,084	127	4,211
4:45 - 5:45	126	376	113	162	399	162	179	1,338	130	78	1,069	142	4,274
5:00 - 6:00	124	392	123	156	403	188	172	1,352	114	93	1,020	150	4,287 *

Prepared by: National Data & Surveying Services
Project # 07-2241-010



VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: De Soto

E/W STREET: Oxnard

PERIOD: AM Peak Hour

DATE: WEDNESDAY 5/16/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	23	30	5	8	16	16	17	214	8	10	343	19	709
7:15 - 7:30	18	43	14	16	28	22	16	236	6	15	393	24	831
7:30 - 7:45	11	60	10	11	62	18	26	218	10	17	391	27	861
7:45 - 8:00	19	106	14	21	84	27	40	290	19	22	486	39	1,167
8:00 - 8:15	29	93	18	22	100	52	44	300	18	27	536	42	1,281
8:15 - 8:30	35	107	25	27	113	24	35	252	18	25	403	23	1,087
8:30 - 8:45	22	88	14	19	68	30	28	264	23	14	464	31	1,065
8:45 - 9:00	19	78	18	31	86	26	38	271	24	30	445	30	1,096
9:00 - 9:15	19	57	11	13	63	35	40	322	23	16	384	26	1,009
9:15 - 9:30	15	65	15	23	70	21	34	251	28	15	355	16	908
9:30 - 9:45	13	43	13	16	53	22	34	256	20	16	280	18	784
9:45 - 10:00	27	55	14	20	42	21	43	251	16	12	287	24	812

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	71	239	43	56	190	83	99	958	43	64	1,613	109	3,568
7:15 - 8:15	77	302	56	70	274	119	126	1,044	53	81	1,806	132	4,140
7:30 - 8:30	94	366	67	81	359	121	145	1,060	65	91	1,816	131	4,396
7:45 - 8:45	105	394	71	89	365	133	147	1,106	78	88	1,889	135	4,600 *
8:00 - 9:00	105	366	75	99	367	132	145	1,087	83	96	1,848	126	4,529
8:15 - 9:15	95	330	68	90	330	115	141	1,109	88	85	1,696	110	4,257
8:30 - 9:30	75	288	58	86	287	112	140	1,108	98	75	1,648	103	4,078
8:45 - 9:45	66	243	57	83	272	104	146	1,100	95	77	1,464	90	3,797
9:00 - 10:00	74	220	53	72	228	99	151	1,080	87	59	1,306	84	3,513

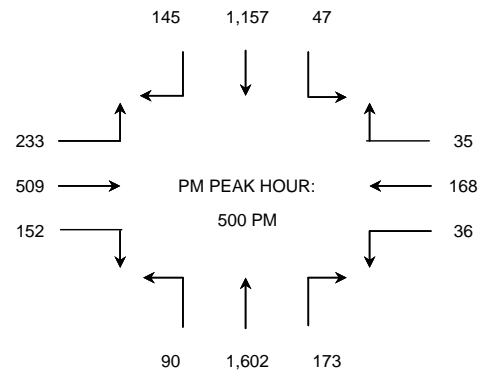
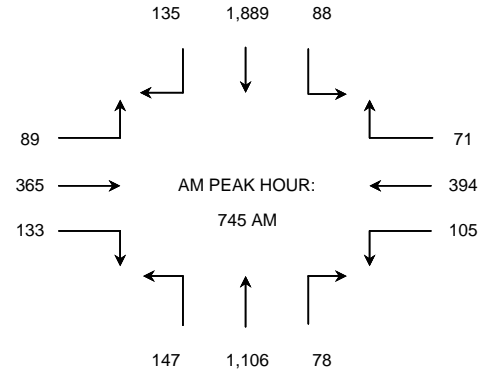
PERIOD: PM Peak Hour

DATE: WEDNESDAY 5/16/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
3:00 - 3:15	16	22	7	40	46	49	22	304	7	23	306	39	881
3:15 - 3:30	7	45	21	33	53	42	32	400	27	20	312	42	1,034
3:30 - 3:45	18	40	6	27	62	44	39	386	34	11	287	47	1,001
3:45 - 4:00	16	31	4	39	85	32	38	320	30	15	243	39	892
4:00 - 4:15	4	57	5	47	87	36	34	398	43	12	244	40	1,007
4:15 - 4:30	12	22	8	49	74	43	38	362	45	13	222	31	919
4:30 - 4:45	6	34	4	60	98	25	25	347	44	13	244	21	921
4:45 - 5:00	14	29	6	54	122	26	25	393	43	13	264	27	1,016
5:00 - 5:15	4	38	8	76	141	30	21	441	53	10	267	29	1,118
5:15 - 5:30	8	47	11	49	119	44	25	387	44	12	319	28	1,093
5:30 - 5:45	10	45	6	51	126	39	22	383	44	13	278	39	1,056
5:45 - 6:00	14	38	10	57	123	39	22	391	32	12	293	49	1,080

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
3:00 - 4:00	57	138	38	139	246	167	131	1,410	98	69	1,148	167	3,808
3:15 - 4:15	45	173	36	146	287	154	143	1,504	134	58	1,086	168	3,934
3:30 - 4:30	50	150	23	162	308	155	149	1,466	152	51	996	157	3,819
3:45 - 4:45	38	144	21	195	344	136	135	1,427	162	53	953	131	3,739
4:00 - 5:00	36	142	23	210	381	130	122	1,500	175	51	974	119	3,863
4:15 - 5:15	36	123	26	239	435	124	109	1,543	185	49	997	108	3,974
4:30 - 5:30	32	148	29	239	480	125	96	1,568	184	48	1,094	105	4,148
4:45 - 5:45	36	159	31	230	508	139	93	1,604	184	48	1,128	123	4,283
5:00 - 6:00	36	168	35	233	509	152	90	1,602	173	47	1,157	145	4,347 *

Prepared by: National Data & Surveying Services
Project # 07-2241-017



**Canoga Transportation Corridor EIR
Transportation Appendix**

**Alternative 1
Future Volume Development**

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2005 AM Peak Hour (38% of the Peak Period) - AUTOS - balanced

Intersection	APPROACH				DEPARTURE				TOTAL IN	TOTAL OUT
	NL	EL	SL	WL	NL	EL	SL	WL		
1. Chatsworth St & De Soto Ave	4,737	20	2,729	623	3,442	446	3,478	743	8,110	8,110
2. Devonshire St & Topanga Canyon Blvd	3,717	1,424	1,718	1,102	1,684	1,777	3,361	1,139	7,961	7,961
3. Devonshire St & Owensmouth Ave	0	1,448	0	1,748	0	1,748	0	1,448	3,196	3,196
4. Devonshire St & Depot Rd	0	1,448	0	1,748	0	1,748	0	1,448	3,196	3,196
5. Devonshire St & Canoga Ave	972	1,224	0	1,788	4	2,441	122	1,416	3,984	3,984
6. Devonshire St & De Soto Ave	3,416	1,740	1,522	2,454	2,780	2,168	2,967	1,218	9,133	9,133
7. Lassen St & Topanga Canyon Blvd	3,274	723	2,223	355	1,763	761	3,468	582	6,574	6,574
8. Lassen St & Owensmouth Ave	0	743	0	754	0	717	730	50	1,497	1,497
9. Lassen St & Depot Rd	0	743	0	717	0	717	0	743	1,460	1,460
10. Lassen St & De Soto Ave	2,973	858	1,957	381	1,519	3,311	1,037	302	6,170	6,170
11. Marilla St & Owensmouth Ave	54	1,385	0	510	0	1,251	0	698	1,949	1,949
12. Plummer St & Owensmouth Ave	0	0	0	18	0	18	0	0	18	18
13. Plummer St & Canoga Ave	1,339	0	474	18	474	0	1,357	0	1,831	1,831
14. Nordhoff St & Owensmouth Ave	0	1,048	0	1,188	0	1,188	0	1,048	2,236	2,236
15. Nordhoff St & Canoga Ave	1,357	2,069	294	1,188	474	2,198	1,187	1,048	4,908	4,908
16. Nordhoff St & De Soto Ave	3,575	1,555	2,104	2,197	3,388	1,395	2,579	2,070	9,432	9,432
17. Parthenia St & Owensmouth Ave	0	481	0	675	0	675	0	481	1,156	1,156
18. Parthenia St & Canoga Ave	1,218	426	83	692	287	990	673	469	2,419	2,419
19. Parthenia St & De Soto Ave	2,487	707	2,142	979	2,185	1,049	2,650	431	6,315	6,315
20. Roscoe Blvd & Owensmouth Ave	0	2,012	0	2,206	0	2,206	0	2,012	4,218	4,218
21. Roscoe Blvd & Canoga Ave	706	3,228	414	2,257	79	2,809	1,749	1,968	6,605	6,605
22. Roscoe Blvd & De Soto Ave	2,481	3,449	2,745	2,791	2,287	3,512	2,418	3,249	11,467	11,467
23. Saticoy St & Owensmouth Ave	0	269	0	553	0	553	0	269	822	822
24. Saticoy St & Canoga Ave	1,670	1,011	384	516	436	834	2,021	290	3,581	3,581
25. Saticoy St & De Soto Ave	2,526	562	3,010	834	2,639	384	2,896	1,012	6,931	6,931
26. Valerio St. & Canoga Ave.	1,878	0	411	0	411	0	1,878	0	2,289	2,289
27. Sherman Way & Owensmouth Ave	0	2,335	5	2,826	0	2,437	830	1,900	5,167	5,167
28. Sherman Way & Canoga Ave	1,848	2,915	892	2,398	418	3,014	2,247	2,373	8,053	8,053
29. Sherman Way & De Soto Ave	3,113	4,576	2,685	2,831	2,786	4,137	3,415	2,868	13,206	13,206
30. Vanowen St & Owensmouth Ave	830	107	6	540	5	645	722	111	1,483	1,483
31. Vanowen St & Canoga Ave	2,084	1,086	784	608	965	1,378	2,107	114	4,563	4,563
32. Vanowen St & De Soto Ave	3,245	1,290	2,561	1,225	2,834	411	3,855	1,221	8,322	8,322
33. Victory Blvd & Owensmouth Ave	668	2,067	793	2,053	7	2,917	1,061	1,596	5,581	5,581
34. Victory Blvd & Canoga Ave	1,840	2,231	349	2,491	900	3,139	454	2,417	6,911	6,911
35. Victory Blvd & Variel Ave	0	2,399	0	2,902	0	2,902	0	2,399	5,301	5,301
36. Victory Blvd & De Soto Ave	3,478	2,908	3,090	2,775	2,836	2,534	4,368	2,514	12,251	12,251
37. Erwin St & Owensmouth Ave	975	0	858	0	858	0	975	0	1,833	1,833
38. Erwin St & Canoga Ave	420	0	375	0	375	0	420	0	795	795
39. Oxnard St & Owensmouth Ave	912	1,400	1,028	1,673	922	2,698	898	493	5,012	5,012
40. Oxnard St & Canoga Ave	411	1,498	1,417	2,458	383	2,592	1,278	1,530	5,784	5,784
41. Oxnard & De Soto Ave	3,834	368	2,304	2,334	3,539	240	3,385	1,676	8,840	8,840
42. Lassen St & Busway A	0	1,448	0	1,748	0	1,748	0	1,448	3,196	3,196
43. Lassen St & Busway B	0	1,448	0	1,748	0	1,748	0	1,448	3,196	3,196
44. Lassen St & Busway C	0	1,448	0	1,748	0	1,748	0	1,448	3,196	3,196
45. Canoga Ave & Busway	474	0	1,339	0	1,339	0	474	0	1,813	1,813
46. Canoga Ave & MOL	2,211	0	906	0	906	0	2,211	0	3,117	3,117

2005 PM Peak Hour (33% of the Peak Period) - balanced

Intersection	APPROACH				DEPARTURE				TOTAL IN	TOTAL OUT
	NL	EL	SL	WL	NL	EL	SL	WL		
1. Chatsworth St & De Soto Ave	5,364	474	4,696	1,097	6,343	29	4,254	1,005	11,631	11,631
2. Devonshire St & Topanga Canyon Blvd	2,833	2,479	4,465	2,295	5,082	2,113	2,817	2,059	12,072	12,072
3. Devonshire St & Owensmouth Ave	0	2,526	0	2,073	0	2,073	0	2,526	4,599	4,599
4. Devonshire St & Depot Rd	0	2,526	0	2,073	0	2,073	0	2,526	4,599	4,599
5. Devonshire St & Canoga Ave	365	3,445	416	2,057	1,437	2,197	0	2,647	6,282	6,282
6. Devonshire St & De Soto Ave	4,276	3,252	3,889	2,198	4,671	2,888	2,612	3,444	13,616	13,616
7. Lassen St & Topanga Canyon Blvd	2,814	1,679	4,759	1,093	4,468	1,606	3,563	708	10,345	10,345
8. Lassen St & Owensmouth Ave	0	982	272	1,226	0	2,487	2	2,472	2,481	4,961
9. Lassen St & Depot Rd	0	1,310	0	1,658	0	1,658	0	1,310	2,968	2,968
10. Lassen St & De Soto Ave	2,605	2,039	4,426	685	3,900	1,946	3,165	745	9,755	9,755
11. Marilla St & Owensmouth Ave	1	2,056	0	902	363	903	0	1,692	2,959	2,959
12. Plummer St & Owensmouth Ave	0	34	0	1	0	1	0	34	35	35
13. Plummer St & Canoga Ave	903	0	2,088	1	2,056	0	903	34	2,993	2,993
14. Nordhoff St & Owensmouth Ave	0	1,803	0	1,666	0	1,666	0	1,803	3,469	3,469
15. Nordhoff St & Canoga Ave	903	3,373	1,989	1,666	2,088	3,532	508	1,803	7,931	7,931
16. Nordhoff St & De Soto Ave	4,674	2,060	3,558	3,536	5,089	2,188	3,182	3,369	13,828	13,828
17. Parthenia St & Owensmouth Ave	0	1,212	0	1,076	0	1,076	0	1,212	2,288	2,288
18. Parthenia St & Canoga Ave	502	1,838	1,531	1,064	2,012	1,435	261	1,226	4,935	4,935
19. Parthenia St & De Soto Ave	3,229	1,860	3,529	1,437	3,506	1,471	3,243	1,835	10,055	10,055
20. Roscoe Blvd & Owensmouth Ave	0	3,147	0	3,269	0	3,269	0	3,147	6,416	6,416
21. Roscoe Blvd & Canoga Ave	254	4,269	2,622	3,221	1,573	4,359	1,240	3,195	10,366	10,366
22. Roscoe Blvd & De Soto Ave	3,372	5,400	3,585	4,407	3,395	5,203	3,939	4,225	16,763	16,763
23. Saticoy St & Owensmouth Ave	0	1,397	0	889	0	889	0	1,397	2,286	2,286
24. Saticoy St & Canoga Ave	1,256	2,164	2,776	915	2,588	2,021	1,142	1,359	7,111	7,111
25. Saticoy St & De Soto Ave	3,869	1,401	4,145	1,990	3,654	1,510	4,041	2,200	11,405	11,405
26. Valerio St. & Canoga Ave.	1,174	0	2,698	0	2,698	0	1,174	0	3,872	3,872
27. Sherman Way & Owensmouth Ave	0	3,377	1,216	2,976	0	3,627	75	3,866	7,569	7,569
28. Sherman Way & Canoga Ave	1,191	4,174	3,099	3,681	2,659	4,033	2,126	3,328	12,146	12,146
29. Sherman Way & De Soto Ave	4,213	3,479	4,953	4,672	3,995	5,938	3,561	3,823	17,317	17,317
30. Vanowen St & Owensmouth Ave	75	1,298	1,180	438	1,214	337	127	1,313	2,991	2,991
31. Vanowen St & Canoga Ave	2,218	2,596	3,317	348	2,972	2,322	1,923	1,261	8,478	8,478
32. Vanowen St & De Soto Ave	3,953	1,678	5,052	2,445	4,433	2,308	3,922	2,464	13,128	13,128
33. Victory Blvd & Owensmouth Ave	131	3,886	1,824	2,749	1,144	3,045	1,187	3,213	8,590	8,590
34. Victory Blvd & Canoga Ave	2,096	4,266	1,170	3,327	3,051	3,579	663	3,565	10,859	10,859
35. Victory Blvd & Variel Ave	0	4,022	0	3,784	0	3,784	0	4,022	7,806	7,806
36. Victory Blvd & De Soto Ave	4,138	3,789	5,975	3,898	4,790	4,080	5,023	3,908	17,801	17,801
37. Erwin St & Owensmouth Ave	1,223	0	1,769	0	1,769	0	1,223	0	2,992	2,992
38. Erwin St & Canoga Ave	701	0	1,103	0	1,103	0	701	0	1,804	1,804
39. Oxnard St & Owensmouth Ave	1,264	3,777	1,894	1,234	1,714	2,780	1,202	2,474	8,170	8,170
40. Oxnard St & Canoga Ave	712	3,471	2,282	2,913	1,087	3,009	1,680	3,601	9,378	9,378
41. Oxnard & De Soto Ave	5,473	505	4,573	3,233	5,496	873	4,175	3,240	13,784	13,784
42. Lassen St & Busway A	0	2,526	0	2,073	0	2,073	0	2,526	4,599	4,599
43. Lassen St & Busway B	0	2,526	0	2,073	0	2,073	0	2,526	4,599	4,599
44. Lassen St & Busway C	0	2,526	0	2,073	0	2,073	0	2,526	4,599	4,599
45. Canoga Ave & Busway	2,056	0	903	0	903	0	2,056	0	2,959	2,959
46. Canoga Ave & MOL	2,157	0	3,054	0	3,054	0	2,157	0	5,211	5,211

2030 AM Peak Hour (38% of the Peak Period) - AUTOS -balanced

Intersection	APPROACH				DEPARTURE				TOTAL IN	TOTAL OUT
	NL	EL	SL	WL	NL	EL	SL	WL		
1. Chatsworth St & De Soto Ave	5,009	368	2,715	1,123	3,854	623	3,581	1,157	9,216	9,216
2. Devonshire St & Topanga Canyon Blvd	3,815	2,064	2,433	1,511	2,461	1,936	3,545	1,881	9,823	9,823
3. Devonshire St & Owensmouth Ave	0	2,014	0	1,983	0	1,983	0	2,014	3,997	3,997
4. Devonshire St & Depot Rd	0	2,014	0	1,983	0	1,983	0	2,014	3,997	3,997
5. Devonshire St & Canoga Ave	1,930	2,524	1	2,027	303	2,971	1,236	1,971	6,482	6,482
6. Devonshire St & De Soto Ave	3,472	2,768	1,851	2,988	2,801	2,692	3,077	2,509	11,079	11,079
7. Lassen St & Topanga Canyon Blvd	3,738	1,877	2,835	495	2,307	2,097	3,335	1,206	8,945	8,945
8. Lassen St & Owensmouth Ave	0	743	0	754	0	717	730	50	1,497	1,497
9. Lassen St & Depot Rd	0	743	0	717	0	717	0	743	1,460	1,460
10. Lassen St & De Soto Ave	3,091	1,259	2,266	1,086	1,842	1,988	3,388	485	7,703	7,703
11. Marilla St & Owensmouth Ave	1,221	996	0	411	239	0	1,593	796	2,628	2,628
12. Plummer St & Owensmouth Ave	0	0	0	18	0	18	0	0	18	18
13. Plummer St & Canoga Ave	1,596	0	1,007	103	994	0	1,699	13	2,706	2,706
14. Nordhoff St & Owensmouth Ave	0	1,646	0	1,391	0	1,391	0	1,646	3,037	3,037
15. Nordhoff St & Canoga Ave	1,767	3,069	338	1,447	970	2,725	1,342	1,585	6,622	6,622
16. Nordhoff St & De Soto Ave	4,043	2,044	2,427	2,820	3,620	1,963	2,790	2,961	11,334	11,334
17. Parthenia St & Owensmouth Ave	0	1,083	0	0	0	0	0	1,083	1,083	1,083
18. Parthenia St & Canoga Ave	1,414	1,716	290	1,242	320	1,792	1,483	1,068	4,663	4,663
19. Parthenia St & De Soto Ave	2,703	1,744	2,368	1,768	2,506	1,638	2,698	1,741	8,583	8,583
20. Roscoe Blvd & Owensmouth Ave	0	2,675	0	2,789	0	2,789	0	2,675	5,464	5,464
21. Roscoe Blvd & Canoga Ave	1,516	3,524	884	2,812	284	3,430	2,369	2,653	8,736	8,736
22. Roscoe Blvd & De Soto Ave	2,553	4,198	3,168	3,368	2,502	4,386	2,807	3,591	13,286	13,286
23. Saticoy St & Owensmouth Ave	0	1,682	0	1,682	0	1,682	0	1,682	3,364	3,364
24. Saticoy St & Canoga Ave	2,440	2,075	647	1,719	859	2,002	2,373	1,647	6,881	6,881
25. Saticoy St & De Soto Ave	3,412	2,092	348	2,554	2,712	1,176	2,826	1,693	8,408	8,408
26. Valerio St. & Canoga Ave.	2,424	0	633	0	633	0	2,424	0	3,057	3,057
27. Sherman Way & Owensmouth Ave	0	2,682	430	3,053	0	2,767	1,116	2,283	6,166	6,166
28. Sherman Way & Canoga Ave	2,253	2,972	1,062	3,501	685	3,431	2,770	2,902	9,789	9,789
29. Sherman Way & De Soto Ave	3,467	5,058	2,710	3,301	2,817	4,829	3,578	3,313	14,537	14,537
30. Vanowen St & Owensmouth Ave	1,116	605	156	1,461	430	1,630	989	290	3,339	3,339
31. Vanowen St & Canoga Ave	2,451	1,963	1,182	1,561	1,196	2,370	2,957	633	7,157	7,157
32. Vanowen St & De Soto Ave	3,481	2,254	2,682	2,156	2,791	1,489	4,134	2,159	10,574	10,574
33. Victory Blvd & Owensmouth Ave	933	2,255	1,014	3,011	166	3,594	1,032	2,421	7,213	7,213
34. Victory Blvd & Canoga Ave	2,589	2,513	486	3,096	1,359	3,733	963	2,630	8,685	8,685
35. Victory Blvd & Variel Ave	0	2,742	0	3,393	0	3,393	0	2,742	6,135	6,135
36. Victory Blvd & De Soto Ave	3,728	3,261	3,295	3,223	2,975	2,908	4,729	2,895	13,507	13,507
37. Erwin St & Owensmouth Ave	970	0	1,075	0	1,075	0	970	0	2,045	2,045
38. Erwin St & Canoga Ave	875	0	530	0	530	0	875	0	1,405	1,405
39. Oxnard St & Owensmouth Ave	926	1,951	974	2,500	1,129	3,220	1,237	765	6,351	6,351
40. Oxnard St & Canoga Ave	852	1,966	1,426	2,988	544	3,044	1,545	2,099	7,233	7,233
41. Oxnard & De Soto Ave	4,125	788	3,055	2,730	3,794	989	3,708	2,207	10,699	10,699
42. Lassen St & Busway A	0	2,014	0	1,983	0	1,983	0	2,014	3,997	3,997
43. Lassen St & Busway B	0	2,014	0	1,983	0	1,983	0	2,014	3,997	3,997
44. Lassen St & Busway C	0	2,014	0	1,983	0	1,983	0	2,014	3,997	3,997
45. Canoga Ave & Busway	994	0	1,596	0	1,596	0	994	0	2,590	2,590
46. Canoga Ave & MOL	2,560	0	1,143	0	1,143	0	2,560	0	3,703	3,703

2030 PM Peak Hour (33% of the Peak Period) - unbalanced

Intersection	APPROACH				DEPARTURE				TOTAL IN	TOTAL OUT
	NL	EL	SL	WL	NL	EL	SL	WL		
1. Chatsworth St & De Soto Ave	5,908	1,505	4,616	1,802	6,864	1,052	3,735	2,180	13,832	13,832
2. Devonshire St & Topanga Canyon Blvd	4,091	3,048	4,977	2,428	5,408	2,925	3,901	2,310	14,545	14,545
3. Devonshire St & Owensmouth Ave	0	3,104	0	2,871	0	2,871	0	3,104	5,975	5,975
4. Devonshire St & Depot Rd	0	3,104	0	2,871	0	2,871	0	3,104	5,975	5,975
5. Devonshire St & Canoga Ave	976	4,181	2,258	2,825	3,189	3,789	108	3,155	10,241	10,241
6. Devonshire St & De Soto Ave	3,764	4,169	3,935	3,768	4,581	3,859	2,994	4,203	15,637	15,637
7. Lassen St & Topanga Canyon Blvd	3,792	3,047	4,678	1,932	5,119	3,333	4,019	978	13,450	13,450
8. Lassen St & Owensmouth Ave	0	1,868	1,767	3,301	0	2,964	897	3,077	6,937	6,937
9. Lassen St & Depot Rd	0	1,868	0	2,964	0	2,964	0	1,868	4,832	4,832
10. Lassen St & De Soto Ave	2,994	3,580	4,576	1,234	3,936	2,653	3,423	2,372	12,385	12,385
11. Marilla St & Owensmouth Ave	897	2,264	0	1,267	1,768	1,714	0	946	4,428	4,428
12. Plummer St & Owensmouth Ave	0	0	0	18	0	18	0	0	18	18
13. Plummer St & Canoga Ave	1,713	0	2,756	58	2,265	0	1,771	492	4,528	4,528
14. Nordhoff St & Owensmouth Ave	0	1,666	0	1,820	0	1,820	0	1,666	3,486	3,486
15. Nordhoff St & Canoga Ave	1,745	4,322	2,411	1,793	2,798	4,377	1,402	1,692	10,270	10,270
16. Nordhoff St & De Soto Ave	5,326	2,576	3,741	4,390	5,720	2,667	3,337	4,309	16,034	16,034
17. Parthenia St & Owensmouth Ave	0	1,867	0	0	0	0	0	1,867	1,867	1,867
18. Parthenia St & Canoga Ave	1,374	3,194	2,690	1,905	2,459	3,166	1,661	1,876	9,163	9,163
19. Parthenia St & De Soto Ave	3,368	3,000	3,843	3,123	3,706	2,994	3,395	3,238	13,334	13,334
20. Roscoe Blvd & Owensmouth Ave	0	4,308	0	4,147	0	4,147	0	4,308	8,455	8,455
21. Roscoe Blvd & Canoga Ave	1,651	5,021	3,575	4,142	2,707	5,085	2,284	4,314	14,389	14,389
22. Roscoe Blvd & De Soto Ave	3,481	6,605	3,966	5,252	3,752	6,240	4,445	4,867	19,304	19,304
23. Saticoy St & Owensmouth Ave	0	2,935	0	2,307	0	2,307	0	2,935	5,242	5,242
24. Saticoy St & Canoga Ave	2,311	3,553	3,578	2,337	3,535	3,357	1,989	2,898	11,779	11,779
25. Saticoy St & De Soto Ave	4,482	2,584	4,485	3,319	3,932	3,159	4,184	3,595	14,869	14,869
26. Valerio St. & Canoga Ave.	2,015	0	3,532	0	3,532	0	2,015	0	5,547	5,547
27. Sherman Way & Owensmouth Ave	0	4,233	1,685	3,586	0	3,992	1,124	4,390	9,505	9,505
28. Sherman Way & Canoga Ave	2,045	4,786	3,648	4,052	3,480	4,605	2,276	4,171	14,532	14,532
29. Sherman Way & De Soto Ave	4,020	6,928	4,877	4,938	4,666	7,182	3,936	4,979	20,764	20,764
30. Vanowen St & Owensmouth Ave	1,124	2,791	1,654	910	1,685	1,555	549	2,690	6,479	6,479
31. Vanowen St & Canoga Ave	2,367	3,813	4,302	1,593	3,510	3,332	2,508	2,726	12,076	12,076
32. Vanowen St & De Soto Ave	3,945	3,002	5,688	3,473	4,867	3,465	4,118	3,658	16,108	16,108
33. Victory Blvd & Owensmouth Ave	586	5,129	1,570	3,906	1,555	3,568	1,723	4,345	11,191	11,191
34. Victory Blvd & Canoga Ave	2,687	5,106	2,428	3,971	4,021	4,237	1,336	4,598	14,193	14,193
35. Victory Blvd & Variel Ave	0	4,881	0	4,424	0	4,424	0	4,881	9,305	9,305
36. Victory Blvd & De Soto Ave	4,326	4,399	6,732	4,568	5,418	4,606	5,268	4,732	20,025	20,025
37. Erwin St & Owensmouth Ave	1,833	0	1,470	0	1,470	0	1,833	0	3,303	3,303
38. Erwin St & Canoga Ave	1,395	0	2,321	0	2,321	0	1,395	0	3,716	3,716
39. Oxnard St & Owensmouth Ave	1,822	4,515	2,322	1,894	1,479	3,612	1,496	3,967	10,554	10,554
40. Oxnard St & Canoga Ave	1,415	4,327	2,442	3,644	2,288	3,566	1,496	4,477	11,828	11,828
41. Oxnard & De Soto Ave	5,732	2,608	5,392	3,816	6,198	2,245	5,051	4,054	17,548	17,548
42. Lassen St & Busway A	0	3,104	0	2,871	0	2,871	0	3,104	5,975	5,975
43. Lassen St & Busway B	0	3,104	0	2,871	0	2,871	0	3,104	5,975	5,975
44. Lassen St & Busway C	0	3,104	0	2,871	0	2,871	0	3,104	5,975	5,975
45. Canoga Ave & Busway	2,265	0	1,713	0	1,713	0	2,265	0	3,978	3,978
46. Canoga Ave & MOL	2,310	0	3,594	0	3,594	0	2,310	0	5,904	5,904

AM Peak Hour DIFFERENCE (2030-2005) - AUTOS

Intersection	APPROACH				DEPARTURE				TOTAL APP	TOTAL DEPT
	NL	EL	SL	WL	NL	EL	SL	WL		
1. Chatsworth St & De Soto Ave	271	348	-14	500	412	177	102	415	1,106	1,106
2. Devonshire St & Topanga Canyon Blvd	97	639	715	410	777	159	184	742	1,862	1,862
3. Devonshire St & Owensmouth Ave	0	566	0	235	0	235	0	566	801	801
4. Devonshire St & Depot Rd	0	566	0	235	0	235	0	566	801	801
5. Devonshire St & Canoga Ave	958	1,300	1	239	299	530	1,114	555	2,498	2,498
6. Devonshire St & De Soto Ave	55	1,028	329	534	21	524	110	1,291	1,946	1,946
7. Lassen St & Topanga Canyon Blvd	464	1,154	612	141	545	1,335	-133	625	2,371	2,371
8. Lassen St & Owensmouth Ave	0	0	0	0	0	0	0	0	0	0
9. Lassen St & Depot Rd	0	0	0	0	0	0	0	0	0	0
10. Lassen St & De Soto Ave	119	400	309	705	323	-1,323	2,350	183	1,534	1,534
11. Marilla St & Owensmouth Ave	1,168	-389	0	-99	239	-1,251	1,593	99	679	679
12. Plummer St & Owensmouth Ave	0	0	0	0	0	0	0	0	0	0
13. Plummer St & Canoga Ave	257	0	533	85	520	0	342	13	875	875
14. Nordhoff St & Owensmouth Ave	0	598	0	203	0	203	0	598	801	801
15. Nordhoff St & Canoga Ave	410	1,001	44	259	496	527	155	537	1,714	1,714
16. Nordhoff St & De Soto Ave	468	489	323	623	232	568	210	891	1,902	1,902
17. Parthenia St & Owensmouth Ave	0	602	0	-675	0	-675	0	602	-73	-73
18. Parthenia St & Canoga Ave	197	1,290	207	550	34	802	810	598	2,244	2,244
19. Parthenia St & De Soto Ave	216	1,037	225	789	321	589	47	1,310	2,268	2,268
20. Roscoe Blvd & Owensmouth Ave	0	663	0	583	0	583	0	663	1,246	1,246
21. Roscoe Blvd & Canoga Ave	810	296	470	555	204	621	620	686	2,132	2,132
22. Roscoe Blvd & De Soto Ave	72	749	423	577	215	874	389	342	1,820	1,820
23. Saticoy St & Owensmouth Ave	0	1,413	0	1,129	0	1,129	0	1,413	2,542	2,542
24. Saticoy St & Canoga Ave	771	1,064	263	1,202	423	1,168	352	1,357	3,300	3,300
25. Saticoy St & De Soto Ave	887	1,531	-2,661	1,721	73	792	-70	682	1,477	1,477
26. Valerio St. & Canoga Ave.	546	0	222	0	222	0	546	0	768	768
27. Sherman Way & Owensmouth Ave	0	347	425	227	0	330	286	383	999	999
28. Sherman Way & Canoga Ave	405	58	171	1,103	267	418	523	529	1,737	1,737
29. Sherman Way & De Soto Ave	354	482	25	470	30	692	163	446	1,331	1,331
30. Vanowen St & Owensmouth Ave	286	498	150	921	425	985	267	179	1,856	1,856
31. Vanowen St & Canoga Ave	366	877	398	952	232	993	850	519	2,594	2,594
32. Vanowen St & De Soto Ave	236	964	121	931	-43	1,078	279	938	2,252	2,252
33. Victory Blvd & Owensmouth Ave	265	189	221	958	159	678	-29	825	1,633	1,633
34. Victory Blvd & Canoga Ave	749	283	137	605	459	594	508	213	1,774	1,774
35. Victory Blvd & Variel Ave	0	343	0	491	0	491	0	343	834	834
36. Victory Blvd & De Soto Ave	250	353	205	448	140	374	361	381	1,256	1,256
37. Erwin St & Owensmouth Ave	-5	0	217	0	217	0	-5	0	212	212
38. Erwin St & Canoga Ave	455	0	155	0	155	0	455	0	610	610
39. Oxnard St & Owensmouth Ave	14	552	-54	827	207	523	338	272	1,340	1,340
40. Oxnard St & Canoga Ave	441	468	10	531	161	452	266	570	1,450	1,450
41. Oxnard & De Soto Ave	291	420	751	396	255	749	323	531	1,859	1,859
42. Lassen St & Busway A	0	566	0	235	0	235	0	566	801	801
43. Lassen St & Busway B	0	566	0	235	0	235	0	566	801	801
44. Lassen St & Busway C	0	566	0	235	0	235	0	566	801	801
45. Canoga Ave & Busway	520	0	257	0	257	0	520	0	777	777
46. Canoga Ave & MOL	349	0	237	0	237	0	349	0	586	586

PM Peak Hour DIFFERENCE (2030-2005)

Intersection	APPROACH				DEPARTURE				TOTAL APP	TOTAL DEPT
	NL	EL	SL	WL	NL	EL	SL	WL		
1. Chatsworth St & De Soto Ave	544	1,031	-80	705	521	1,023	-519	1,175	2,201	2,201
2. Devonshire St & Topanga Canyon Blvd	1,258	569	513	133	326	811	1,084	251	2,473	2,473
3. Devonshire St & Owensmouth Ave	0	578	0	798	0	798	0	578	1,376	1,376
4. Devonshire St & Depot Rd	0	578	0	798	0	798	0	578	1,376	1,376
5. Devonshire St & Canoga Ave	611	736	1,843	768	1,751	1,591	108	508	3,959	3,959
6. Devonshire St & De Soto Ave	-512	917	46	1,571	-91	971	382	759	2,021	2,021
7. Lassen St & Topanga Canyon Blvd	978	1,369	-81	839	650	1,728	456	270	3,105	3,105
8. Lassen St & Owensmouth Ave	0	886	1,495	2,075	0	476	895	604	4,456	1,976
9. Lassen St & Depot Rd	0	558	0	1,306	0	1,306	0	558	1,864	1,864
10. Lassen St & De Soto Ave	389	1,541	150	550	36	708	258	1,627	2,630	2,630
11. Marilla St & Owensmouth Ave	896	208	0	366	1,405	811	0	-746	1,470	1,470
12. Plummer St & Owensmouth Ave	0	-34	0	17	0	17	0	-34	-17	-17
13. Plummer St & Canoga Ave	810	0	668	57	209	0	868	458	1,535	1,535
14. Nordhoff St & Owensmouth Ave	0	-137	0	154	0	154	0	-137	17	17
15. Nordhoff St & Canoga Ave	842	949	422	127	710	845	894	-111	2,339	2,339
16. Nordhoff St & De Soto Ave	652	517	184	854	632	479	155	941	2,206	2,206
17. Parthenia St & Owensmouth Ave	0	655	0	-1,076	0	-1,076	0	655	-421	-421
18. Parthenia St & Canoga Ave	872	1,357	1,158	841	447	1,731	1,400	650	4,228	4,228
19. Parthenia St & De Soto Ave	139	1,140	314	1,686	200	1,523	153	1,403	3,279	3,279
20. Roscoe Blvd & Owensmouth Ave	0	1,161	0	878	0	878	0	1,161	2,039	2,039
21. Roscoe Blvd & Canoga Ave	1,397	752	953	921	1,134	726	1,044	1,119	4,023	4,023
22. Roscoe Blvd & De Soto Ave	109	1,205	382	845	356	1,037	505	642	2,541	2,541
23. Saticoy St & Owensmouth Ave	0	1,538	0	1,418	0	1,418	0	1,538	2,956	2,956
24. Saticoy St & Canoga Ave	1,054	1,389	802	1,422	946	1,336	847	1,539	4,668	4,668
25. Saticoy St & De Soto Ave	613	1,182	340	1,328	277	1,649	143	1,395	3,464	3,464
26. Valerio St. & Canoga Ave.	841	0	834	0	834	0	841	0	1,675	1,675
27. Sherman Way & Owensmouth Ave	0	857	469	611	0	364	1,049	523	1,937	1,937
28. Sherman Way & Canoga Ave	854	612	549	371	821	572	150	843	2,386	2,386
29. Sherman Way & De Soto Ave	-194	3,449	-76	267	671	1,244	375	1,156	3,447	3,447
30. Vanowen St & Owensmouth Ave	1,049	1,493	474	472	471	1,218	422	1,377	3,488	3,488
31. Vanowen St & Canoga Ave	149	1,218	986	1,246	538	1,010	585	1,464	3,598	3,598
32. Vanowen St & De Soto Ave	-8	1,324	636	1,028	434	1,157	195	1,193	2,980	2,980
33. Victory Blvd & Owensmouth Ave	456	1,243	-254	1,157	411	523	536	1,132	2,602	2,602
34. Victory Blvd & Canoga Ave	591	841	1,258	644	971	658	673	1,033	3,334	3,334
35. Victory Blvd & Variel Ave	0	859	0	640	0	640	0	859	1,499	1,499
36. Victory Blvd & De Soto Ave	188	610	757	669	628	526	246	825	2,224	2,224
37. Erwin St & Owensmouth Ave	610	0	-299	0	-299	0	610	0	311	311
38. Erwin St & Canoga Ave	694	0	1,218	0	1,218	0	694	0	1,912	1,912
39. Oxnard St & Owensmouth Ave	558	738	428	660	-235	832	294	1,493	2,385	2,385
40. Oxnard St & Canoga Ave	704	856	160	730	1,201	557	-184	876	2,451	2,451
41. Oxnard & De Soto Ave	259	2,103	819	583	702	1,373	876	814	3,765	3,765
42. Lassen St & Busway A	0	578	0	798	0	798	0	578	1,376	1,376
43. Lassen St & Busway B	0	578	0	798	0	798	0	578	1,376	1,376
44. Lassen St & Busway C	0	578	0	798	0	798	0	578	1,376	1,376
45. Canoga Ave & Busway	209	0	810	0	810	0	209	0	1,019	1,019
46. Canoga Ave & MOL	153	0	540	0	540	0	153	0	693	693

Adjusted AM Peak Hour GROWTH RATE

*Adjust model numbers to year 2007 by taking 92% of the DIFFERENCE

NODE NUMBER	APPROACH				DEPARTURE				TOTAL APP	TOTAL DEPT	INT Total	Average 24%	Per Year 1.043
	NL	EL	SL	WL	NL	EL	SL	WL					
1. Chatsworth St & De Soto Ave	5%	1605%	0%	74%	11%	36%	3%	51%	13%	13%	13.6%		
2. Devonshire St & Topanga Canyon Blvd	2%	41%	38%	34%	42%	8%	5%	60%	22%	22%	23.4%		
3. Devonshire St & Owensmouth Ave	--	36%	--	12%	--	12%	--	36%	23%	23%	25.1%		
4. Devonshire St & Depot Rd	--	36%	--	12%	--	12%	--	36%	23%	23%	25.1%		
5. Devonshire St & Canoga Ave	91%	98%	--	12%	7042%	20%	838%	36%	58%	58%	62.7%		
6. Devonshire St & De Soto Ave	1%	54%	20%	20%	1%	22%	3%	98%	20%	20%	21.3%		
7. Lassen St & Topanga Canyon Blvd	13%	147%	25%	36%	28%	161%	-4%	99%	33%	33%	36.1%		
8. Lassen St & Owensmouth Ave	--	0%	--	0%	--	0%	0%	0%	0%	0%	0.0%		
9. Lassen St & Depot Rd	--	0%	--	0%	--	0%	--	0%	0%	0%	0.0%		
10. Lassen St & De Soto Ave	4%	43%	15%	170%	20%	-37%	208%	56%	23%	23%	24.9%		
11. Marilla St & Owensmouth Ave	1997%	-26%	--	-18%	--	-92%	--	13%	32%	32%	34.8%		
12. Plummer St & Owensmouth Ave	--	--	--	0%	--	0%	--	--	0%	0%	0.0%		
13. Plummer St & Canoga Ave	18%	--	103%	434%	101%	--	23%	--	44%	44%	47.8%		
14. Nordhoff St & Owensmouth Ave	--	52%	--	16%	--	16%	--	52%	33%	33%	35.8%		
15. Nordhoff St & Canoga Ave	28%	44%	14%	20%	96%	22%	12%	47%	32%	32%	34.9%		
16. Nordhoff St & De Soto Ave	12%	29%	14%	26%	6%	37%	8%	40%	19%	19%	20.2%		
17. Parthenia St & Owensmouth Ave	--	115%	--	-92%	--	-92%	--	115%	-6%	-6%	-6.3%		
18. Parthenia St & Canoga Ave	15%	279%	229%	73%	11%	75%	111%	117%	85%	85%	92.7%		
19. Parthenia St & De Soto Ave	8%	135%	10%	74%	14%	52%	2%	280%	33%	33%	35.9%		
20. Roscoe Blvd & Owensmouth Ave	--	30%	--	24%	--	24%	--	30%	27%	27%	29.5%		
21. Roscoe Blvd & Canoga Ave	106%	8%	104%	23%	237%	20%	33%	32%	30%	30%	32.3%		
22. Roscoe Blvd & De Soto Ave	3%	20%	14%	19%	9%	23%	15%	10%	15%	15%	15.9%		
23. Saticoy St & Owensmouth Ave	--	483%	--	188%	--	188%	--	483%	285%	285%	309.2%		
24. Saticoy St & Canoga Ave	42%	97%	63%	214%	89%	129%	16%	431%	85%	85%	92.2%		
25. Saticoy St & De Soto Ave	32%	251%	-81%	190%	3%	190%	-2%	62%	20%	20%	21.3%		
26. Valerio St & Canoga Ave.	27%	--	50%	--	50%	--	27%	--	31%	31%	33.6%		
27. Sherman Way & Owensmouth Ave	--	14%	7820%	7%	--	12%	32%	19%	18%	18%	19.3%		
28. Sherman Way & Canoga Ave	20%	2%	18%	42%	59%	13%	21%	20%	20%	20%	21.6%		
29. Sherman Way & De Soto Ave	10%	10%	1%	15%	1%	15%	4%	14%	9%	9%	10.1%		
30. Vanowen St & Owensmouth Ave	32%	428%	2300%	157%	7819%	140%	34%	148%	115%	115%	125.1%		
31. Vanowen St & Canoga Ave	16%	74%	47%	144%	22%	66%	37%	419%	52%	52%	56.8%		
32. Vanowen St & De Soto Ave	7%	69%	4%	70%	-1%	241%	7%	71%	25%	25%	27.1%		
33. Victory Blvd & Owensmouth Ave	37%	8%	26%	43%	2246%	21%	-3%	48%	27%	27%	29.3%		
34. Victory Blvd & Canoga Ave	37%	12%	36%	22%	47%	17%	103%	8%	24%	24%	25.7%		
35. Victory Blvd & Variel Ave	--	13%	--	16%	--	16%	--	13%	14%	14%	15.7%		
36. Victory Blvd & De Soto Ave	7%	11%	6%	15%	5%	14%	8%	14%	9%	9%	10.2%		
37. Erwin St & Owensmouth Ave	0%	--	23%	--	23%	--	0%	--	11%	11%	11.6%		
38. Erwin St & Canoga Ave	100%	--	38%	--	38%	--	100%	--	71%	71%	76.7%		
39. Oxnard St & Owensmouth Ave	1%	36%	-5%	46%	21%	18%	35%	51%	25%	25%	26.7%		
40. Oxnard St & Canoga Ave	99%	29%	1%	20%	39%	16%	19%	34%	23%	23%	25.1%		
41. Oxnard & De Soto Ave	7%	105%	30%	16%	7%	287%	9%	29%	19%	19%	21.0%		
42. Lassen St & Busway A	--	36%	--	12%	--	12%	--	36%	23%	23%	25.1%		
43. Lassen St & Busway B	--	36%	--	12%	--	12%	--	36%	23%	23%	25.1%		
44. Lassen St & Busway C	--	36%	--	12%	--	12%	--	36%	23%	23%	25.1%		
45. Canoga Ave & Busway	101%	--	18%	--	18%	--	101%	--	39%	39%	42.9%		
46. Canoga Ave & MOL	15%	--	24%	--	24%	--	15%	--	17%	17%	18.8%		

PM Peak Hour ADJUSTED DIFFERENCE (2030 to 2007)

*Adjust model numbers to year 2007 by taking 92% of the DIFFERENCE

NODE NUMBER	APPROACH				DEPARTURE				TOTAL APP	TOTAL DEPT	Average 25%	Per Year 1.087	
	NL	EL	SL	WL	NL	EL	SL	WL					
1. Chatsworth St & De Soto Ave	9%	200%	-2%	59%	8%	3237%	-11%	108%	17%	17%	18.9%		
2. Devonshire St & Topanga Canyon Blvd	41%	21%	11%	5%	6%	35%	35%	11%	19%	19%	20.5%		
3. Devonshire St & Owensmouth Ave	--	21%	--	35%	--	35%	--	21%	28%	28%	29.9%		
4. Devonshire St & Depot Rd	--	21%	--	35%	--	35%	--	21%	28%	28%	29.9%		
5. Devonshire St & Canoga Ave	154%	20%	408%	34%	112%	67%	--	18%	58%	58%	63.0%		
6. Devonshire St & De Soto Ave	-11%	26%	1%	66%	-2%	31%	13%	20%	14%	14%	14.8%		
7. Lassen St & Topanga Canyon Blvd	32%	75%	-2%	71%	13%	99%	12%	35%	28%	28%	30.0%		
8. Lassen St & Owensmouth Ave	--	83%	505%	156%	--	18%	54911%	22%	165%	37%	86.4%		
9. Lassen St & Depot Rd	--	39%	--	72%	--	72%	--	39%	58%	58%	62.8%		
10. Lassen St & De Soto Ave	14%	70%	3%	74%	1%	33%	8%	201%	25%	25%	27.0%		
11. Marilla St & Owensmouth Ave	82409%	9%	--	37%	356%	83%	--	-41%	46%	46%	49.7%		
12. Plummer St & Owensmouth Ave	--	-92%	--	1564%	--	1564%	--	-92%	-45%	-45%	-48.6%		
13. Plummer St & Canoga Ave	83%	--	29%	5244%	9%	--	88%	1239%	47%	47%	51.3%		
14. Nordhoff St & Owensmouth Ave	--	-7%	--	9%	--	9%	--	-7%	0%	0%	0.5%		
15. Nordhoff St & Canoga Ave	86%	26%	19%	7%	31%	22%	162%	-6%	27%	27%	29.5%		
16. Nordhoff St & De Soto Ave	13%	23%	5%	22%	11%	20%	4%	26%	15%	15%	16.0%		
17. Parthenia St & Owensmouth Ave	--	50%	--	-92%	--	-92%	--	50%	-17%	-17%	-18.4%		
18. Parthenia St & Canoga Ave	160%	68%	70%	73%	20%	111%	493%	49%	79%	79%	85.7%		
19. Parthenia St & De Soto Ave	4%	56%	8%	108%	5%	95%	4%	70%	30%	30%	32.6%		
20. Roscoe Blvd & Owensmouth Ave	--	34%	--	25%	--	25%	--	34%	29%	29%	31.8%		
21. Roscoe Blvd & Canoga Ave	505%	16%	33%	26%	66%	15%	78%	32%	36%	36%	38.8%		
22. Roscoe Blvd & De Soto Ave	3%	21%	10%	18%	10%	18%	12%	14%	14%	14%	15.2%		
23. Saticoy St & Owensmouth Ave	--	101%	--	147%	--	147%	--	101%	119%	119%	129.3%		
24. Saticoy St & Canoga Ave	77%	59%	27%	143%	34%	61%	68%	104%	60%	60%	65.6%		
25. Saticoy St & De Soto Ave	15%	78%	8%	61%	7%	100%	3%	58%	28%	28%	30.4%		
26. Valerio St & Canoga Ave.	66%	--	28%	--	28%	--	66%	--	40%	40%	43.3%		
27. Sherman Way & Owensmouth Ave	--	23%	36%	19%	--	9%	1287%	12%	24%	24%	25.6%		
28. Sherman Way & Canoga Ave	66%	13%	16%	9%	28%	13%	7%	23%	18%	18%	19.6%		
29. Sherman Way & De Soto Ave	-4%	91%	-1%	5%	15%	19%	10%	28%	18%	18%	19.9%		
30. Vanowen St & Owensmouth Ave	1284%	106%	37%	99%	36%	332%	306%	96%	107%	107%	116.6%		
31. Vanowen St & Canoga Ave	6%	43%	27%	330%	17%	40%	28%	107%	39%	39%	42.4%		
32. Vanowen St & De Soto Ave	0%	73%	12%	39%	9%	46%	5%	45%	21%	21%	22.7%		
33. Victory Blvd & Owensmouth Ave	320%	29%	-13%	39%	33%	16%	42%	32%	28%	28%	30.3%		
34. Victory Blvd & Canoga Ave	26%	18%	99%	18%	29%	17%	93%	27%	28%	28%	30.7%		
35. Victory Blvd & Variel Ave	--	20%	--	16%	--	16%	--	20%	18%	18%	19.2%		
36. Victory Blvd & De Soto Ave	4%	15%	12%	16%	12%	12%	4%	19%	11%	11%	12.5%		
37. Erwin St & Owensmouth Ave	46%	--	-16%	--	-16%	--	46%	--	10%	10%	10.4%		
38. Erwin St & Canoga Ave	91%	--	102%	--	102%	--	91%	--	98%	98%	106.0%		
39. Oxnard St & Owensmouth Ave	41%	18%	21%	49%	-13%	28%	22%	56%	27%	27%	29.2%		
40. Oxnard St & Canoga Ave	91%	23%	6%	23%	102%	17%	-10%	22%	24%	24%	26.1%		
41. Oxnard & De Soto Ave	4%	383%	16%	17%	12%	145%	19%	23%	25%	25%	27.3%		
42. Lassen St & Busway A	--	21%	--	35%	--	35%	--	21%	28%	28%	29.9%		
43. Lassen St & Busway B	--	21%	--	35%	--	35%	--	21%	28%	28%	29.9%		
44. Lassen St & Busway C	--	21%	--	35%	--	35%	--	21%	28%	28%	29.9%		
45. Canoga Ave & Busway	9%	--	83%	--	83%	--	9%	--	32%	32%	34.4%		
46. Canoga Ave & MOL	7%	--	16%	--	16%	--	7%	--	12%	12%	13.3%		

Statistical Outliers, not utilized to calculate average

AM 2007 TURNING MOVEMENT COUNTS - AUTOS

INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Chatsworth St & De Soto Ave	132	1392	77	271	568	118	143	1785	626	71	253	129
2. Devonshire St & Topanga Canyon Blvd	54	1193	112	210	469	50	116	1690	66	149	417	133
3. Devonshire St & Owensmouth Ave	62	115	236	15	643	49	160	276	17	298	747	50
4. Devonshire St & Depot Rd	1	3	6	2	1064	11	0	2	0	1	1061	10
5. Devonshire St & Canoga Ave	114	105	287	57	704	165	146	330	160	165	758	120
6. Devonshire St & De Soto Ave	186	1174	132	262	884	110	104	1545	98	240	768	86
7. Lassen St & Topanga Canyon Blvd	33	1283	226	75	462	34	58	1866	12	519	123	36
8. Lassen St & Owensmouth Ave	59	297	246	13	533	124	52	532	21	340	622	61
9. Lassen St & Depot Rd	7	1	17	47	734	13	25	0	20	9	755	37
10. Lassen St & De Soto Ave	120	1229	102	100	771	109	132	1692	200	159	748	95
11. Marilla St & Owensmouth Ave	30	311	19	42	126	22	436	375	115	7	91	298
12. Plummer St & Owensmouth Ave	33	291	20	55	124	20	26	268	54	42	119	37
13. Plummer St & Canoga Ave	173	614	0	14	0	163	0	524	58	0	0	0
14. Nordhoff St & Owensmouth Ave	41	176	98	50	650	35	65	225	30	120	587	110
15. Nordhoff St & Canoga Ave	104	612	140	31	758	88	156	570	4	246	642	99
16. Nordhoff St & De Soto Ave	60	1159	102	264	722	51	101	1690	325	101	702	55
17. Parthenia St & Owensmouth Ave	8	194	205	33	342	20	74	249	64	194	447	88
18. Parthenia St & Canoga Ave	23	567	150	77	507	94	66	845	11	291	647	237
19. Parthenia St & De Soto Ave	36	1081	77	61	659	25	199	1412	94	76	1154	117
20. Roscoe Blvd & Owensmouth Ave	31	134	100	111	914	56	69	286	130	96	971	40
21. Roscoe Blvd & Canoga Ave	75	620	84	129	901	41	65	1113	84	134	966	102
22. Roscoe Blvd & De Soto Ave	51	808	38	311	530	19	68	1268	146	106	835	39
23. Saticoy St & Owensmouth Ave	41	145	50	47	1061	47	53	355	46	167	1061	65
24. Saticoy St & Canoga Ave	104	649	83	108	886	174	110	1100	74	139	1085	144
25. Saticoy St & De Soto Ave	120	743	143	131	937	94	94	1266	154	162	1285	64
26. Valerio St. & Canoga Ave.	32	728	20	34	81	23	51	1312	25	91	212	102
27. Sherman Way & Owensmouth Ave	66	134	105	46	929	86	52	508	36	308	1218	28
28. Sherman Way & Canoga Ave	49	702	98	66	982	41	110	1101	126	152	1327	117
29. Sherman Way & De Soto Ave	73	898	147	106	1053	66	117	1246	161	185	1503	132
30. Vanowen St & Owensmouth Ave	53	167	123	80	848	89	85	658	99	168	718	83
31. Vanowen St & Canoga Ave	37	703	55	53	753	71	77	945	60	194	850	134
32. Vanowen St & De Soto Ave	47	912	111	78	932	53	127	1428	187	212	983	130
33. Victory Blvd & Owensmouth Ave	32	190	57	26	1109	100	141	710	74	216	770	80
34. Victory Blvd & Canoga Ave	100	714	109	76	654	185	186	1051	76	243	978	147
35. Victory Blvd & Variel Ave	112	0	290	0	1144	39	0	0	0	64	955	0
36. Victory Blvd & De Soto Ave	67	884	160	69	983	47	99	1446	172	495	1328	82
37. Erwin St & Owensmouth Ave	17	279	35	124	504	63	105	680	103	43	189	94
38. Erwin St & Canoga Ave	120	998	66	73	273	144	56	1100	148	47	136	72
39. Oxnard St & Owensmouth Ave	22	187	60	81	597	172	90	749	80	170	371	61
40. Oxnard St & Canoga Ave	122	1029	65	80	365	107	105	1000	162	84	394	64
41. Oxnard & De Soto Ave	147	1106	78	89	365	133	88	1889	135	105	394	71
42. Lassen St & Busway A	0	0	0	0	831	0	0	0	0	0	782	0
43. Lassen St & Busway B	0	0	0	0	831	0	0	0	0	0	782	0
44. Lassen St & Busway C	0	0	0	0	831	0	0	0	0	0	782	0
45. Canoga Ave & Busway	0	628	0	0	0	0	0	582	0	0	0	0
46. Canoga Ave & MOL	0	937	12	0	0	0	0	1313	0	12	0	0

AM 2006 TURNING MOVEMENT COUNTS - TRUCKS

INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Chatsworth St & De Soto Ave	30	2285	35	384	289	46	100	1585	218	90	170	346
2. Devonshire St & Topanga Canyon Blvd	46	2203	307	136	322	27	168	1284	87	319	271	319
3. Devonshire St & Owensmouth Ave	113	526	267	16	734	34	90	92	27	131	974	134
4. Devonshire St & Depot Rd	18	2	75	64	872	27	11	2	60	21	992	17
5. Devonshire St & Canoga Ave	128	332	252	119	760	101	140	103	133	73	822	100
6. Devonshire St & De Soto Ave	121	1828	158	265	787	82	186	1159	181	114	746	142
7. Lassen St & Topanga Canyon Blvd	84	2127	254	76	301	41	144	1585	26	337	275	149
8. Lassen St & Owensmouth Ave	112	735	384	39	567	148	180	271	59	308	592	127
9. Lassen St & Depot Rd	52	0	12	41	1117	15	27	0	71	19	1230	55
10. Lassen St & De Soto Ave	157	1879	194	165	904	94	81	1273	91	99	599	94
11. Marilla St & Owensmouth Ave	23	676	21	94	118	17	7	258	322	27	258	576
12. Plummer St & Owensmouth Ave	19	594	32	22	138	32	80	240	13	9	191	52
13. Plummer St & Canoga Ave	166	877	0	70	0	149	0	866	116	0	0	0
14. Nordhoff St & Owensmouth Ave	35	197	68	22	965	34	122	167	48	128	758	110
15. Nordhoff St & Canoga Ave	107	730	197	166	945	121	105	873	85	130	724	113
16. Nordhoff St & De Soto Ave	86	1739	75	261	805	142	90	1167	307	149	597	176
17. Parthenia St & Owensmouth Ave	13	216	162	27	402	11	63	185	20	134	396	49
18. Parthenia St & Canoga Ave	52	956	250	21	488	49	110	944	43	167	551	81
19. Parthenia St & De Soto Ave	61	1642	103	170	624	55	117	1256	73	90	619	59
20. Roscoe Blvd & Owensmouth Ave	58	281	143	55	1028	62	58	244	50	116	807	82
21. Roscoe Blvd & Canoga Ave	48	1056	171	89	1038	111	129	920	81	134	821	107
22. Roscoe Blvd & De Soto Ave	132	1380	112	189	1058	15	158	1103	87	61	844	96
23. Saticoy St & Owensmouth Ave	26	420	38	48	1185	13	100	268	43	70	894	42
24. Saticoy St & Canoga Ave	102	1110	210	161	1127	58	119	952	157	146	816	192
25. Saticoy St & De Soto Ave	89	1421	174	160	1261	74	122	991	149	104	731	77
26. Valerio St. & Canoga Ave.	22	1255	34	74	111	18	80	1108	14	51	58	58
27. Sherman Way & Owensmouth Ave	85	368	163	63	1192	43	64	280	39	153	1017	47
28. Sherman Way & Canoga Ave	71	1120	161	62	1356	66	85	832	65	72	1132	83
29. Sherman Way & De Soto Ave	103	1458	196	166	1288	130	101	957	122	147	1030	113
30. Vanowen St & Owensmouth Ave	65	495	176	97	1255	75	65	490	56	173	1084	98
31. Vanowen St & Canoga Ave	103	1085	262	113	1096	61	127	861	97	83	754	109
32. Vanowen St & De Soto Ave	59	1485	125	147	1237	82	109	939	197	114	767	151
33. Victory Blvd & Owensmouth Ave	180	587	84	79	1140	93	184	440	143	126	1064	136
34. Victory Blvd & Canoga Ave	221	1174	245	131	1020	40	90	886	120	181	1052	101
35. Victory Blvd & Variel Ave	181	0	472	0	1332	62	0	0	0	90	1119	0
36. Victory Blvd & De Soto Ave	58	1286	451	342	1132	136	101	810	184	206	926	108
37. Erwin St & Owensmouth Ave	68	701	64	119	266	26	100	577	261	41	391	99
38. Erwin St & Canoga Ave	234	1428	88	119	232	192	60	1111	135	77	241	74
39. Oxnard St & Owensmouth Ave	251	725	184	69	450	55	113	473	150	86	649	121
40. Oxnard St & Canoga Ave	172	1352	114	156	403	188	93	1020	150	124	392	123
41. Oxnard & De Soto Ave	90	1602	173	233	509	152	47	1157	145	36	168	35
42. Lassen St & Busway A	0	0	0	0	1131	0	0	0	0	0	1353	0
43. Lassen St & Busway B	0	0	0	0	1131	0	0	0	0	0	1353	0
44. Lassen St & Busway C	0	0	0	0	1131	0	0	0	0	0	1353	0
45. Canoga Ave & Busway	0	947	0	0	0	0	0	982	0	0	0	0
46. Canoga Ave & MOL	0	1406	14	0	0	0	0	1096	0	14	0	0

AM 2030 TURNING MOVEMENT COUNTS (Existing Turning Movement Count X 1.043 per yea)

INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Chatsworth St & De Soto Ave	164	1726	95	336	704	146	177	2213	776	88	314	160
2. Devonshire St & Topanga Canyon Blvd	67	1479	139	260	582	62	144	2096	82	185	517	165
3. Devonshire St & Owensmouth Ave	77	143	293	19	797	61	198	342	21	370	926	62
4. Devonshire St & Depot Rd	1	4	7	2	1319	14	0	2	0	1	1316	12
5. Devonshire St & Canoga Ave	141	130	356	71	873	205	181	409	198	205	940	149
6. Devonshire St & De Soto Ave	231	1456	164	325	1096	136	129	1916	122	298	952	107
7. Lassen St & Topanga Canyon Blvd	41	1591	280	93	573	42	72	2314	15	644	153	45
8. Lassen St & Owensmouth Ave	73	368	305	16	661	154	64	660	26	422	771	76
9. Lassen St & Depot Rd	9	1	21	58	910	16	31	0	25	11	936	46
10. Lassen St & De Soto Ave	149	1524	126	124	956	135	164	2098	248	197	928	118
11. Marilla St & Owensmouth Ave	37	386	24	52	156	27	541	465	143	9	113	370
12. Plummer St & Owensmouth Ave	41	361	25	68	154	25	32	332	67	52	148	46
13. Plummer St & Canoga Ave	215	761	0	17	0	202	0	650	72	0	0	0
14. Nordhoff St & Owensmouth Ave	51	218	122	62	806	43	81	279	37	149	728	136
15. Nordhoff St & Canoga Ave	129	759	174	38	940	109	193	707	5	305	796	123
16. Nordhoff St & De Soto Ave	74	1437	126	327	895	63	125	2096	403	125	870	68
17. Parthenia St & Owensmouth Ave	10	241	254	41	424	25	92	309	79	241	554	109
18. Parthenia St & Canoga Ave	29	703	186	95	629	117	82	1048	14	361	802	294
19. Parthenia St & De Soto Ave	45	1340	95	76	817	31	247	1751	117	94	1431	145
20. Roscoe Blvd & Owensmouth Ave	38	166	124	138	1133	69	86	355	161	119	1204	50
21. Roscoe Blvd & Canoga Ave	93	769	104	160	1117	51	81	1380	104	166	1198	126
22. Roscoe Blvd & De Soto Ave	63	1002	47	386	657	24	84	1572	181	131	1035	48
23. Saticoy St & Owensmouth Ave	51	180	62	58	1316	58	66	440	57	207	1316	81
24. Saticoy St & Canoga Ave	129	805	103	134	1099	216	136	1364	92	172	1345	179
25. Saticoy St & De Soto Ave	149	921	177	162	1162	117	117	1570	191	201	1593	79
26. Valerio St & Canoga Ave.	40	903	25	42	100	29	63	1627	31	113	263	126
27. Sherman Way & Owensmouth Ave	82	166	130	57	1152	107	64	630	45	382	1510	35
28. Sherman Way & Canoga Ave	61	870	122	82	1218	51	136	1365	156	188	1645	145
29. Sherman Way & De Soto Ave	91	1114	182	131	1306	82	145	1545	200	229	1864	164
30. Vanowen St & Owensmouth Ave	66	207	153	99	1052	110	105	816	123	208	890	103
31. Vanowen St & Canoga Ave	46	872	68	66	934	88	95	1172	74	241	1054	166
32. Vanowen St & De Soto Ave	58	1131	138	97	1156	66	157	1771	232	263	1219	161
33. Victory Blvd & Owensmouth Ave	40	236	71	32	1375	124	175	880	92	268	955	99
34. Victory Blvd & Canoga Ave	124	885	135	94	811	229	231	1303	94	301	1213	182
35. Victory Blvd & Variel Ave	139	0	360	0	1419	48	0	0	0	79	1184	0
36. Victory Blvd & De Soto Ave	83	1096	198	86	1219	58	123	1793	213	614	1647	102
37. Erwin St & Owensmouth Ave	21	346	43	154	625	78	130	843	128	53	234	117
38. Erwin St & Canoga Ave	149	1238	82	91	339	179	69	1364	184	58	169	89
39. Oxnard St & Owensmouth Ave	27	232	74	100	740	213	112	929	99	211	460	76
40. Oxnard St & Canoga Ave	151	1276	81	99	453	133	130	1240	201	104	489	79
41. Oxnard & De Soto Ave	182	1371	97	110	453	165	109	2342	167	130	489	88
42. Lassen St & Busway A	0	0	0	0	1030	0	0	0	0	0	970	0
43. Lassen St & Busway B	0	0	0	0	1030	0	0	0	0	0	970	0
44. Lassen St & Busway C	0	0	0	0	1030	0	0	0	0	0	970	0
45. Canoga Ave & Busway	0	779	0	0	0	0	0	722	0	0	0	0
46. Canoga Ave & MOL	0	1162	15	0	0	0	0	1628	0	15	0	0

PM 2030 TURNING MOVEMENT COUNTS (Existing Turning Movement Count X 1.087 per yea)

INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Chatsworth St & De Soto Ave	38	2856	44	480	361	58	125	1981	273	113	213	433
2. Devonshire St & Topanga Canyon Blvd	58	2754	384	170	403	34	210	1605	109	399	339	399
3. Devonshire St & Owensmouth Ave	141	658	334	20	918	43	113	115	34	164	1218	168
4. Devonshire St & Depot Rd	23	3	94	80	1090	34	14	3	75	26	1240	21
5. Devonshire St & Canoga Ave	160	415	315	149	950	126	175	129	166	91	1028	125
6. Devonshire St & De Soto Ave	151	2285	198	331	984	103	233	1449	226	143	933	178
7. Lassen St & Topanga Canyon Blvd	105	2659	318	95	376	51	180	1981	33	421	344	186
8. Lassen St & Owensmouth Ave	140	919	480	49	709	185	225	339	74	385	740	159
9. Lassen St & Depot Rd	65	0	15	51	1396	19	34	0	89	24	1538	69
10. Lassen St & De Soto Ave	196	2349	243	206	1130	118	101	1591	114	124	749	118
11. Marilla St & Owensmouth Ave	29	845	26	118	148	21	313	403	34	9	323	720
12. Plummer St & Owensmouth Ave	24	743	40	28	173	40	100	300	16	11	239	65
13. Plummer St & Canoga Ave	208	1096	0	88	0	186	0	1083	145	0	0	0
14. Nordhoff St & Owensmouth Ave	44	246	85	28	1206	43	153	209	60	160	948	138
15. Nordhoff St & Canoga Ave	134	913	246	208	1181	151	131	1091	106	163	905	141
16. Nordhoff St & De Soto Ave	108	2174	94	326	1006	178	113	1459	384	186	746	220
17. Parthenia St & Owensmouth Ave	16	270	203	34	503	14	79	231	25	168	495	61
18. Parthenia St & Canoga Ave	65	1195	313	26	610	61	138	1180	54	209	689	101
19. Parthenia St & De Soto Ave	76	2053	129	213	780	69	146	1570	91	113	774	74
20. Roscoe Blvd & Owensmouth Ave	73	351	179	69	1285	78	73	305	63	145	1009	103
21. Roscoe Blvd & Canoga Ave	60	1320	214	111	1298	139	161	1150	101	168	1026	134
22. Roscoe Blvd & De Soto Ave	165	1725	140	236	1323	19	198	1379	109	76	1055	120
23. Saticoy St & Owensmouth Ave	33	525	48	60	1481	16	125	335	54	88	1118	53
24. Saticoy St & Canoga Ave	128	1388	263	201	1409	73	149	1190	196	183	1020	240
25. Saticoy St & De Soto Ave	111	1776	218	200	1576	93	153	1239	186	130	914	96
26. Valerio St & Canoga Ave.	28	1569	43	93	139	23	100	1385	18	64	73	73
27. Sherman Way & Owensmouth Ave	106	460	204	79	1490	54	80	350	49	191	1271	59
28. Sherman Way & Canoga Ave	89	1400	201	78	1695	83	106	1040	81	90	1415	104
29. Sherman Way & De Soto Ave	129	1823	245	208	1610	163	126	1196	153	184	1288	141
30. Vanowen St & Owensmouth Ave	81	619	220	121	1569	94	81	613	70	216	1355	123
31. Vanowen St & Canoga Ave	129	1356	328	141	1370	76	159	1076	121	104	943	136
32. Vanowen St & De Soto Ave	74	1856	156	184	1546	103	136	1174	246	143	959	189
33. Victory Blvd & Owensmouth Ave	225	734	105	99	1425	116	230	550	179	158	1330	170
34. Victory Blvd & Canoga Ave	276	1468	306	164	1275	50	113	1108	150	226	1315	126
35. Victory Blvd & Variel Ave	226	0	590	0	1665	78	0	0	0	113	1399	0
36. Victory Blvd & De Soto Ave	73	1608	564	428	1415	170	126	1013	230	258	1158	135
37. Erwin St & Owensmouth Ave	85	876	80	149	333	33	125	721	326	51	489	124
38. Erwin St & Canoga Ave	293	1785	110	149	290	240	75	1389	169	96	301	93
39. Oxnard St & Owensmouth Ave	314	906	230	86	563	69	141	591	188	108	811	151
40. Oxnard St & Canoga Ave	215	1690	143	195	504	235	116	1275	188	155	490	154
41. Oxnard & De Soto Ave	113	2003	216	291	636	190	59	1446	181	45	210	44
42. Lassen St & Busway A	0	0	0	0	1414	0	0	0	0	0	1691	0
43. Lassen St & Busway B	0	0	0	0	1414	0	0	0	0	0	1691	0
44. Lassen St & Busway C	0	0	0	0	1414	0	0	0	0	0	1691	0
45. Canoga Ave & Busway	0	1184	0	0	0	0	0	1228	0	0	0	0
46. Canoga Ave & MOL	0	1758	18	0	0	0	0	1370	0	18	0	0

**Canoga Transportation Corridor EIR
Transportation Appendix**

Alternative 2 Future Volume Development

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**Alternative 2 TSM
Future Volume Development**

2030 PEAK HOUR PCE BUS (LOCAL 246) TRIPS

INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Chatsworth St & De Soto Ave												
2. Devonshire St & Topanga Canyon Blvd												
3. Devonshire St & Owensmouth Ave												
4. Devonshire St & Depot Rd												
5. Devonshire St & Canoga Ave												
6. Devonshire St & De Soto Ave												
7. Lassen St & Topanga Canyon Blvd			20							20		
8. Lassen St & Owensmouth Ave				20					20			
9. Lassen St & Depot Rd												
10. Lassen St & De Soto Ave							20				20	
11. Marilla St & Owensmouth Ave												
12. Plummer St & Owensmouth Ave	20								20			
13. Plummer St & Canoga Ave												
14. Nordhoff St & Owensmouth Ave	20								20			
15. Nordhoff St & Canoga Ave												
16. Nordhoff St & De Soto Ave												
17. Parthenia St & Owensmouth Ave	20								20			
18. Parthenia St & Canoga Ave												
19. Parthenia St & De Soto Ave												
20. Roscoe Blvd & Owensmouth Ave	20								20			
21. Roscoe Blvd & Canoga Ave												
22. Roscoe Blvd & De Soto Ave												
23. Saticoy St & Owensmouth Ave	20								20			
24. Saticoy St & Canoga Ave												
25. Saticoy St & De Soto Ave	20								20			
26. Valerio St. & Canoga Ave.												
27. Sherman Way & Owensmouth Ave	20								20			
28. Sherman Way & Canoga Ave												
29. Sherman Way & De Soto Ave												
30. Vanowen St & Owensmouth Ave	20								20			
31. Vanowen St & Canoga Ave												
32. Vanowen St & De Soto Ave												
33. Victory Blvd & Owensmouth Ave	20								20			
34. Victory Blvd & Canoga Ave												
35. Victory Blvd & Variel Ave												
36. Victory Blvd & De Soto Ave			20									
37. Erwin St & Owensmouth Ave				20					20			
38. Erwin St & Canoga Ave											20	
39. Oxnard St & Owensmouth Ave									20			
40. Oxnard St & Canoga Ave												
41. Oxnard & De Soto Ave					20						20	
42. Lassen St & Busway A					20						20	
43. Lassen St & Busway B					20						20	
44. Lassen St & Busway C	20								20			
45. Canoga Ave & Busway	20								20			
46. Canoga Ave & MOL	20								20			

Assumptions

Headways	6
buses per direction in an hour	10
pce factor	2
pce per direction in an hour	20

**Alternative 2 TSM
Future Volume Development**

2030 AM WITH PROJ VOLUMES (NO PROJECT + BUS TRIPS)

Intersection	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Chatsworth St & De Soto Ave	67	1,479	139	260	582	62	144	2,096	82	185	517	165
2. Devonshire St & Topanga Canyon Blvd	77	143	293	19	797	61	198	342	21	370	926	62
3. Devonshire St & Owensmouth Ave	1	4	7	2	1,319	14	0	2	0	1	1,316	12
4. Devonshire St & Depot Rd	141	130	356	71	873	205	181	409	198	205	940	149
5. Devonshire St & Canoga Ave	231	1,456	164	325	1,096	136	129	1,916	122	298	952	107
6. Devonshire St & De Soto Ave	41	1,591	280	93	573	42	72	2,314	15	644	153	45
7. Lassen St & Topanga Canyon Blvd	73	368	325	16	661	154	64	660	26	442	771	76
8 Lassen St & Owensmouth Ave	9	1	21	78	910	16	31	0	45	11	936	46
9. Lassen St & Depot Rd	149	1,524	126	124	956	135	164	2,098	248	197	928	118
10.Lassen St & De Soto Ave	37	386	24	52	156	27	561	465	143	9	113	390
11. Marilla St & Owensmouth Ave	41	361	25	68	154	25	32	332	67	52	148	46
12. Plummer St & Owensmouth Ave	215	781	0	17	0	202	0	670	72	0	0	0
13. Plummer St & Canoga Ave	51	218	122	62	806	43	81	279	37	149	728	136
14. Nordhoff St & Owensmouth Ave	129	779	174	38	940	109	193	727	5	305	796	123
15. Nordhoff St & Canoga Ave	74	1,437	126	327	895	63	125	2,096	403	125	870	68
16. Nordhoff St & De Soto Ave	10	241	254	41	424	25	92	309	79	241	554	109
17. Parthenia St & Owensmouth Ave	29	723	186	95	629	117	82	1,068	14	361	802	294
18. Parthenia St & Canoga Ave	45	1,340	95	76	817	31	247	1,751	117	94	1,431	145
19. Parthenia St & De Soto Ave	38	166	124	138	1,133	69	86	355	161	119	1,204	50
20. Roscoe Blvd & Owensmouth Ave	93	789	104	160	1,117	51	81	1,400	104	166	1,198	126
21. Roscoe Blvd & Canoga Ave	63	1,002	47	386	657	24	84	1,572	181	131	1,035	48
22. Roscoe Blvd & De Soto Ave	51	180	62	58	1,316	58	66	440	57	207	1,316	81
23. Saticoy St & Owensmouth Ave	129	825	103	134	1,099	216	136	1,384	92	172	1,345	179
24. Saticoy St & Canoga Ave	149	921	177	162	1,162	117	117	1,570	191	201	1,593	79
25. Saticoy St & De Soto Ave	40	923	25	42	100	29	63	1,647	31	113	263	126
26. Valerio St. & Canoga Ave.	82	166	130	57	1,152	107	64	630	45	382	1,510	35
27. Sherman Way & Owensmouth Ave	61	890	122	82	1,218	51	136	1,385	156	188	1,645	145
28. Sherman Way & Canoga Ave	91	1,114	182	131	1,306	82	145	1,545	200	229	1,864	164
29. Sherman Way & De Soto Ave	66	207	153	99	1,052	110	105	816	123	208	890	103
30. Vanowen St & Owensmouth Ave	46	892	68	66	934	88	95	1,192	74	241	1,054	166
31. Vanowen St & Canoga Ave	58	1,131	138	97	1,156	66	157	1,771	232	263	1,219	161
32 Vanowen St & De Soto Ave	40	236	71	32	1,375	124	175	880	92	268	955	99
33. Victory Blvd & Owensmouth Ave	124	905	135	94	811	229	231	1,323	94	301	1,213	182
34. Victory Blvd & Canoga Ave	139	0	360	0	1,419	48	0	0	0	79	1,184	0
35. Victory Blvd & Variel Ave	83	1,096	198	86	1,219	58	123	1,793	213	614	1,647	102
36. Victory Blvd & De Soto Ave	21	346	63	154	625	78	130	843	128	53	234	117
37. Erwin St & Owensmouth Ave	149	1,238	82	111	339	179	69	1,384	184	58	169	89
38. Erwin St & Canoga Ave	27	232	74	100	740	213	112	929	99	211	460	96
39. Oxnard St & Owensmouth Ave	151	1,276	81	99	453	133	130	1,240	221	104	489	79
40. Oxnard St & Canoga Ave	182	1,371	97	110	453	165	109	2,342	167	130	489	88
41. Oxnard & De Soto Ave	0	0	0	0	1,050	0	0	0	0	0	990	0
42. Lassen St & Busway A	0	0	0	0	1,050	0	0	0	0	0	990	0
43. Lassen St & Busway B	0	0	0	0	1,050	0	0	0	0	0	990	0
44. Lassen St & Busway C	0	799	0	0	0	0	0	742	0	0	0	0
45. Canoga Ave & Busway	0	1,182	15	0	0	0	0	1,648	0	15	0	0
46. Canoga Ave & MOL	0	20	0	0	0	0	0	20	0	0	0	0

**Alternative 2 TSM
Future Volume Development**

2030 PM WITH PROJ VOLUMES (NO PROJECT +BUS TRIPS)

TOTAL	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Chatsworth St & De Soto Ave	38	2,856	44	480	361	58	125	1,981	273	113	213	433
2. Devonshire St & Topanga Canyon Blvd	58	2,754	384	170	403	34	210	1,605	109	399	339	399
3. Devonshire St & Owensmouth Ave	141	658	334	20	918	43	113	115	34	164	1,218	168
4. Devonshire St & Depot Rd	23	3	94	80	1,090	34	14	3	75	26	1,240	21
5. Devonshire St & Canoga Ave	160	415	315	149	950	126	175	129	166	91	1,028	125
6. Devonshire St & De Soto Ave	151	2,285	198	331	984	103	233	1,449	226	143	933	178
7. Lassen St & Topanga Canyon Blvd	105	2,659	338	95	376	51	180	1,981	33	441	344	186
8 Lassen St & Owensmouth Ave	140	919	480	69	709	185	225	339	94	385	740	159
9. Lassen St & Depot Rd	65	0	15	51	1,396	19	34	0	89	24	1,538	69
10.Lassen St & De Soto Ave	196	2,349	243	206	1,130	118	121	1,591	114	124	749	138
11. Marilla St & Owensmouth Ave	29	845	26	118	148	21	313	403	34	9	323	720
12. Plummer St & Owensmouth Ave	24	763	40	28	173	40	100	320	16	11	239	65
13. Plummer St & Canoga Ave	208	1,096	0	88	0	186	0	1,083	145	0	0	0
14. Nordhoff St & Owensmouth Ave	44	266	85	28	1,206	43	153	229	60	160	948	138
15. Nordhoff St & Canoga Ave	134	913	246	208	1,181	151	131	1,091	106	163	905	141
16. Nordhoff St & De Soto Ave	108	2,174	94	326	1,006	178	113	1,459	384	186	746	220
17. Parthenia St & Owensmouth Ave	16	290	203	34	503	14	79	251	25	168	495	61
18. Parthenia St & Canoga Ave	65	1,195	313	26	610	61	138	1,180	54	209	689	101
19. Parthenia St & De Soto Ave	76	2,053	129	213	780	69	146	1,570	91	113	774	74
20. Roscoe Blvd & Owensmouth Ave	73	371	179	69	1,285	78	73	325	63	145	1,009	103
21. Roscoe Blvd & Canoga Ave	60	1,320	214	111	1,298	139	161	1,150	101	168	1,026	134
22. Roscoe Blvd & De Soto Ave	165	1,725	140	236	1,323	19	198	1,379	109	76	1,055	120
23. Saticoy St & Owensmouth Ave	33	545	48	60	1,481	16	125	355	54	88	1,118	53
24. Saticoy St & Canoga Ave	128	1,388	263	201	1,409	73	149	1,190	196	183	1,020	240
25. Saticoy St & De Soto Ave	111	1,796	218	200	1,576	93	153	1,259	186	130	914	96
26. Valerio St. & Canoga Ave.	28	1,569	43	93	139	23	100	1,385	18	64	73	73
27. Sherman Way & Owensmouth Ave	106	480	204	79	1,490	54	80	370	49	191	1,271	59
28. Sherman Way & Canoga Ave	89	1,400	201	78	1,695	83	106	1,040	81	90	1,415	104
29. Sherman Way & De Soto Ave	129	1,823	245	208	1,610	163	126	1,196	153	184	1,288	141
30. Vanowen St & Owensmouth Ave	81	639	220	121	1,569	94	81	633	70	216	1,355	123
31. Vanowen St & Canoga Ave	129	1,356	328	141	1,370	76	159	1,076	121	104	943	136
32 Vanowen St & De Soto Ave	74	1,856	156	184	1,546	103	136	1,174	246	143	959	189
33. Victory Blvd & Owensmouth Ave	225	754	105	99	1,425	116	230	570	179	158	1,330	170
34. Victory Blvd & Canoga Ave	276	1,468	306	164	1,275	50	113	1,108	150	226	1,315	126
35. Victory Blvd & Variel Ave	226	0	590	0	1,665	78	0	0	0	113	1,399	0
36. Victory Blvd & De Soto Ave	73	1,608	584	428	1,415	170	126	1,013	230	258	1,158	135
37. Erwin St & Owensmouth Ave	85	876	80	169	333	33	125	741	326	51	489	124
38. Erwin St & Canoga Ave	293	1,785	110	149	290	240	75	1,389	169	96	301	113
39. Oxnard St & Owensmouth Ave	314	906	230	86	563	69	141	591	208	108	811	151
40. Oxnard St & Canoga Ave	215	1,690	143	195	504	235	116	1,275	188	155	490	154
41. Oxnard & De Soto Ave	113	2,003	216	291	656	190	59	1,446	181	45	230	44
42. Lassen St & Busway A	0	0	0	0	1,434	0	0	0	0	0	1,711	0
43. Lassen St & Busway B	0	0	0	0	1,434	0	0	0	0	0	1,711	0
44. Lassen St & Busway C	0	20	0	0	1,414	0	0	20	0	0	1,691	0
45. Canoga Ave & Busway	0	1,204	0	0	0	0	0	1,248	0	0	0	0
46. Canoga Ave & MOL	0	1,778	18	0	0	0	0	1,390	0	18	0	0

**Canoga Transportation Corridor EIR
Transportation Appendix**

**Alternative 3
Future Volume Development**

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**Alternative 3
Future Volume Development**

2030 PARK AND RIDE AUTO DISTRIBUTION (Inbound %s)

INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Chatsworth St & De Soto Ave								7.9			0.5	
2. Devonshire St & Topanga Canyon Blvd				1.6			2.6					
3. Devonshire St & Owensmouth Ave				4.2			0.5					
4. Devonshire St & Depot Rd						4.8					20.6	
5. Devonshire St & Canoga Ave									0.5		20.1	
6. Devonshire St & De Soto Ave	3.7								8.5		7.9	
7. Lassen St & Topanga Canyon Blvd			7.9	8.5			1.6					
8. Lassen St & Owensmouth Ave			1.1	18.0			0.5					
9. Lassen St & Depot Rd				19.6								7.4
10. Lassen St & De Soto Ave	3.2								0.5		3.7	
11. Marilla St & Owensmouth Ave		1.1										
12. Plummer St & Owensmouth Ave		0.5		0.5								
13. Plummer St & Canoga Ave												
14. Nordhoff St & Owensmouth Ave				0.5								
15. Nordhoff St & Canoga Ave												
16. Nordhoff St & De Soto Ave												1.1
17. Parthenia St & Owensmouth Ave			0.5				0.5					
18. Parthenia St & Canoga Ave						0.9				1.4		
19. Parthenia St & De Soto Ave	0.5										0.9	
20. Roscoe Blvd & Owensmouth Ave			1.4	2.4			0.9					
21. Roscoe Blvd & Canoga Ave						4.7		2.4		7.1		
22. Roscoe Blvd & De Soto Ave	1.4								0.9		4.7	
23. Saticoy St & Owensmouth Ave			1.4	2.4			0.9					
24. Saticoy St & Canoga Ave						4.7		14.1		4.7		
25. Saticoy St & De Soto Ave	1.4								0.9		2.4	
26. Valerio St. & Canoga Ave.								23.6				
27. Sherman Way & Owensmouth Ave				9.4			2.4					
28. Sherman Way & Canoga Ave				11.8				23.6				
29. Sherman Way & De Soto Ave	0.9								1.4		9.4	
30. Vanowen St & Owensmouth Ave												
31. Vanowen St & Canoga Ave												
32. Vanowen St & De Soto Ave												
33. Victory Blvd & Owensmouth Ave												
34. Victory Blvd & Canoga Ave												
35. Victory Blvd & Variel Ave												
36. Victory Blvd & De Soto Ave												
37. Erwin St & Owensmouth Ave												
38. Erwin St & Canoga Ave												
39. Oxnard St & Owensmouth Ave												
40. Oxnard St & Canoga Ave												
41. Oxnard & De Soto Ave												
42. Lassen St & Busway A												
43. Lassen St & Busway B												
44. Lassen St & Busway C												
45. Canoga Ave & Busway												
46. Canoga Ave & MOL												

**Alternative 3
Future Volume Development**

2030 AUTO KNR DISTRIBUTION (Intbound %s)

INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Chatsworth St & De Soto Ave								3.9			0.3	
2. Devonshire St & Topanga Canyon Blvd				0.8			1.3					
3. Devonshire St & Owensmouth Ave				2.1			0.3					
4. Devonshire St & Depot Rd						2.4				10.2		
5. Devonshire St & Canoga Ave									0.3		9.9	
6. Devonshire St & De Soto Ave	1.8								4.2		3.9	
7. Lassen St & Topanga Canyon Blvd			3.9	4.2			0.8					
8. Lassen St & Owensmouth Ave			0.5	8.9			0.3					
9. Lassen St & Depot Rd					9.7							3.7
10. Lassen St & De Soto Ave	1.6								0.3		1.8	
11. Marilla St & Owensmouth Ave		0.5										
12. Plummer St & Owensmouth Ave		0.3		0.3								
13. Plummer St & Canoga Ave												
14. Nordhoff St & Owensmouth Ave				0.3	2.6							
15. Nordhoff St & Canoga Ave					2.6							
16. Nordhoff St & De Soto Ave												0.5
17. Parthenia St & Owensmouth Ave				2.6								
18. Parthenia St & Canoga Ave				2.6								
19. Parthenia St & De Soto Ave												
20. Roscoe Blvd & Owensmouth Ave				4.8						4.8		
21. Roscoe Blvd & Canoga Ave				4.8								
22. Roscoe Blvd & De Soto Ave	0.8								1.2		2.0	
23. Saticoy St & Owensmouth Ave				4.7								
24. Saticoy St & Canoga Ave						4.7		10.0				
25. Saticoy St & De Soto Ave												
26. Valerio St. & Canoga Ave.								4.7				
27. Sherman Way & Owensmouth Ave				14.0								
28. Sherman Way & Canoga Ave				14.0			4.7					
29. Sherman Way & De Soto Ave									2.3		2.3	
30. Vanowen St & Owensmouth Ave												
31. Vanowen St & Canoga Ave												
32. Vanowen St & De Soto Ave												
33. Victory Blvd & Owensmouth Ave												
34. Victory Blvd & Canoga Ave												
35. Victory Blvd & Variel Ave												
36. Victory Blvd & De Soto Ave												
37. Erwin St & Owensmouth Ave												
38. Erwin St & Canoga Ave												
39. Oxnard St & Owensmouth Ave												
40. Oxnard St & Canoga Ave												
41. Oxnard & De Soto Ave												
42. Lassen St & Busway A												
43. Lassen St & Busway B												
44. Lassen St & Busway C												
45. Canoga Ave & Busway												
46. Canoga Ave & MOL												

**Alternative 3
Future Volume Development**

**2030 AUTO KNR DISTRIBUTION (Outbound %s)
INTERSECTION**

	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Chatsworth St & De Soto Ave		3.9	0.3									
2. Devonshire St & Topanga Canyon Blvd										0.8	1.3	
3. Devonshire St & Owensmouth Ave										2.1	0.3	
4. Devonshire St & Depot Rd	2.4		10.2									
5. Devonshire St & Canoga Ave				0.3	9.9							
6. Devonshire St & De Soto Ave				4.2	3.9	1.8						
7. Lassen St & Topanga Canyon Blvd										3.9	4.2	0.8
8. Lassen St & Owensmouth Ave										0.5	8.9	0.3
9. Lassen St & Depot Rd							3.7		9.7			
10. Lassen St & De Soto Ave				0.3	1.8	1.6						
11. Marilla St & Owensmouth Ave								0.5				
12. Plummer St & Owensmouth Ave								0.3	0.3			
13. Plummer St & Canoga Ave												
14. Nordhoff St & Owensmouth Ave											2.6	
15. Nordhoff St & Canoga Ave											2.6	
16. Nordhoff St & De Soto Ave							0.5					
17. Parthenia St & Owensmouth Ave											2.6	
18. Parthenia St & Canoga Ave											2.6	
19. Parthenia St & De Soto Ave												
20. Roscoe Blvd & Owensmouth Ave												
21. Roscoe Blvd & Canoga Ave												
22. Roscoe Blvd & De Soto Ave				1.2	2.0	0.8						
23. Saticoy St & Owensmouth Ave											14.7	
24. Saticoy St & Canoga Ave	4.7										10.0	
25. Saticoy St & De Soto Ave												
26. Valerio St. & Canoga Ave.		4.7										
27. Sherman Way & Owensmouth Ave											14.0	
28. Sherman Way & Canoga Ave											14.0	4.7
29. Sherman Way & De Soto Ave				2.3	2.3							
30. Vanowen St & Owensmouth Ave												
31. Vanowen St & Canoga Ave												
32. Vanowen St & De Soto Ave												
33. Victory Blvd & Owensmouth Ave												
34. Victory Blvd & Canoga Ave												
35. Victory Blvd & Variel Ave												
36. Victory Blvd & De Soto Ave												
37. Erwin St & Owensmouth Ave												
38. Erwin St & Canoga Ave												
39. Oxnard St & Owensmouth Ave												
40. Oxnard St & Canoga Ave												
41. Oxnard & De Soto Ave												
42. Lassen St & Busway A												
43. Lassen St & Busway B												
44. Lassen St & Busway C												
45. Canoga Ave & Busway												
46. Canoga Ave & MOL												

**Alternative 3
Future Volume Development**

2030 AUTO PNR DISTRIBUTION (Outbound %s)

INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Chatsworth St & De Soto Ave		7.9	0.5									
2. Devonshire St & Topanga Canyon Blvd										1.6	2.6	
3. Devonshire St & Owensmouth Ave										4.2	0.5	
4. Devonshire St & Depot Rd	4.8		20.6									
5. Devonshire St & Canoga Ave				0.5	20.1							
6. Devonshire St & De Soto Ave				8.5	7.9	3.7						
7. Lassen St & Topanga Canyon Blvd										7.9	8.5	1.6
8. Lassen St & Owensmouth Ave										1.1	18.0	0.5
9. Lassen St & Depot Rd							7.4		19.6			
10. Lassen St & De Soto Ave				0.5	3.7	3.2						
11. Marilla St & Owensmouth Ave								1.1				
12. Plummer St & Owensmouth Ave								0.5	0.5			
13. Plummer St & Canoga Ave												
14. Nordhoff St & Owensmouth Ave										0.5		
15. Nordhoff St & Canoga Ave												
16. Nordhoff St & De Soto Ave							1.1					
17. Parthenia St & Owensmouth Ave										0.5		0.5
18. Parthenia St & Canoga Ave	0.9		1.4									
19. Parthenia St & De Soto Ave				0.9	0.5							
20. Roscoe Blvd & Owensmouth Ave										1.4	2.4	0.9
21. Roscoe Blvd & Canoga Ave	4.7	2.4	7.1									
22. Roscoe Blvd & De Soto Ave				0.9	4.7	1.4						
23. Saticoy St & Owensmouth Ave										1.4	2.4	0.9
24. Saticoy St & Canoga Ave	4.7	14.1	4.7									
25. Saticoy St & De Soto Ave				0.9	2.4	1.4						
26. Valerio St. & Canoga Ave.		23.6										
27. Sherman Way & Owensmouth Ave										9.4	2.4	
28. Sherman Way & Canoga Ave		23.6								11.8		
29. Sherman Way & De Soto Ave				1.4	9.4	0.9						
30. Vanowen St & Owensmouth Ave												
31. Vanowen St & Canoga Ave												
32. Vanowen St & De Soto Ave												
33. Victory Blvd & Owensmouth Ave												
34. Victory Blvd & Canoga Ave												
35. Victory Blvd & Variel Ave												
36. Victory Blvd & De Soto Ave												
37. Erwin St & Owensmouth Ave												
38. Erwin St & Canoga Ave												
39. Oxnard St & Owensmouth Ave												
40. Oxnard St & Canoga Ave												
41. Oxnard & De Soto Ave												
42. Lassen St & Busway A												
43. Lassen St & Busway B												
44. Lassen St & Busway C												
45. Canoga Ave & Busway												
46. Canoga Ave & MOL												

**Alternative 3
Future Volume Development**

2030 AUTO KNR DISTRIBUTION (Inbound %s)

INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Chatsworth St & De Soto Ave								3.9		0.3		
2. Devonshire St & Topanga Canyon Blvd				0.8			1.3					
3. Devonshire St & Owensmouth Ave				2.1			0.3					
4. Devonshire St & Depot Rd						2.4				10.2		
5. Devonshire St & Canoga Ave									0.3		9.9	
6. Devonshire St & De Soto Ave	1.8								4.2		3.9	
7. Lassen St & Topanga Canyon Blvd			3.9	4.2			0.8					
8. Lassen St & Owensmouth Ave			0.5	8.9			0.3					
9. Lassen St & Depot Rd				9.7								3.7
10. Lassen St & De Soto Ave	1.6								0.3		1.8	
11. Marilla St & Owensmouth Ave		0.5										
12. Plummer St & Owensmouth Ave		0.3		0.3								
13. Plummer St & Canoga Ave												
14. Nordhoff St & Owensmouth Ave				0.3	2.6							
15. Nordhoff St & Canoga Ave					2.6							
16. Nordhoff St & De Soto Ave												0.5
17. Parthenia St & Owensmouth Ave					2.6							
18. Parthenia St & Canoga Ave					2.6							
19. Parthenia St & De Soto Ave												
20. Roscoe Blvd & Owensmouth Ave				4.8								
21. Roscoe Blvd & Canoga Ave				4.8						4.8		
22. Roscoe Blvd & De Soto Ave	0.8								1.2		2.0	
23. Saticoy St & Owensmouth Ave				4.7								
24. Saticoy St & Canoga Ave						4.7	10.0					
25. Saticoy St & De Soto Ave												
26. Valerio St. & Canoga Ave.								4.7				
27. Sherman Way & Owensmouth Ave				14.0								
28. Sherman Way & Canoga Ave				14.0			4.7					
29. Sherman Way & De Soto Ave									2.3		2.3	
30. Vanowen St & Owensmouth Ave												
31. Vanowen St & Canoga Ave												
32. Vanowen St & De Soto Ave												
33. Victory Blvd & Owensmouth Ave												
34. Victory Blvd & Canoga Ave												
35. Victory Blvd & Variel Ave												
36. Victory Blvd & De Soto Ave												
37. Erwin St & Owensmouth Ave												
38. Erwin St & Canoga Ave												
39. Oxnard St & Owensmouth Ave												
40. Oxnard St & Canoga Ave												
41. Oxnard & De Soto Ave												
42. Lassen St & Busway A												
43. Lassen St & Busway B												
44. Lassen St & Busway C												
45. Canoga Ave & Busway												
46. Canoga Ave & MOL												

**Alternative 3
Future Volume Development**

2030 AUTO KNR DISTRIBUTION (Outbound %s)

INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Chatsworth St & De Soto Ave		3.9	0.3									
2. Devonshire St & Topanga Canyon Blvd										0.8	1.3	
3. Devonshire St & Owensmouth Ave										2.1	0.3	
4. Devonshire St & Depot Rd	2.4		10.2									
5. Devonshire St & Canoga Ave				0.3	9.9							
6. Devonshire St & De Soto Ave				4.2	3.9	1.8						
7. Lassen St & Topanga Canyon Blvd										3.9	4.2	0.8
8. Lassen St & Owensmouth Ave										0.5	8.9	0.3
9. Lassen St & Depot Rd							3.7		9.7			
10. Lassen St & De Soto Ave				0.3	1.8	1.6						
11. Marilla St & Owensmouth Ave								0.5				
12. Plummer St & Owensmouth Ave								0.3	0.3			
13. Plummer St & Canoga Ave												
14. Nordhoff St & Owensmouth Ave									0.3		2.6	
15. Nordhoff St & Canoga Ave											2.6	
16. Nordhoff St & De Soto Ave							0.5					
17. Parthenia St & Owensmouth Ave											2.6	
18. Parthenia St & Canoga Ave											2.6	
19. Parthenia St & De Soto Ave												
20. Roscoe Blvd & Owensmouth Ave												
21. Roscoe Blvd & Canoga Ave												
22. Roscoe Blvd & De Soto Ave				1.2	2.0	0.8						
23. Saticoy St & Owensmouth Ave											9.5	
24. Saticoy St & Canoga Ave	4.7										4.8	
25. Saticoy St & De Soto Ave												
26. Valerio St. & Canoga Ave.		4.7										
27. Sherman Way & Owensmouth Ave											14.0	
28. Sherman Way & Canoga Ave											14.0	4.7
29. Sherman Way & De Soto Ave				2.3	2.3							
30. Vanowen St & Owensmouth Ave												
31. Vanowen St & Canoga Ave												
32. Vanowen St & De Soto Ave												
33. Victory Blvd & Owensmouth Ave												
34. Victory Blvd & Canoga Ave												
35. Victory Blvd & Variel Ave												
36. Victory Blvd & De Soto Ave												
37. Erwin St & Owensmouth Ave												
38. Erwin St & Canoga Ave												
39. Oxnard St & Owensmouth Ave												
40. Oxnard St & Canoga Ave												
41. Oxnard & De Soto Ave												
42. Lassen St & Busway A												
43. Lassen St & Busway B												
44. Lassen St & Busway C												
45. Canoga Ave & Busway												
46. Canoga Ave & MOL												

**Alternative 3
Future Volume Development**

2030 AM PEAK HOUR PROJECT TRIPS (AUTOS)

INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Chatsworth St & De Soto Ave		3	0					9			1	
2. Devonshire St & Topanga Canyon Blvd					2		3				1	1
3. Devonshire St & Owensmouth Ave					5		1				1	0
4. Devonshire St & Depot Rd	2		7			5				23		
5. Devonshire St & Canoga Ave				0	7				1		23	
6. Devonshire St & De Soto Ave	4			3	3	1			10		9	
7. Lassen St & Topanga Canyon Blvd			9		10		2			3	3	1
8. Lassen St & Owensmouth Ave			1		20		1			0	6	0
9. Lassen St & Depot Rd				22			3		7			8
10. Lassen St & De Soto Ave	4			0	1	1			1		4	
11. Marilla St & Owensmouth Ave		1						0				
12. Plummer St & Owensmouth Ave		1		1				0	0			
13. Plummer St & Canoga Ave												
14. Nordhoff St & Owensmouth Ave				1	2				0		2	
15. Nordhoff St & Canoga Ave					2						2	
16. Nordhoff St & De Soto Ave							0					1
17. Parthenia St & Owensmouth Ave			0		2		0				2	
18. Parthenia St & Canoga Ave					2	1				1	2	
19. Parthenia St & De Soto Ave	0										1	
20. Roscoe Blvd & Owensmouth Ave			1		5		1					
21. Roscoe Blvd & Canoga Ave					3	4		2		9		
22. Roscoe Blvd & De Soto Ave	2			1	1	1			2		5	
23. Saticoy St & Owensmouth Ave			1		5		1				10	
24. Saticoy St & Canoga Ave	3					7	7	11		4	7	
25. Saticoy St & De Soto Ave	1								1		2	
26. Valerio St. & Canoga Ave.		3						22				
27. Sherman Way & Owensmouth Ave					17		2				10	
28. Sherman Way & Canoga Ave					19		3	19			10	3
29. Sherman Way & De Soto Ave	1			2	2				3		9	
30. Vanowen St & Owensmouth Ave												
31. Vanowen St & Canoga Ave												
32. Vanowen St & De Soto Ave												
33. Victory Blvd & Owensmouth Ave												
34. Victory Blvd & Canoga Ave												
35. Victory Blvd & Variel Ave												
36. Victory Blvd & De Soto Ave												
37. Erwin St & Owensmouth Ave												
38. Erwin St & Canoga Ave												
39. Oxnard St & Owensmouth Ave												
40. Oxnard St & Canoga Ave												
41. Oxnard & De Soto Ave												
42. Lassen St & Busway A												
43. Lassen St & Busway B												
44. Lassen St & Busway C												
45. Canoga Ave & Busway												
46. Canoga Ave & MOL												

**Alternative 3
Future Volume Development**

2030 PM PEAK HOUR PROJECT TRIPS (AUTOS)

INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Chatsworth St & De Soto Ave		8	1					2				0
2. Devonshire St & Topanga Canyon Blvd					0		1			2	3	
3. Devonshire St & Owensmouth Ave					1		0			4	1	
4. Devonshire St & Depot Rd	5		21			1				5		
5. Devonshire St & Canoga Ave				1	21				0		5	
6. Devonshire St & De Soto Ave	1			9	8	4			2		2	
7. Lassen St & Topanga Canyon Blvd			2		2		0			8	9	2
8. Lassen St & Owensmouth Ave			0		5		0			1	19	1
9. Lassen St & Depot Rd				5			8		20			2
10. Lassen St & De Soto Ave	1			1	4	3			0		1	
11. Marilla St & Owensmouth Ave		0						1				
12. Plummer St & Owensmouth Ave		0		0				1	1			
13. Plummer St & Canoga Ave												
14. Nordhoff St & Owensmouth Ave				0	1				1		1	
15. Nordhoff St & Canoga Ave					1						1	
16. Nordhoff St & De Soto Ave							1					0
17. Parthenia St & Owensmouth Ave					1					0	1	0
18. Parthenia St & Canoga Ave	1		1		1						1	
19. Parthenia St & De Soto Ave					1	0						
20. Roscoe Blvd & Owensmouth Ave					2					1	2	1
21. Roscoe Blvd & Canoga Ave	4	2	6		2					2		
22. Roscoe Blvd & De Soto Ave	0			1	5	2			1		1	
23. Saticoy St & Owensmouth Ave					2						5	1
24. Saticoy St & Canoga Ave	2					2	5				2	
25. Saticoy St & De Soto Ave												
26. Valerio St. & Canoga Ave.		2						2				
27. Sherman Way & Owensmouth Ave					7						7	2
28. Sherman Way & Canoga Ave					7		2				7	2
29. Sherman Way & De Soto Ave				1	1				1		1	
30. Vanowen St & Owensmouth Ave												
31. Vanowen St & Canoga Ave												
32. Vanowen St & De Soto Ave												
33. Victory Blvd & Owensmouth Ave												
34. Victory Blvd & Canoga Ave												
35. Victory Blvd & Variel Ave												
36. Victory Blvd & De Soto Ave												
37. Erwin St & Owensmouth Ave												
38. Erwin St & Canoga Ave												
39. Oxnard St & Owensmouth Ave												
40. Oxnard St & Canoga Ave												
41. Oxnard & De Soto Ave												
42. Lassen St & Busway A												
43. Lassen St & Busway B												
44. Lassen St & Busway C												
45. Canoga Ave & Busway												
46. Canoga Ave & MOL												

**Alternative 3
On-Street Dedicated
Bus Lanes
Future Volume Development**

2030 PEAK HOUR PCE BRT TRIPS (option 1)

INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Chatsworth St & De Soto Ave												
2. Devonshire St & Topanga Canyon Blvd												
3. Devonshire St & Owensmouth Ave												
4. Devonshire St & Depot Rd												
5. Devonshire St & Canoga Ave												
6. Devonshire St & De Soto Ave												
7. Lassen St & Topanga Canyon Blvd												
8 Lassen St & Owensmouth Ave										40		
9. Lassen St & Depot Rd				40					40			
10.Lassen St & De Soto Ave												
11. Marilla St & Owensmouth Ave							40				40	
12. Plummer St & Owensmouth Ave												
13. Plummer St & Canoga Ave												
14. Nordhoff St & Owensmouth Ave												
15. Nordhoff St & Canoga Ave												
16. Nordhoff St & De Soto Ave												
17. Parthenia St & Owensmouth Ave												
18. Parthenia St & Canoga Ave												
19. Parthenia St & De Soto Ave												
20. Roscoe Blvd & Owensmouth Ave												
21. Roscoe Blvd & Canoga Ave												
22. Roscoe Blvd & De Soto Ave												
23. Saticoy St & Owensmouth Ave												
24. Saticoy St & Canoga Ave												
25. Saticoy St & De Soto Ave												
26. Valerio St. & Canoga Ave.												
27. Sherman Way & Owensmouth Ave												
28. Sherman Way & Canoga Ave												
29. Sherman Way & De Soto Ave												
30. Vanowen St & Owensmouth Ave												
31. Vanowen St & Canoga Ave												
32 Vanowen St & De Soto Ave												
33. Victory Blvd & Owensmouth Ave												
34. Victory Blvd & Canoga Ave	40						40					
35. Victory Blvd & Variel Ave												
36. Victory Blvd & De Soto Ave												
37. Erwin St & Owensmouth Ave			40									
38. Erwin St & Canoga Ave				40			40					
39. Oxnard St & Owensmouth Ave											40	
40. Oxnard St & Canoga Ave								40				
41. Oxnard & De Soto Ave												
42. Lassen St & Busway A						40				40		
43. Lassen St & Busway B						40				40		
44. Lassen St & Busway C						40				40		
45. Canoga Ave & Busway	40							40				
46. Canoga Ave & MOL	20		20				20	20		20		20

Assumptions

Headways	3
buses per direction in an hour	20
pce factor	2
pce per direction in an hour	40

**Alternative 3
On-Street Dedicated
Bus Lanes
Future Volume Development**

2030 PEAK HOUR PCE BRT TRIPS (option 2)

INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Chatsworth St & De Soto Ave												
2. Devonshire St & Topanga Canyon Blvd												
3. Devonshire St & Owensmouth Ave												
4. Devonshire St & Depot Rd												
5. Devonshire St & Canoga Ave												
6. Devonshire St & De Soto Ave												
7. Lassen St & Topanga Canyon Blvd												
8 Lassen St & Owensmouth Ave												
9. Lassen St & Depot Rd				40				40				
10.Lassen St & De Soto Ave												
11. Marilla St & Owensmouth Ave												
12. Plummer St & Owensmouth Ave												
13. Plummer St & Canoga Ave												
14. Nordhoff St & Owensmouth Ave												
15. Nordhoff St & Canoga Ave												
16. Nordhoff St & De Soto Ave												
17. Parthenia St & Owensmouth Ave												
18. Parthenia St & Canoga Ave												
19. Parthenia St & De Soto Ave												
20. Roscoe Blvd & Owensmouth Ave												
21. Roscoe Blvd & Canoga Ave												
22. Roscoe Blvd & De Soto Ave												
23. Saticoy St & Owensmouth Ave												
24. Saticoy St & Canoga Ave												
25. Saticoy St & De Soto Ave												
26. Valerio St. & Canoga Ave.												
27. Sherman Way & Owensmouth Ave												
28. Sherman Way & Canoga Ave												
29. Sherman Way & De Soto Ave												
30. Vanowen St & Owensmouth Ave												
31. Vanowen St & Canoga Ave												
32 Vanowen St & De Soto Ave												
33. Victory Blvd & Owensmouth Ave												
34. Victory Blvd & Canoga Ave	40						40					
35. Victory Blvd & Variel Ave												
36. Victory Blvd & De Soto Ave												
37. Erwin St & Owensmouth Ave			40									
38. Erwin St & Canoga Ave				40			40					
39. Oxnard St & Owensmouth Ave										40		
40. Oxnard St & Canoga Ave								40				
41. Oxnard & De Soto Ave												
42. Lassen St & Busway A			40						40			
43. Lassen St & Busway B				40						40		
44. Lassen St & Busway C				40						40		
45. Canoga Ave & Busway			40						40			
46. Canoga Ave & MOL	20		20				20	20		20		

Assumptions

Headways	3
buses per direction in an hour	20
pce factor	2
pce per direction in an hour	40

**Alternative 3
On-Street Dedicated
Bus Lanes
Future Volume Development**

2030 PEAK HOUR PCE BRT TRIPS (option 3)

INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Chatsworth St & De Soto Ave												
2. Devonshire St & Topanga Canyon Blvd												
3. Devonshire St & Owensmouth Ave												
4. Devonshire St & Depot Rd												
5. Devonshire St & Canoga Ave												
6. Devonshire St & De Soto Ave												
7. Lassen St & Topanga Canyon Blvd												
8 Lassen St & Owensmouth Ave												
9. Lassen St & Depot Rd												
10.Lassen St & De Soto Ave												
11. Marilla St & Owensmouth Ave												
12. Plummer St & Owensmouth Ave												
13. Plummer St & Canoga Ave												
14. Nordhoff St & Owensmouth Ave												
15. Nordhoff St & Canoga Ave												
16. Nordhoff St & De Soto Ave												
17. Parthenia St & Owensmouth Ave												
18. Parthenia St & Canoga Ave												
19. Parthenia St & De Soto Ave												
20. Roscoe Blvd & Owensmouth Ave												
21. Roscoe Blvd & Canoga Ave												
22. Roscoe Blvd & De Soto Ave												
23. Saticoy St & Owensmouth Ave												
24. Saticoy St & Canoga Ave												
25. Saticoy St & De Soto Ave												
26. Valerio St. & Canoga Ave.												
27. Sherman Way & Owensmouth Ave												
28. Sherman Way & Canoga Ave												
29. Sherman Way & De Soto Ave												
30. Vanowen St & Owensmouth Ave												
31. Vanowen St & Canoga Ave												
32 Vanowen St & De Soto Ave												
33. Victory Blvd & Owensmouth Ave												
34. Victory Blvd & Canoga Ave		40						40				
35. Victory Blvd & Variel Ave												
36. Victory Blvd & De Soto Ave												
37. Erwin St & Owensmouth Ave			40									
38. Erwin St & Canoga Ave				40				40				
39. Oxnard St & Owensmouth Ave										40		
40. Oxnard St & Canoga Ave									40			
41. Oxnard & De Soto Ave												
42. Lassen St & Busway A												
43. Lassen St & Busway B		40						40				
44. Lassen St & Busway C												
45. Canoga Ave & Busway									40			
46. Canoga Ave & MOL		20	20				20	20		20		20

Assumptions

Headways	3
buses per direction in an hour	20
pce factor	2
pce per direction in an hour	40

**Alternative 3
On-Street Dedicated
Bus Lanes**

Future Volume Development

2030 AM WITH PROJ VOLUMES (option 1) No Project + BRT Trips

Intersection	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Chatsworth St & De Soto Ave	164	1,729	96	336	704	146	177	2,222	776	89	314	160
2. Devonshire St & Topanga Canyon Blvd	67	1,479	139	260	583	62	147	2,096	82	185	518	166
3. Devonshire St & Owensmouth Ave	77	143	293	19	802	61	199	342	21	370	928	62
4. Devonshire St & Depot Rd	3	4	14	2	1,319	19	0	2	0	25	1,316	12
5. Devonshire St & Canoga Ave	141	130	356	71	880	205	181	409	199	205	963	149
6. Devonshire St & De Soto Ave	235	1,456	164	328	1,099	138	129	1,916	131	298	961	107
7. Lassen St & Topanga Canyon Blvd	41	1,591	289	93	582	42	74	2,314	15	646	155	45
8 Lassen St & Owensmouth Ave	73	368	346	16	681	154	65	660	26	462	777	76
9. Lassen St & Depot Rd	9	1	21	120	910	16	34	0	71	11	936	54
10. Lassen St & De Soto Ave	152	1,524	126	124	957	136	164	2,098	249	197	932	118
11. Marilla St & Owensmouth Ave	37	387	24	52	156	27	581	465	143	9	113	410
12. Plummer St & Owensmouth Ave	41	361	25	69	154	25	32	333	67	52	148	46
13. Plummer St & Canoga Ave	215	761	0	17	0	202	0	650	72	0	0	0
14. Nordhoff St & Owensmouth Ave	51	218	122	63	808	43	81	279	37	149	730	136
15. Nordhoff St & Canoga Ave	129	759	174	38	942	109	193	707	5	305	798	123
16. Nordhoff St & De Soto Ave	74	1,437	126	327	895	63	126	2,096	403	125	870	69
17. Parthenia St & Owensmouth Ave	10	241	255	41	426	25	92	309	79	241	556	109
18. Parthenia St & Canoga Ave	29	703	186	95	631	117	82	1,048	14	362	804	294
19. Parthenia St & De Soto Ave	45	1,340	95	76	817	31	247	1,751	117	94	1,432	145
20. Roscoe Blvd & Owensmouth Ave	38	166	125	138	1,139	69	86	355	161	119	1,204	50
21. Roscoe Blvd & Canoga Ave	93	769	104	160	1,121	55	81	1,382	104	175	1,198	126
22. Roscoe Blvd & De Soto Ave	65	1,002	47	386	659	24	84	1,572	183	131	1,041	48
23. Saticoy St & Owensmouth Ave	51	180	63	58	1,321	58	66	440	57	207	1,326	81
24. Saticoy St & Canoga Ave	132	805	103	134	1,099	223	143	1,375	92	176	1,352	179
25. Saticoy St & De Soto Ave	150	921	177	162	1,162	117	117	1,570	192	201	1,595	79
26. Valerio St. & Canoga Ave.	40	906	25	42	100	29	63	1,649	31	113	263	126
27. Sherman Way & Owensmouth Ave	82	166	130	57	1,169	107	66	630	45	382	1,520	35
28. Sherman Way & Canoga Ave	61	870	122	82	1,237	51	140	1,384	156	188	1,655	148
29. Sherman Way & De Soto Ave	91	1,114	182	133	1,307	82	145	1,545	202	229	1,873	164
30. Vanowen St & Owensmouth Ave	66	207	153	99	1,052	110	105	816	123	208	890	103
31. Vanowen St & Canoga Ave	46	872	68	66	934	88	95	1,172	74	241	1,054	166
32 Vanowen St & De Soto Ave	58	1,131	138	97	1,156	66	157	1,771	232	263	1,219	161
33. Victory Blvd & Owensmouth Ave	40	236	71	32	1,375	124	175	880	92	268	955	99
34. Victory Blvd & Canoga Ave	124	925	135	94	811	229	231	1,343	94	301	1,213	182
35. Victory Blvd & Variel Ave	139	0	360	0	1,419	48	0	0	0	79	1,184	0
36. Victory Blvd & De Soto Ave	83	1,096	198	86	1,219	58	123	1,793	213	614	1,647	102
37. Erwin St & Owensmouth Ave	21	346	83	154	625	78	130	843	128	53	234	117
38. Erwin St & Canoga Ave	149	1,238	82	131	339	179	69	1,404	184	58	169	89
39. Oxnard St & Owensmouth Ave	27	232	74	100	740	213	112	929	99	211	460	116
40. Oxnard St & Canoga Ave	151	1,276	81	99	453	133	130	1,240	241	104	489	79
41. Oxnard & De Soto Ave	182	1,371	97	110	453	165	109	2,342	167	130	489	88
42. Lassen St & Busway A	0	0	0	0	1,070	0	0	0	0	0	1,010	0
43. Lassen St & Busway B	0	0	0	0	1,070	0	0	0	0	0	1,010	0
44. Lassen St & Busway C	0	0	0	0	1,070	0	0	0	0	0	1,010	0
45. Canoga Ave & Busway	0	819	0	0	0	0	0	762	0	0	0	0
46. Canoga Ave & MOL	0	1,182	35	0	0	0	20	1,648	0	35	0	20

**Alternative 3
On-Street Dedicated
Bus Lanes**

Future Volume Development

2030 AM WITH PROJ VOLUMES (Option 2) No Project + BRT Trips

Intersection	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Chatsworth St & De Soto Ave	164	1,729	96	336	704	146	177	2,222	776	89	314	160
2. Devonshire St & Topanga Canyon Blvd	67	1,479	139	260	583	62	147	2,096	82	185	518	166
3. Devonshire St & Owensmouth Ave	77	143	293	19	802	61	199	342	21	370	928	62
4. Devonshire St & Depot Rd	3	4	14	2	1,319	19	0	2	0	25	1,316	12
5. Devonshire St & Canoga Ave	141	130	356	71	880	205	181	409	199	205	963	149
6. Devonshire St & De Soto Ave	235	1,456	164	328	1,099	138	129	1,916	131	298	961	107
7. Lassen St & Topanga Canyon Blvd	41	1,591	289	93	582	42	74	2,314	15	646	155	45
8 Lassen St & Owensmouth Ave	73	368	306	16	681	154	65	660	26	422	777	76
9. Lassen St & Depot Rd	9	1	21	120	910	16	34	0	71	11	936	54
10.Lassen St & De Soto Ave	152	1,524	126	124	957	136	164	2,098	249	197	932	118
11. Marilla St & Owensmouth Ave	37	387	24	52	156	27	541	465	143	9	113	370
12. Plummer St & Owensmouth Ave	41	361	25	69	154	25	32	333	67	52	148	46
13. Plummer St & Canoga Ave	215	761	0	17	0	202	0	650	72	0	0	0
14. Nordhoff St & Owensmouth Ave	51	218	122	63	808	43	81	279	37	149	730	136
15. Nordhoff St & Canoga Ave	129	759	174	38	942	109	193	707	5	305	798	123
16. Nordhoff St & De Soto Ave	74	1,437	126	327	895	63	126	2,096	403	125	870	69
17. Parthenia St & Owensmouth Ave	10	241	255	41	426	25	92	309	79	241	556	109
18. Parthenia St & Canoga Ave	29	703	186	95	631	117	82	1,048	14	362	804	294
19. Parthenia St & De Soto Ave	45	1,340	95	76	817	31	247	1,751	117	94	1,432	145
20. Roscoe Blvd & Owensmouth Ave	38	166	125	138	1,139	69	86	355	161	119	1,204	50
21. Roscoe Blvd & Canoga Ave	93	769	104	160	1,121	55	81	1,382	104	175	1,198	126
22. Roscoe Blvd & De Soto Ave	65	1,002	47	386	659	24	84	1,572	183	131	1,041	48
23. Saticoy St & Owensmouth Ave	51	180	63	58	1,321	58	66	440	57	207	1,326	81
24. Saticoy St & Canoga Ave	132	805	103	134	1,099	223	143	1,375	92	176	1,352	179
25. Saticoy St & De Soto Ave	150	921	177	162	1,162	117	117	1,570	192	201	1,595	79
26. Valerio St. & Canoga Ave.	40	906	25	42	100	29	63	1,649	31	113	263	126
27. Sherman Way & Owensmouth Ave	82	166	130	57	1,169	107	66	630	45	382	1,520	35
28. Sherman Way & Canoga Ave	61	870	122	82	1,237	51	140	1,384	156	188	1,655	148
29. Sherman Way & De Soto Ave	91	1,114	182	133	1,307	82	145	1,545	202	229	1,873	164
30. Vanowen St & Owensmouth Ave	66	207	153	99	1,052	110	105	816	123	208	890	103
31. Vanowen St & Canoga Ave	46	872	68	66	934	88	95	1,172	74	241	1,054	166
32 Vanowen St & De Soto Ave	58	1,131	138	97	1,156	66	157	1,771	232	263	1,219	161
33. Victory Blvd & Owensmouth Ave	40	236	71	32	1,375	124	175	880	92	268	955	99
34. Victory Blvd & Canoga Ave	124	925	135	94	811	229	231	1,343	94	301	1,213	182
35. Victory Blvd & Variel Ave	139	0	360	0	1,419	48	0	0	0	79	1,184	0
36. Victory Blvd & De Soto Ave	83	1,096	198	86	1,219	58	123	1,793	213	614	1,647	102
37. Erwin St & Owensmouth Ave	21	346	83	154	625	78	130	843	128	53	234	117
38. Erwin St & Canoga Ave	149	1,238	82	131	339	179	69	1,404	184	58	169	89
39. Oxnard St & Owensmouth Ave	27	232	74	100	740	213	112	929	99	211	460	116
40. Oxnard St & Canoga Ave	151	1,276	81	99	453	133	130	1,240	241	104	489	79
41. Oxnard & De Soto Ave	182	1,371	97	110	453	165	109	2,342	167	130	489	88
42. Lassen St & Busway A	0	0	40	0	1,030	0	0	0	0	40	970	0
43. Lassen St & Busway B	0	0	0	0	1,070	0	0	0	0	0	1,010	0
44. Lassen St & Busway C	0	0	0	0	1,070	0	0	0	0	0	1,010	0
45. Canoga Ave & Busway	0	779	40	0	0	0	0	722	0	40	0	0
46. Canoga Ave & MOL	0	1,182	35	0	0	0	20	1,648	0	35	0	20

Alternative 3
On-Street Dedicated
Bus Lanes
Future Volume Development

2030 AM WITH PROJ VOLUMES (Option 3) No Project + BRT Trips

Intersection	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Chatsworth St & De Soto Ave	164	1,729	96	336	704	146	177	2,222	776	89	314	160
2. Devonshire St & Topanga Canyon Blvd	67	1,479	139	260	583	62	147	2,096	82	185	518	166
3. Devonshire St & Owensmouth Ave	77	143	293	19	802	61	199	342	21	370	928	62
4. Devonshire St & Depot Rd	3	4	14	2	1,319	19	0	2	0	25	1,316	12
5. Devonshire St & Canoga Ave	141	130	356	71	880	205	181	409	199	205	963	149
6. Devonshire St & De Soto Ave	235	1,456	164	328	1,099	138	129	1,916	131	298	961	107
7. Lassen St & Topanga Canyon Blvd	41	1,591	289	93	582	42	74	2,314	15	646	155	45
8 Lassen St & Owensmouth Ave	73	368	306	16	681	154	65	660	26	422	777	76
9. Lassen St & Depot Rd	9	1	21	80	910	16	34	0	31	11	936	54
10.Lassen St & De Soto Ave	152	1,524	126	124	957	136	164	2,098	249	197	932	118
11. Marilla St & Owensmouth Ave	37	387	24	52	156	27	541	465	143	9	113	370
12. Plummer St & Owensmouth Ave	41	361	25	69	154	25	32	333	67	52	148	46
13. Plummer St & Canoga Ave	215	761	0	17	0	202	0	650	72	0	0	0
14. Nordhoff St & Owensmouth Ave	51	218	122	63	808	43	81	279	37	149	730	136
15. Nordhoff St & Canoga Ave	129	759	174	38	942	109	193	707	5	305	798	123
16. Nordhoff St & De Soto Ave	74	1,437	126	327	895	63	126	2,096	403	125	870	69
17. Parthenia St & Owensmouth Ave	10	241	255	41	426	25	92	309	79	241	556	109
18. Parthenia St & Canoga Ave	29	703	186	95	631	117	82	1,048	14	362	804	294
19. Parthenia St & De Soto Ave	45	1,340	95	76	817	31	247	1,751	117	94	1,432	145
20. Roscoe Blvd & Owensmouth Ave	38	166	125	138	1,139	69	86	355	161	119	1,204	50
21. Roscoe Blvd & Canoga Ave	93	769	104	160	1,121	55	81	1,382	104	175	1,198	126
22. Roscoe Blvd & De Soto Ave	65	1,002	47	386	659	24	84	1,572	183	131	1,041	48
23. Saticoy St & Owensmouth Ave	51	180	63	58	1,321	58	66	440	57	207	1,326	81
24. Saticoy St & Canoga Ave	132	805	103	134	1,099	223	143	1,375	92	176	1,352	179
25. Saticoy St & De Soto Ave	150	921	177	162	1,162	117	117	1,570	192	201	1,595	79
26. Valerio St. & Canoga Ave.	40	906	25	42	100	29	63	1,649	31	113	263	126
27. Sherman Way & Owensmouth Ave	82	166	130	57	1,169	107	66	630	45	382	1,520	35
28. Sherman Way & Canoga Ave	61	870	122	82	1,237	51	140	1,384	156	188	1,655	148
29. Sherman Way & De Soto Ave	91	1,114	182	133	1,307	82	145	1,545	202	229	1,873	164
30. Vanowen St & Owensmouth Ave	66	207	153	99	1,052	110	105	816	123	208	890	103
31. Vanowen St & Canoga Ave	46	872	68	66	934	88	95	1,172	74	241	1,054	166
32 Vanowen St & De Soto Ave	58	1,131	138	97	1,156	66	157	1,771	232	263	1,219	161
33. Victory Blvd & Owensmouth Ave	40	236	71	32	1,375	124	175	880	92	268	955	99
34. Victory Blvd & Canoga Ave	124	925	135	94	811	229	231	1,343	94	301	1,213	182
35. Victory Blvd & Variel Ave	139	0	360	0	1,419	48	0	0	0	79	1,184	0
36. Victory Blvd & De Soto Ave	83	1,096	198	86	1,219	58	123	1,793	213	614	1,647	102
37. Erwin St & Owensmouth Ave	21	346	83	154	625	78	130	843	128	53	234	117
38. Erwin St & Canoga Ave	149	1,238	82	131	339	179	69	1,404	184	58	169	89
39. Oxnard St & Owensmouth Ave	27	232	74	100	740	213	112	929	99	211	460	116
40. Oxnard St & Canoga Ave	151	1,276	81	99	453	133	130	1,240	241	104	489	79
41. Oxnard & De Soto Ave	182	1,371	97	110	453	165	109	2,342	167	130	489	88
42. Lassen St & Busway A	0	0	0	0	1,030	0	0	0	0	0	970	0
43. Lassen St & Busway B	0	40	0	0	1,030	0	0	40	0	0	970	0
44. Lassen St & Busway C	0	0	0	0	1,030	0	0	0	0	0	970	0
45. Canoga Ave & Busway	0	779	0	0	0	0	0	722	0	40	0	0
46. Canoga Ave & MOL	0	1,182	35	0	0	0	20	1,648	0	35	0	20

**Alternative 3
On-Street Dedicated
Bus Lanes
Future Volume Development**

2030 PM WITH PROJ VOLUMES (Option 1) No Project + BRT Trips

Intersection	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Chatsworth St & De Soto Ave	38	2,865	44	480	361	58	125	1,983	273	113	213	433
2. Devonshire St & Topanga Canyon Blvd	58	2,754	384	170	403	34	211	1,605	109	399	340	402
3. Devonshire St & Owensmouth Ave	141	658	334	20	919	43	113	115	34	164	1,222	168
4. Devonshire St & Depot Rd	27	3	115	80	1,090	35	14	3	75	31	1,240	21
5. Devonshire St & Canoga Ave	160	415	315	149	971	126	175	129	166	91	1,033	125
6. Devonshire St & De Soto Ave	152	2,285	198	340	992	106	233	1,449	228	143	935	178
7. Lassen St & Topanga Canyon Blvd	105	2,659	320	95	378	51	180	1,981	33	430	353	188
8 Lassen St & Owensmouth Ave	140	919	520	49	713	185	225	339	74	426	759	159
9. Lassen St & Depot Rd	65	0	15	96	1,396	19	41	0	149	24	1,538	71
10. Lassen St & De Soto Ave	197	2,349	243	207	1,134	121	101	1,591	114	124	750	118
11. Marilla St & Owensmouth Ave	29	845	26	118	148	21	353	404	34	9	323	760
12. Plummer St & Owensmouth Ave	24	743	40	28	173	40	100	301	17	11	239	65
13. Plummer St & Canoga Ave	208	1,096	0	88	0	186	0	1,083	145	0	0	0
14. Nordhoff St & Owensmouth Ave	44	246	85	28	1,208	43	153	209	61	160	949	138
15. Nordhoff St & Canoga Ave	134	913	246	208	1,183	151	131	1,091	106	163	906	141
16. Nordhoff St & De Soto Ave	108	2,174	94	326	1,006	178	114	1,459	384	186	746	220
17. Parthenia St & Owensmouth Ave	16	270	203	34	504	14	79	231	25	168	496	62
18. Parthenia St & Canoga Ave	66	1,195	314	26	611	61	138	1,180	54	209	690	101
19. Parthenia St & De Soto Ave	76	2,053	129	213	781	69	146	1,570	91	113	774	74
20. Roscoe Blvd & Owensmouth Ave	73	351	179	69	1,287	78	73	305	63	146	1,011	103
21. Roscoe Blvd & Canoga Ave	64	1,322	219	111	1,300	139	161	1,150	101	170	1,026	134
22. Roscoe Blvd & De Soto Ave	165	1,725	140	238	1,327	20	198	1,379	109	76	1,056	120
23. Saticoy St & Owensmouth Ave	33	525	48	60	1,484	16	125	335	54	88	1,122	53
24. Saticoy St & Canoga Ave	130	1,388	263	201	1,409	75	154	1,190	196	183	1,022	240
25. Saticoy St & De Soto Ave	111	1,776	218	200	1,576	93	153	1,239	186	130	914	96
26. Valerio St. & Canoga Ave.	28	1,571	43	93	139	23	100	1,387	18	64	73	73
27. Sherman Way & Owensmouth Ave	106	460	204	79	1,497	54	80	350	49	191	1,278	61
28. Sherman Way & Canoga Ave	89	1,400	201	78	1,702	83	109	1,040	81	90	1,422	106
29. Sherman Way & De Soto Ave	129	1,823	245	209	1,611	163	126	1,196	154	184	1,289	141
30. Vanowen St & Owensmouth Ave	81	619	220	121	1,569	94	81	613	70	216	1,355	123
31. Vanowen St & Canoga Ave	129	1,356	328	141	1,370	76	159	1,076	121	104	943	136
32 Vanowen St & De Soto Ave	74	1,856	156	184	1,546	103	136	1,174	246	143	959	189
33. Victory Blvd & Owensmouth Ave	225	734	105	99	1,425	116	230	550	179	158	1,330	170
34. Victory Blvd & Canoga Ave	276	1,508	306	164	1,275	50	113	1,148	150	226	1,315	126
35. Victory Blvd & Variel Ave	226	0	590	0	1,665	78	0	0	0	113	1,399	0
36. Victory Blvd & De Soto Ave	73	1,608	564	428	1,415	170	126	1,013	230	258	1,158	135
37. Erwin St & Owensmouth Ave	85	876	120	149	333	33	125	721	326	51	489	124
38. Erwin St & Canoga Ave	293	1,785	110	189	290	240	75	1,429	169	96	301	93
39. Oxnard St & Owensmouth Ave	314	906	230	86	563	69	141	591	188	108	811	191
40. Oxnard St & Canoga Ave	215	1,690	143	195	504	235	116	1,275	228	155	490	154
41. Oxnard & De Soto Ave	113	2,003	216	291	636	190	59	1,446	181	45	210	44
42. Lassen St & Busway A	0	0	0	0	1,454	0	0	0	0	0	1,731	0
43. Lassen St & Busway B	0	0	0	0	1,454	0	0	0	0	0	1,731	0
44. Lassen St & Busway C	0	0	0	0	1,454	0	0	0	0	0	1,731	0
45. Canoga Ave & Busway	0	1,224	0	0	0	0	0	1,268	0	0	0	0
46. Canoga Ave & MOL	0	1,778	38	0	0	0	20	1,390	0	38	0	20

**Alternative 3
On-Street Dedicated
Bus Lanes
Future Volume Development**

2030 AM WITH PROJ VOLUMES (Option 2) No Project + BRT Trips

Intersection	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Chatsworth St & De Soto Ave	38	2,865	44	480	361	58	125	1,983	273	113	213	433
2. Devonshire St & Topanga Canyon Blvd	58	2,754	384	170	403	34	211	1,605	109	399	340	402
3. Devonshire St & Owensmouth Ave	141	658	334	20	919	43	113	115	34	164	1,222	168
4. Devonshire St & Depot Rd	27	3	115	80	1,090	35	14	3	75	31	1,240	21
5. Devonshire St & Canoga Ave	160	415	315	149	971	126	175	129	166	91	1,033	125
6. Devonshire St & De Soto Ave	152	2,285	198	340	992	106	233	1,449	228	143	935	178
7. Lassen St & Topanga Canyon Blvd	105	2,659	320	95	378	51	180	1,981	33	430	353	188
8 Lassen St & Owensmouth Ave	140	919	480	49	713	185	225	339	74	386	759	159
9. Lassen St & Depot Rd	65	0	15	96	1,396	19	41	0	149	24	1,538	71
10. Lassen St & De Soto Ave	197	2,349	243	207	1,134	121	101	1,591	114	124	750	118
11. Marilla St & Owensmouth Ave	29	845	26	118	148	21	313	404	34	9	323	720
12. Plummer St & Owensmouth Ave	24	743	40	28	173	40	100	301	17	11	239	65
13. Plummer St & Canoga Ave	208	1,096	0	88	0	186	0	1,083	145	0	0	0
14. Nordhoff St & Owensmouth Ave	44	246	85	28	1,208	43	153	209	61	160	949	138
15. Nordhoff St & Canoga Ave	134	913	246	208	1,183	151	131	1,091	106	163	906	141
16. Nordhoff St & De Soto Ave	108	2,174	94	326	1,006	178	114	1,459	384	186	746	220
17. Parthenia St & Owensmouth Ave	16	270	203	34	504	14	79	231	25	168	496	62
18. Parthenia St & Canoga Ave	66	1,195	314	26	611	61	138	1,180	54	209	690	101
19. Parthenia St & De Soto Ave	76	2,053	129	213	781	69	146	1,570	91	113	774	74
20. Roscoe Blvd & Owensmouth Ave	73	351	179	69	1,287	78	73	305	63	146	1,011	103
21. Roscoe Blvd & Canoga Ave	64	1,322	219	111	1,300	139	161	1,150	101	170	1,026	134
22. Roscoe Blvd & De Soto Ave	165	1,725	140	238	1,327	20	198	1,379	109	76	1,056	120
23. Saticoy St & Owensmouth Ave	33	525	48	60	1,484	16	125	335	54	88	1,122	53
24. Saticoy St & Canoga Ave	130	1,388	263	201	1,409	75	154	1,190	196	183	1,022	240
25. Saticoy St & De Soto Ave	111	1,776	218	200	1,576	93	153	1,239	186	130	914	96
26. Valerio St. & Canoga Ave.	28	1,571	43	93	139	23	100	1,387	18	64	73	73
27. Sherman Way & Owensmouth Ave	106	460	204	79	1,497	54	80	350	49	191	1,278	61
28. Sherman Way & Canoga Ave	89	1,400	201	78	1,702	83	109	1,040	81	90	1,422	106
29. Sherman Way & De Soto Ave	129	1,823	245	209	1,611	163	126	1,196	154	184	1,289	141
30. Vanowen St & Owensmouth Ave	81	619	220	121	1,569	94	81	613	70	216	1,355	123
31. Vanowen St & Canoga Ave	129	1,356	328	141	1,370	76	159	1,076	121	104	943	136
32 Vanowen St & De Soto Ave	74	1,856	156	184	1,546	103	136	1,174	246	143	959	189
33. Victory Blvd & Owensmouth Ave	225	734	105	99	1,425	116	230	550	179	158	1,330	170
34. Victory Blvd & Canoga Ave	276	1,508	306	164	1,275	50	113	1,148	150	226	1,315	126
35. Victory Blvd & Variel Ave	226	0	590	0	1,665	78	0	0	0	113	1,399	0
36. Victory Blvd & De Soto Ave	73	1,608	564	428	1,415	170	126	1,013	230	258	1,158	135
37. Erwin St & Owensmouth Ave	85	876	120	149	333	33	125	721	326	51	489	124
38. Erwin St & Canoga Ave	293	1,785	110	189	290	240	75	1,429	169	96	301	93
39. Oxnard St & Owensmouth Ave	314	906	230	86	563	69	141	591	188	108	811	191
40. Oxnard St & Canoga Ave	215	1,690	143	195	504	235	116	1,275	228	155	490	154
41. Oxnard & De Soto Ave	113	2,003	216	291	636	190	59	1,446	181	45	210	44
42. Lassen St & Busway A	0	0	40	0	1,414	0	0	0	0	40	1,691	0
43. Lassen St & Busway B	0	0	0	0	1,454	0	0	0	0	0	1,731	0
44. Lassen St & Busway C	0	0	0	0	1,454	0	0	0	0	0	1,731	0
45. Canoga Ave & Busway	0	1,184	40	0	0	0	0	1,228	0	40	0	0
46. Canoga Ave & MOL	0	1,778	38	0	0	0	20	1,390	0	38	0	20

**Alternative 3
On-Street Dedicated
Bus Lanes
Future Volume Development**

2030 AM WITH PROJ VOLUMES (Option 3) No Project + BRT Trips

Intersection	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Chatsworth St & De Soto Ave	38	2,865	44	480	361	58	125	1,983	273	113	213	433
2. Devonshire St & Topanga Canyon Blvd	58	2,754	384	170	403	34	211	1,605	109	399	340	402
3. Devonshire St & Owensmouth Ave	141	658	334	20	919	43	113	115	34	164	1,222	168
4. Devonshire St & Depot Rd	27	3	115	80	1,090	35	14	3	75	31	1,240	21
5. Devonshire St & Canoga Ave	160	415	315	149	971	126	175	129	166	91	1,033	125
6. Devonshire St & De Soto Ave	152	2,285	198	340	992	106	233	1,449	228	143	935	178
7. Lassen St & Topanga Canyon Blvd	105	2,659	320	95	378	51	180	1,981	33	430	353	188
8. Lassen St & Owensmouth Ave	140	919	480	49	713	185	225	339	74	386	759	159
9. Lassen St & Depot Rd	65	0	15	56	1,396	19	41	0	109	24	1,538	71
10. Lassen St & De Soto Ave	197	2,349	243	207	1,134	121	101	1,591	114	124	750	118
11. Marilla St & Owensmouth Ave	29	845	26	118	148	21	313	404	34	9	323	720
12. Plummer St & Owensmouth Ave	24	743	40	28	173	40	100	301	17	11	239	65
13. Plummer St & Canoga Ave	208	1,096	0	88	0	186	0	1,083	145	0	0	0
14. Nordhoff St & Owensmouth Ave	44	246	85	28	1,208	43	153	209	61	160	949	138
15. Nordhoff St & Canoga Ave	134	913	246	208	1,183	151	131	1,091	106	163	906	141
16. Nordhoff St & De Soto Ave	108	2,174	94	326	1,006	178	114	1,459	384	186	746	220
17. Parthenia St & Owensmouth Ave	16	270	203	34	504	14	79	231	25	168	496	62
18. Parthenia St & Canoga Ave	66	1,195	314	26	611	61	138	1,180	54	209	690	101
19. Parthenia St & De Soto Ave	76	2,053	129	213	781	69	146	1,570	91	113	774	74
20. Roscoe Blvd & Owensmouth Ave	73	351	179	69	1,287	78	73	305	63	146	1,011	103
21. Roscoe Blvd & Canoga Ave	64	1,322	219	111	1,300	139	161	1,150	101	170	1,026	134
22. Roscoe Blvd & De Soto Ave	165	1,725	140	238	1,327	20	198	1,379	109	76	1,056	120
23. Saticoy St & Owensmouth Ave	33	525	48	60	1,484	16	125	335	54	88	1,122	53
24. Saticoy St & Canoga Ave	130	1,388	263	201	1,409	75	154	1,190	196	183	1,022	240
25. Saticoy St & De Soto Ave	111	1,776	218	200	1,576	93	153	1,239	186	130	914	96
26. Valerio St. & Canoga Ave.	28	1,571	43	93	139	23	100	1,387	18	64	73	73
27. Sherman Way & Owensmouth Ave	106	460	204	79	1,497	54	80	350	49	191	1,278	61
28. Sherman Way & Canoga Ave	89	1,400	201	78	1,702	83	109	1,040	81	90	1,422	106
29. Sherman Way & De Soto Ave	129	1,823	245	209	1,611	163	126	1,196	154	184	1,289	141
30. Vanowen St & Owensmouth Ave	81	619	220	121	1,569	94	81	613	70	216	1,355	123
31. Vanowen St & Canoga Ave	129	1,356	328	141	1,370	76	159	1,076	121	104	943	136
32. Vanowen St & De Soto Ave	74	1,856	156	184	1,546	103	136	1,174	246	143	959	189
33. Victory Blvd & Owensmouth Ave	225	734	105	99	1,425	116	230	550	179	158	1,330	170
34. Victory Blvd & Canoga Ave	276	1,508	306	164	1,275	50	113	1,148	150	226	1,315	126
35. Victory Blvd & Variel Ave	226	0	590	0	1,665	78	0	0	0	113	1,399	0
36. Victory Blvd & De Soto Ave	73	1,608	564	428	1,415	170	126	1,013	230	258	1,158	135
37. Erwin St & Owensmouth Ave	85	876	120	149	333	33	125	721	326	51	489	124
38. Erwin St & Canoga Ave	293	1,785	110	189	290	240	75	1,429	169	96	301	93
39. Oxnard St & Owensmouth Ave	314	906	230	86	563	69	141	591	188	108	811	191
40. Oxnard St & Canoga Ave	215	1,690	143	195	504	235	116	1,275	228	155	490	154
41. Oxnard & De Soto Ave	113	2,003	216	291	636	190	59	1,446	181	45	210	44
42. Lassen St & Busway A	0	0	0	0	1,414	0	0	0	0	0	1,691	0
43. Lassen St & Busway B	0	40	0	0	1,414	0	0	40	0	0	1,691	0
44. Lassen St & Busway C	0	0	0	0	1,414	0	0	0	0	0	1,691	0
45. Canoga Ave & Busway	0	1,184	0	0	0	0	0	1,228	0	40	0	0
46. Canoga Ave & MOL	0	1,778	38	0	0	0	20	1,390	0	38	0	20

**Canoga Transportation Corridor EIR
Transportation Appendix**

**Alternative 4
Future Volume Development**

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**Alternative 4
Future Volume Development**

2030 PARK AND RIDE AUTO DISTRIBUTION (Inbound %s)

INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Chatsworth St & De Soto Ave								8.1			0.5	
2. Devonshire St & Topanga Canyon Blvd				1.6			2.7					
3. Devonshire St & Owensmouth Ave				4.3			0.5					
4. Devonshire St & Depot Rd						4.9					21.1	
5. Devonshire St & Canoga Ave									0.5		20.6	
6. Devonshire St & De Soto Ave	3.8								8.7		8.1	
7. Lassen St & Topanga Canyon Blvd			8.1	8.7			1.6					
8. Lassen St & Owensmouth Ave			1.1	18.4			0.5					
9. Lassen St & Depot Rd				20.1								7.6
10. Lassen St & De Soto Ave	3.3								0.5		3.8	
11. Marilla St & Owensmouth Ave		1.1										
12. Plummer St & Owensmouth Ave		0.5		0.5								
13. Plummer St & Canoga Ave												
14. Nordhoff St & Owensmouth Ave				0.5								
15. Nordhoff St & Canoga Ave												
16. Nordhoff St & De Soto Ave												1.1
17. Parthenia St & Owensmouth Ave			0.5				0.5					
18. Parthenia St & Canoga Ave						0.9				1.4		
19. Parthenia St & De Soto Ave	0.5										0.9	
20. Roscoe Blvd & Owensmouth Ave			1.4	2.3			0.9					
21. Roscoe Blvd & Canoga Ave						4.6		2.3		6.9		
22. Roscoe Blvd & De Soto Ave	1.4								0.9		4.6	
23. Saticoy St & Owensmouth Ave			1.4	2.3			0.9					
24. Saticoy St & Canoga Ave						4.6			13.7		4.6	
25. Saticoy St & De Soto Ave	1.4									0.9		2.3
26. Valerio St. & Canoga Ave.									22.9			
27. Sherman Way & Owensmouth Ave				9.2			2.3					
28. Sherman Way & Canoga Ave				11.4					22.9			
29. Sherman Way & De Soto Ave	0.9									1.4		9.2
30. Vanowen St & Owensmouth Ave												
31. Vanowen St & Canoga Ave												
32. Vanowen St & De Soto Ave												
33. Victory Blvd & Owensmouth Ave												
34. Victory Blvd & Canoga Ave												
35. Victory Blvd & Variel Ave												
36. Victory Blvd & De Soto Ave												
37. Erwin St & Owensmouth Ave												
38. Erwin St & Canoga Ave												
39. Oxnard St & Owensmouth Ave												
40. Oxnard St & Canoga Ave												
41. Oxnard & De Soto Ave												
42. Lassen St & Busway A												
43. Lassen St & Busway B												
44. Lassen St & Busway C												
45. Canoga Ave & Busway												
46. Canoga Ave & MOL												

**Alternative 4
Future Volume Development**

2030 AUTO KNR DISTRIBUTION (Intbound %s)

INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Chatsworth St & De Soto Ave								4.1			0.3	
2. Devonshire St & Topanga Canyon Blvd				0.8			1.4					
3. Devonshire St & Owensmouth Ave				2.2			0.3					
4. Devonshire St & Depot Rd						2.4				10.6		
5. Devonshire St & Canoga Ave									0.3		10.3	
6. Devonshire St & De Soto Ave	1.9								4.3		4.1	
7. Lassen St & Topanga Canyon Blvd			4.1		4.3		0.8					
8. Lassen St & Owensmouth Ave			0.5		9.2		0.3					
9. Lassen St & Depot Rd				10.0								3.8
10. Lassen St & De Soto Ave	1.6								0.3		1.9	
11. Marilla St & Owensmouth Ave		0.5										
12. Plummer St & Owensmouth Ave		0.3		0.3								
13. Plummer St & Canoga Ave				0.3	2.6							
14. Nordhoff St & Owensmouth Ave					2.6							
15. Nordhoff St & Canoga Ave					2.6							
16. Nordhoff St & De Soto Ave												0.5
17. Parthenia St & Owensmouth Ave					2.6							
18. Parthenia St & Canoga Ave					2.6							
19. Parthenia St & De Soto Ave												
20. Roscoe Blvd & Owensmouth Ave					4.7						4.7	
21. Roscoe Blvd & Canoga Ave					4.7							
22. Roscoe Blvd & De Soto Ave	0.8								1.2		2.0	
23. Saticoy St & Owensmouth Ave					4.6							
24. Saticoy St & Canoga Ave						4.6		9.9				
25. Saticoy St & De Soto Ave												
26. Valerio St. & Canoga Ave.									4.6			
27. Sherman Way & Owensmouth Ave					13.7							
28. Sherman Way & Canoga Ave					13.7			4.6				
29. Sherman Way & De Soto Ave										2.3		2.3
30. Vanowen St & Owensmouth Ave												
31. Vanowen St & Canoga Ave												
32. Vanowen St & De Soto Ave												
33. Victory Blvd & Owensmouth Ave												
34. Victory Blvd & Canoga Ave												
35. Victory Blvd & Variel Ave												
36. Victory Blvd & De Soto Ave												
37. Erwin St & Owensmouth Ave												
38. Erwin St & Canoga Ave												
39. Oxnard St & Owensmouth Ave												
40. Oxnard St & Canoga Ave												
41. Oxnard & De Soto Ave												
42. Lassen St & Busway A												
43. Lassen St & Busway B												
44. Lassen St & Busway C												
45. Canoga Ave & Busway												
46. Canoga Ave & MOL												

**Alternative 4
Future Volume Development**

**2030 AUTO KNR DISTRIBUTION (Outbound %s)
INTERSECTION**

	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			
	L	T	R	L	T	R	L	T	R	L	T	R	
1. Chatsworth St & De Soto Ave		4.1	0.3										
2. Devonshire St & Topanga Canyon Blvd											0.8	1.4	
3. Devonshire St & Owensmouth Ave											2.2	0.3	
4. Devonshire St & Depot Rd	2.4		10.6										
5. Devonshire St & Canoga Ave				0.3	10.3								
6. Devonshire St & De Soto Ave				4.3	4.1	1.9							
7. Lassen St & Topanga Canyon Blvd											4.1	4.3	0.8
8. Lassen St & Owensmouth Ave											0.5	9.2	0.3
9. Lassen St & Depot Rd							3.8			10.0			
10. Lassen St & De Soto Ave				0.3	1.9	1.6							
11. Marilla St & Owensmouth Ave								0.5					
12. Plummer St & Owensmouth Ave								0.3		0.3			
13. Plummer St & Canoga Ave													
14. Nordhoff St & Owensmouth Ave											0.3		
15. Nordhoff St & Canoga Ave											2.6		
16. Nordhoff St & De Soto Ave											2.6		
17. Parthenia St & Owensmouth Ave							0.5						
18. Parthenia St & Canoga Ave											2.6		
19. Parthenia St & De Soto Ave											2.6		
20. Roscoe Blvd & Owensmouth Ave													
21. Roscoe Blvd & Canoga Ave													
22. Roscoe Blvd & De Soto Ave				1.2	2.0	0.8							
23. Saticoy St & Owensmouth Ave												9.3	
24. Saticoy St & Canoga Ave	4.6											4.7	
25. Saticoy St & De Soto Ave													
26. Valerio St. & Canoga Ave.		4.6											
27. Sherman Way & Owensmouth Ave												13.7	
28. Sherman Way & Canoga Ave												13.7	4.6
29. Sherman Way & De Soto Ave				2.3	2.3								
30. Vanowen St & Owensmouth Ave													
31. Vanowen St & Canoga Ave													
32. Vanowen St & De Soto Ave													
33. Victory Blvd & Owensmouth Ave													
34. Victory Blvd & Canoga Ave													
35. Victory Blvd & Variel Ave													
36. Victory Blvd & De Soto Ave													
37. Erwin St & Owensmouth Ave													
38. Erwin St & Canoga Ave													
39. Oxnard St & Owensmouth Ave													
40. Oxnard St & Canoga Ave													
41. Oxnard & De Soto Ave													
42. Lassen St & Busway A													
43. Lassen St & Busway B													
44. Lassen St & Busway C													
45. Canoga Ave & Busway													
46. Canoga Ave & MOL													

**Alternative 4
Future Volume Development**

2030 AUTO PNR DISTRIBUTION (Outbound %s)

INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Chatsworth St & De Soto Ave		8.1	0.5									
2. Devonshire St & Topanga Canyon Blvd										1.6	2.7	
3. Devonshire St & Owensmouth Ave										4.3	0.5	
4. Devonshire St & Depot Rd	4.9		21.1									
5. Devonshire St & Canoga Ave				0.5	20.6							
6. Devonshire St & De Soto Ave				8.7	8.1	3.8						
7. Lassen St & Topanga Canyon Blvd										8.1	8.7	1.6
8. Lassen St & Owensmouth Ave										1.1	18.4	0.5
9. Lassen St & Depot Rd							7.6		20.1			
10. Lassen St & De Soto Ave				0.5	3.8	3.3						
11. Marilla St & Owensmouth Ave								1.1				
12. Plummer St & Owensmouth Ave								0.5	0.5			
13. Plummer St & Canoga Ave												
14. Nordhoff St & Owensmouth Ave									0.5			
15. Nordhoff St & Canoga Ave												
16. Nordhoff St & De Soto Ave							1.1					
17. Parthenia St & Owensmouth Ave										0.5		0.5
18. Parthenia St & Canoga Ave	0.9		1.4									
19. Parthenia St & De Soto Ave				0.9	0.5							
20. Roscoe Blvd & Owensmouth Ave										1.4	2.3	0.9
21. Roscoe Blvd & Canoga Ave	4.6	2.3	6.9									
22. Roscoe Blvd & De Soto Ave				0.9	4.6	1.4						
23. Saticoy St & Owensmouth Ave										1.4	2.3	0.9
24. Saticoy St & Canoga Ave	4.6	13.7	4.6									
25. Saticoy St & De Soto Ave				0.9	2.3	1.4						
26. Valerio St. & Canoga Ave.		22.9										
27. Sherman Way & Owensmouth Ave										9.2	2.3	
28. Sherman Way & Canoga Ave		22.9								11.4		
29. Sherman Way & De Soto Ave				1.4	9.2	0.9						
30. Vanowen St & Owensmouth Ave												
31. Vanowen St & Canoga Ave												
32. Vanowen St & De Soto Ave												
33. Victory Blvd & Owensmouth Ave												
34. Victory Blvd & Canoga Ave												
35. Victory Blvd & Variel Ave												
36. Victory Blvd & De Soto Ave												
37. Erwin St & Owensmouth Ave												
38. Erwin St & Canoga Ave												
39. Oxnard St & Owensmouth Ave												
40. Oxnard St & Canoga Ave												
41. Oxnard & De Soto Ave												
42. Lassen St & Busway A												
43. Lassen St & Busway B												
44. Lassen St & Busway C												
45. Canoga Ave & Busway												
46. Canoga Ave & MOL												

**Alternative 4
Future Volume Development**

2030 AUTO KNR DISTRIBUTION (Inbound %s)

INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Chatsworth St & De Soto Ave								4.1		0.3		
2. Devonshire St & Topanga Canyon Blvd				0.8			1.4					
3. Devonshire St & Owensmouth Ave				2.2			0.3					
4. Devonshire St & Depot Rd						2.4				10.6		
5. Devonshire St & Canoga Ave									0.3		10.3	
6. Devonshire St & De Soto Ave	1.9								4.3		4.1	
7. Lassen St & Topanga Canyon Blvd			4.1		4.3		0.8					
8. Lassen St & Owensmouth Ave			0.5		9.2		0.3					
9. Lassen St & Depot Rd				10.0								3.8
10. Lassen St & De Soto Ave	1.6								0.3		1.9	
11. Marilla St & Owensmouth Ave		0.5										
12. Plummer St & Owensmouth Ave		0.3		0.3								
13. Plummer St & Canoga Ave												
14. Nordhoff St & Owensmouth Ave				0.3	2.6							
15. Nordhoff St & Canoga Ave					2.6							
16. Nordhoff St & De Soto Ave												0.5
17. Parthenia St & Owensmouth Ave					2.6							
18. Parthenia St & Canoga Ave					2.6							
19. Parthenia St & De Soto Ave												
20. Roscoe Blvd & Owensmouth Ave					4.7							
21. Roscoe Blvd & Canoga Ave					4.7					4.7		
22. Roscoe Blvd & De Soto Ave	0.8								1.2		2.0	
23. Saticoy St & Owensmouth Ave					4.6							
24. Saticoy St & Canoga Ave						4.6	9.9					
25. Saticoy St & De Soto Ave												
26. Valerio St. & Canoga Ave.								4.6				
27. Sherman Way & Owensmouth Ave					13.7							
28. Sherman Way & Canoga Ave					13.7			4.6				
29. Sherman Way & De Soto Ave									2.3		2.3	
30. Vanowen St & Owensmouth Ave												
31. Vanowen St & Canoga Ave												
32. Vanowen St & De Soto Ave												
33. Victory Blvd & Owensmouth Ave												
34. Victory Blvd & Canoga Ave												
35. Victory Blvd & Variel Ave												
36. Victory Blvd & De Soto Ave												
37. Erwin St & Owensmouth Ave												
38. Erwin St & Canoga Ave												
39. Oxnard St & Owensmouth Ave												
40. Oxnard St & Canoga Ave												
41. Oxnard & De Soto Ave												
42. Lassen St & Busway A												
43. Lassen St & Busway B												
44. Lassen St & Busway C												
45. Canoga Ave & Busway												
46. Canoga Ave & MOL												

**Alternative 4
Future Volume Development**

2030 AUTO KNR DISTRIBUTION (Outbound %s)

INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Chatsworth St & De Soto Ave		4.1	0.3									
2. Devonshire St & Topanga Canyon Blvd										0.8	1.4	
3. Devonshire St & Owensmouth Ave										2.2	0.3	
4. Devonshire St & Depot Rd	2.4		10.6									
5. Devonshire St & Canoga Ave				0.3	10.3							
6. Devonshire St & De Soto Ave				4.3	4.1	1.9						
7. Lassen St & Topanga Canyon Blvd										4.1	4.3	0.8
8 Lassen St & Owensmouth Ave										0.5	9.2	0.3
9. Lassen St & Depot Rd							3.8		10.0			
10. Lassen St & De Soto Ave				0.3	1.9	1.6						
11. Marilla St & Owensmouth Ave								0.5				
12. Plummer St & Owensmouth Ave								0.3	0.3			
13. Plummer St & Canoga Ave												
14. Nordhoff St & Owensmouth Ave									0.3		2.6	
15. Nordhoff St & Canoga Ave											2.6	
16. Nordhoff St & De Soto Ave							0.5					
17. Parthenia St & Owensmouth Ave											2.6	
18. Parthenia St & Canoga Ave											2.6	
19. Parthenia St & De Soto Ave												
20. Roscoe Blvd & Owensmouth Ave												
21. Roscoe Blvd & Canoga Ave												
22. Roscoe Blvd & De Soto Ave				1.2	2.0	0.8						
23. Saticoy St & Owensmouth Ave											9.3	
24. Saticoy St & Canoga Ave	4.6										4.7	
25. Saticoy St & De Soto Ave												
26. Valerio St. & Canoga Ave.		4.6										
27. Sherman Way & Owensmouth Ave											13.7	
28. Sherman Way & Canoga Ave											13.7	4.6
29. Sherman Way & De Soto Ave				2.3	2.3							
30. Vanowen St & Owensmouth Ave												
31. Vanowen St & Canoga Ave												
32. Vanowen St & De Soto Ave												
33. Victory Blvd & Owensmouth Ave												
34. Victory Blvd & Canoga Ave												
35. Victory Blvd & Variel Ave												
36. Victory Blvd & De Soto Ave												
37. Erwin St & Owensmouth Ave												
38. Erwin St & Canoga Ave												
39. Oxnard St & Owensmouth Ave												
40. Oxnard St & Canoga Ave												
41. Oxnard & De Soto Ave												
42. Lassen St & Busway A												
43. Lassen St & Busway B												
44. Lassen St & Busway C												
45. Canoga Ave & Busway												
46. Canoga Ave & MOL												

**Alternative 4
Future Volume Development**

2030 AM PEAK HOUR PROJECT TRIPS (AUTOS)

INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Chatsworth St & De Soto Ave		3	0					10		1		
2. Devonshire St & Topanga Canyon Blvd					2		3				1	1
3. Devonshire St & Owensmouth Ave					5		1				2	0
4. Devonshire St & Depot Rd	2		8			6				25		
5. Devonshire St & Canoga Ave				0	7				1		24	
6. Devonshire St & De Soto Ave	4			3	3	1			10		10	
7. Lassen St & Topanga Canyon Blvd			10		10		2			3	3	1
8. Lassen St & Owensmouth Ave			1		22		1			0	7	0
9. Lassen St & Depot Rd				24			3		7			9
10. Lassen St & De Soto Ave	4			0	1	1			1		4	
11. Marilla St & Owensmouth Ave		1						0				
12. Plummer St & Owensmouth Ave		1		1				0	0			
13. Plummer St & Canoga Ave												
14. Nordhoff St & Owensmouth Ave				1	2				0		2	
15. Nordhoff St & Canoga Ave					2						2	
16. Nordhoff St & De Soto Ave							0					1
17. Parthenia St & Owensmouth Ave			0		2		0				2	
18. Parthenia St & Canoga Ave					2	1				1	2	
19. Parthenia St & De Soto Ave	0										1	
20. Roscoe Blvd & Owensmouth Ave			1		5		1					
21. Roscoe Blvd & Canoga Ave					3	4		2		9		
22. Roscoe Blvd & De Soto Ave	2			1	1	1			2		5	
23. Saticoy St & Owensmouth Ave			1		5		1				7	
24. Saticoy St & Canoga Ave	3					7	7	11		4	3	
25. Saticoy St & De Soto Ave	1								1		2	
26. Valerio St. & Canoga Ave.		3						22				
27. Sherman Way & Owensmouth Ave					17		2				10	
28. Sherman Way & Canoga Ave					19		3	19			10	3
29. Sherman Way & De Soto Ave	1			2	2				3		9	
30. Vanowen St & Owensmouth Ave												
31. Vanowen St & Canoga Ave												
32. Vanowen St & De Soto Ave												
33. Victory Blvd & Owensmouth Ave												
34. Victory Blvd & Canoga Ave												
35. Victory Blvd & Variel Ave												
36. Victory Blvd & De Soto Ave												
37. Erwin St & Owensmouth Ave												
38. Erwin St & Canoga Ave												
39. Oxnard St & Owensmouth Ave												
40. Oxnard St & Canoga Ave												
41. Oxnard & De Soto Ave												
42. Lassen St & Busway A												
43. Lassen St & Busway B												
44. Lassen St & Busway C												
45. Canoga Ave & Busway												
46. Canoga Ave & MOL												

**Alternative 4
Future Volume Development**

2030 PM PEAK HOUR PROJECT TRIPS (AUTOS)

INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Chatsworth St & De Soto Ave		9	1					2				0
2. Devonshire St & Topanga Canyon Blvd					0		1			2	3	
3. Devonshire St & Owensmouth Ave					1		0			5	1	
4. Devonshire St & Depot Rd	5		23			1				6		
5. Devonshire St & Canoga Ave				1	22				0		5	
6. Devonshire St & De Soto Ave	1			9	9	4			2		2	
7. Lassen St & Topanga Canyon Blvd			2		2		0			9	9	2
8. Lassen St & Owensmouth Ave			0		5		0			1	20	1
9. Lassen St & Depot Rd				5			8		22			2
10. Lassen St & De Soto Ave	1			1	4	4			0		1	
11. Marilla St & Owensmouth Ave		0						1				
12. Plummer St & Owensmouth Ave		0		0				1	1			
13. Plummer St & Canoga Ave												
14. Nordhoff St & Owensmouth Ave				0	1				1		1	
15. Nordhoff St & Canoga Ave					1						1	
16. Nordhoff St & De Soto Ave							1					0
17. Parthenia St & Owensmouth Ave					1					0	1	0
18. Parthenia St & Canoga Ave	1		1		1					1		
19. Parthenia St & De Soto Ave					1	0						
20. Roscoe Blvd & Owensmouth Ave					2					1	2	1
21. Roscoe Blvd & Canoga Ave	4	2	6		2					2		
22. Roscoe Blvd & De Soto Ave	0			1	5	2			1		1	
23. Saticoy St & Owensmouth Ave					2						5	1
24. Saticoy St & Canoga Ave	2					2	5				2	
25. Saticoy St & De Soto Ave												
26. Valerio St. & Canoga Ave.		2						2				
27. Sherman Way & Owensmouth Ave					7						7	2
28. Sherman Way & Canoga Ave					7		2				7	2
29. Sherman Way & De Soto Ave				1	1				1		1	
30. Vanowen St & Owensmouth Ave												
31. Vanowen St & Canoga Ave												
32. Vanowen St & De Soto Ave												
33. Victory Blvd & Owensmouth Ave												
34. Victory Blvd & Canoga Ave												
35. Victory Blvd & Variel Ave												
36. Victory Blvd & De Soto Ave												
37. Erwin St & Owensmouth Ave												
38. Erwin St & Canoga Ave												
39. Oxnard St & Owensmouth Ave												
40. Oxnard St & Canoga Ave												
41. Oxnard & De Soto Ave												
42. Lassen St & Busway A												
43. Lassen St & Busway B												
44. Lassen St & Busway C												
45. Canoga Ave & Busway												
46. Canoga Ave & MOL												

**Alternative 4 Busway
Future Volume Development**

2030 PEAK HOUR PCE BRT TRIPS (option 1)

INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Chatsworth St & De Soto Ave												
2. Devonshire St & Topanga Canyon Blvd												
3. Devonshire St & Owensmouth Ave												
4. Devonshire St & Depot Rd												
5. Devonshire St & Canoga Ave												
6. Devonshire St & De Soto Ave												
7. Lassen St & Topanga Canyon Blvd												
8. Lassen St & Owensmouth Ave			40							40		
9. Lassen St & Depot Rd				40					40			
10. Lassen St & De Soto Ave												
11. Marilla St & Owensmouth Ave	40							40				
12. Plummer St & Owensmouth Ave							40					40
13. Plummer St & Canoga Ave					40					40		
14. Nordhoff St & Owensmouth Ave												
15. Nordhoff St & Canoga Ave												
16. Nordhoff St & De Soto Ave												
17. Parthenia St & Owensmouth Ave												
18. Parthenia St & Canoga Ave												
19. Parthenia St & De Soto Ave												
20. Roscoe Blvd & Owensmouth Ave												
21. Roscoe Blvd & Canoga Ave												
22. Roscoe Blvd & De Soto Ave												
23. Saticoy St & Owensmouth Ave												
24. Saticoy St & Canoga Ave												
25. Saticoy St & De Soto Ave												
26. Valerio St. & Canoga Ave.												
27. Sherman Way & Owensmouth Ave												
28. Sherman Way & Canoga Ave												
29. Sherman Way & De Soto Ave												
30. Vanowen St & Owensmouth Ave												
31. Vanowen St & Canoga Ave												
32. Vanowen St & De Soto Ave												
33. Victory Blvd & Owensmouth Ave												
34. Victory Blvd & Canoga Ave	40							40				
35. Victory Blvd & Variel Ave												
36. Victory Blvd & De Soto Ave												
37. Erwin St & Owensmouth Ave			40									
38. Erwin St & Canoga Ave				40				40				
39. Oxnard St & Owensmouth Ave												40
40. Oxnard St & Canoga Ave									40			
41. Oxnard & De Soto Ave												
42. Lassen St & Busway A					40					40		
43. Lassen St & Busway B					40					40		
44. Lassen St & Busway C					40					40		
45. Canoga Ave & Busway												
46. Canoga Ave & MOL			40							40		

Assumptions

Headways	3
buses per direction in an hour	20
pce factor	2
pce per direction in an hour	40

**Alternative 4 Busway
Future Volume Development**

2030 PEAK HOUR PCE BRT TRIPS (option 2)

INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Chatsworth St & De Soto Ave												
2. Devonshire St & Topanga Canyon Blvd												
3. Devonshire St & Owensmouth Ave												
4. Devonshire St & Depot Rd												
5. Devonshire St & Canoga Ave												
6. Devonshire St & De Soto Ave												
7. Lassen St & Topanga Canyon Blvd												
8. Lassen St & Owensmouth Ave												
9. Lassen St & Depot Rd				40				40				
10. Lassen St & De Soto Ave												
11. Marilla St & Owensmouth Ave												
12. Plummer St & Owensmouth Ave												
13. Plummer St & Canoga Ave												
14. Nordhoff St & Owensmouth Ave												
15. Nordhoff St & Canoga Ave												
16. Nordhoff St & De Soto Ave												
17. Parthenia St & Owensmouth Ave												
18. Parthenia St & Canoga Ave												
19. Parthenia St & De Soto Ave												
20. Roscoe Blvd & Owensmouth Ave												
21. Roscoe Blvd & Canoga Ave												
22. Roscoe Blvd & De Soto Ave												
23. Saticoy St & Owensmouth Ave												
24. Saticoy St & Canoga Ave												
25. Saticoy St & De Soto Ave												
26. Valerio St. & Canoga Ave.												
27. Sherman Way & Owensmouth Ave												
28. Sherman Way & Canoga Ave												
29. Sherman Way & De Soto Ave												
30. Vanowen St & Owensmouth Ave												
31. Vanowen St & Canoga Ave												
32. Vanowen St & De Soto Ave												
33. Victory Blvd & Owensmouth Ave												
34. Victory Blvd & Canoga Ave												
35. Victory Blvd & Variel Ave												
36. Victory Blvd & De Soto Ave												
37. Erwin St & Owensmouth Ave		40										
38. Erwin St & Canoga Ave			40				40					
39. Oxnard St & Owensmouth Ave										40		
40. Oxnard St & Canoga Ave								40				
41. Oxnard & De Soto Ave												
42. Lassen St & Busway A		40							40			
43. Lassen St & Busway B					40					40		
44. Lassen St & Busway C					40					40		
45. Canoga Ave & Busway												
46. Canoga Ave & MOL		40							40			

Assumptions

Headways	3
buses per direction in an hour	20
pce factor	2
pce per direction in an hour	40

**Alternative 4 Busway
Future Volume Development**

2030 PEAK HOUR PCE BRT TRIPS (option 2a)

INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Chatsworth St & De Soto Ave												
2. Devonshire St & Topanga Canyon Blvd												
3. Devonshire St & Owensmouth Ave												
4. Devonshire St & Depot Rd												
5. Devonshire St & Canoga Ave												
6. Devonshire St & De Soto Ave												
7. Lassen St & Topanga Canyon Blvd												
8. Lassen St & Owensmouth Ave										40		
9. Lassen St & Depot Rd				40					40			
10. Lassen St & De Soto Ave												
11. Marilla St & Owensmouth Ave								40				
12. Plummer St & Owensmouth Ave							40					
13. Plummer St & Canoga Ave				40								
14. Nordhoff St & Owensmouth Ave												
15. Nordhoff St & Canoga Ave												
16. Nordhoff St & De Soto Ave												
17. Parthenia St & Owensmouth Ave												
18. Parthenia St & Canoga Ave												
19. Parthenia St & De Soto Ave												
20. Roscoe Blvd & Owensmouth Ave												
21. Roscoe Blvd & Canoga Ave												
22. Roscoe Blvd & De Soto Ave												
23. Saticoy St & Owensmouth Ave												
24. Saticoy St & Canoga Ave												
25. Saticoy St & De Soto Ave												
26. Valerio St. & Canoga Ave.												
27. Sherman Way & Owensmouth Ave												
28. Sherman Way & Canoga Ave												
29. Sherman Way & De Soto Ave												
30. Vanowen St & Owensmouth Ave												
31. Vanowen St & Canoga Ave												
32. Vanowen St & De Soto Ave												
33. Victory Blvd & Owensmouth Ave												
34. Victory Blvd & Canoga Ave	40						40					
35. Victory Blvd & Variel Ave												
36. Victory Blvd & De Soto Ave												
37. Erwin St & Owensmouth Ave			40									
38. Erwin St & Canoga Ave			40				40					
39. Oxnard St & Owensmouth Ave											40	
40. Oxnard St & Canoga Ave									40			
41. Oxnard & De Soto Ave												
42. Lassen St & Busway A			40								40	
43. Lassen St & Busway B				40							40	
44. Lassen St & Busway C				40							40	
45. Canoga Ave & Busway												
46. Canoga Ave & MOL			40							40		

Assumptions

Headways	3
buses per direction in an hour	20
pce factor	2
pce per direction in an hour	40

**Alternative 4 Busway
Future Volume Development**

2030 PEAK HOUR PCE BRT TRIPS (option 3)

INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Chatsworth St & De Soto Ave												
2. Devonshire St & Topanga Canyon Blvd												
3. Devonshire St & Owensmouth Ave												
4. Devonshire St & Depot Rd												
5. Devonshire St & Canoga Ave												
6. Devonshire St & De Soto Ave												
7. Lassen St & Topanga Canyon Blvd												
8. Lassen St & Owensmouth Ave												
9. Lassen St & Depot Rd												
10. Lassen St & De Soto Ave												
11. Marilla St & Owensmouth Ave												
12. Plummer St & Owensmouth Ave												
13. Plummer St & Canoga Ave												
14. Nordhoff St & Owensmouth Ave												
15. Nordhoff St & Canoga Ave												
16. Nordhoff St & De Soto Ave												
17. Parthenia St & Owensmouth Ave												
18. Parthenia St & Canoga Ave												
19. Parthenia St & De Soto Ave												
20. Roscoe Blvd & Owensmouth Ave												
21. Roscoe Blvd & Canoga Ave												
22. Roscoe Blvd & De Soto Ave												
23. Saticoy St & Owensmouth Ave												
24. Saticoy St & Canoga Ave												
25. Saticoy St & De Soto Ave												
26. Valerio St. & Canoga Ave.												
27. Sherman Way & Owensmouth Ave												
28. Sherman Way & Canoga Ave												
29. Sherman Way & De Soto Ave												
30. Vanowen St & Owensmouth Ave												
31. Vanowen St & Canoga Ave												
32. Vanowen St & De Soto Ave												
33. Victory Blvd & Owensmouth Ave												
34. Victory Blvd & Canoga Ave	40						40					
35. Victory Blvd & Variel Ave												
36. Victory Blvd & De Soto Ave												
37. Erwin St & Owensmouth Ave			40									
38. Erwin St & Canoga Ave				40			40					
39. Oxnard St & Owensmouth Ave										40		
40. Oxnard St & Canoga Ave								40				
41. Oxnard & De Soto Ave												
42. Lassen St & Busway A												
43. Lassen St & Busway B	40						40					
44. Lassen St & Busway C												
45. Canoga Ave & Busway										40		
46. Canoga Ave & MOL			40									

Assumptions

Headways	3
buses per direction in an hour	20
pce factor	2
pce per direction in an hour	40

**Alternative 4 Busway
Future Volume Development**

2030 PEAK HOUR PCE BRT TRIPS (option 3a)

INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Chatsworth St & De Soto Ave												
2. Devonshire St & Topanga Canyon Blvd												
3. Devonshire St & Owensmouth Ave												
4. Devonshire St & Depot Rd												
5. Devonshire St & Canoga Ave												
6. Devonshire St & De Soto Ave												
7. Lassen St & Topanga Canyon Blvd												
8. Lassen St & Owensmouth Ave										40		
9. Lassen St & Depot Rd												
10. Lassen St & De Soto Ave												
11. Marilla St & Owensmouth Ave								40				
12. Plummer St & Owensmouth Ave							40					
13. Plummer St & Canoga Ave				40								
14. Nordhoff St & Owensmouth Ave												
15. Nordhoff St & Canoga Ave												
16. Nordhoff St & De Soto Ave												
17. Parthenia St & Owensmouth Ave												
18. Parthenia St & Canoga Ave												
19. Parthenia St & De Soto Ave												
20. Roscoe Blvd & Owensmouth Ave												
21. Roscoe Blvd & Canoga Ave												
22. Roscoe Blvd & De Soto Ave												
23. Saticoy St & Owensmouth Ave												
24. Saticoy St & Canoga Ave												
25. Saticoy St & De Soto Ave												
26. Valerio St. & Canoga Ave.												
27. Sherman Way & Owensmouth Ave												
28. Sherman Way & Canoga Ave												
29. Sherman Way & De Soto Ave												
30. Vanowen St & Owensmouth Ave												
31. Vanowen St & Canoga Ave												
32. Vanowen St & De Soto Ave												
33. Victory Blvd & Owensmouth Ave												
34. Victory Blvd & Canoga Ave	40							40				
35. Victory Blvd & Variel Ave												
36. Victory Blvd & De Soto Ave												
37. Erwin St & Owensmouth Ave			40									
38. Erwin St & Canoga Ave				40				40				
39. Oxnard St & Owensmouth Ave											40	
40. Oxnard St & Canoga Ave									40			
41. Oxnard & De Soto Ave												
42. Lassen St & Busway A												
43. Lassen St & Busway B	40								40			
44. Lassen St & Busway C												
45. Canoga Ave & Busway											40	
46. Canoga Ave & MOL			40									

Assumptions

Headways	3
buses per direction in an hour	20
pce factor	2
pce per direction in an hour	40

**Alternative 4 Busway
Future Volume Development**

2030 PEAK HOUR PCE BRT TRIPS (option 4)

INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Chatsworth St & De Soto Ave												
2. Devonshire St & Topanga Canyon Blvd												
3. Devonshire St & Owensmouth Ave												
4. Devonshire St & Depot Rd												
5. Devonshire St & Canoga Ave												
6. Devonshire St & De Soto Ave												
7. Lassen St & Topanga Canyon Blvd												
8. Lassen St & Owensmouth Ave												
9. Lassen St & Depot Rd		40						40				
10. Lassen St & De Soto Ave												
11. Marilla St & Owensmouth Ave												
12. Plummer St & Owensmouth Ave												
13. Plummer St & Canoga Ave												
14. Nordhoff St & Owensmouth Ave												
15. Nordhoff St & Canoga Ave												
16. Nordhoff St & De Soto Ave												
17. Parthenia St & Owensmouth Ave												
18. Parthenia St & Canoga Ave												
19. Parthenia St & De Soto Ave												
20. Roscoe Blvd & Owensmouth Ave												
21. Roscoe Blvd & Canoga Ave												
22. Roscoe Blvd & De Soto Ave												
23. Saticoy St & Owensmouth Ave												
24. Saticoy St & Canoga Ave												
25. Saticoy St & De Soto Ave												
26. Valerio St. & Canoga Ave.												
27. Sherman Way & Owensmouth Ave												
28. Sherman Way & Canoga Ave												
29. Sherman Way & De Soto Ave												
30. Vanowen St & Owensmouth Ave												
31. Vanowen St & Canoga Ave												
32. Vanowen St & De Soto Ave												
33. Victory Blvd & Owensmouth Ave												
34. Victory Blvd & Canoga Ave		40						40				
35. Victory Blvd & Variel Ave												
36. Victory Blvd & De Soto Ave												
37. Erwin St & Owensmouth Ave			40									
38. Erwin St & Canoga Ave				40				40				
39. Oxnard St & Owensmouth Ave										40		
40. Oxnard St & Canoga Ave									40			
41. Oxnard & De Soto Ave												
42. Lassen St & Busway A												
43. Lassen St & Busway B												
44. Lassen St & Busway C												
45. Canoga Ave & Busway												
46. Canoga Ave & MOL			40							40		

Assumptions

Headways	3
buses per direction in an hour	20
pce factor	2
pce per direction in an hour	40

**Alternative 4 Busway
Future Volume Development**

2030 PEAK HOUR PCE BRT TRIPS (option 4a)

INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Chatsworth St & De Soto Ave												
2. Devonshire St & Topanga Canyon Blvd												
3. Devonshire St & Owensmouth Ave												
4. Devonshire St & Depot Rd												
5. Devonshire St & Canoga Ave												
6. Devonshire St & De Soto Ave												
7. Lassen St & Topanga Canyon Blvd												
8. Lassen St & Owensmouth Ave												
9. Lassen St & Depot Rd												
10. Lassen St & De Soto Ave												
11. Marilla St & Owensmouth Ave												
12. Plummer St & Owensmouth Ave												
13. Plummer St & Canoga Ave												
14. Nordhoff St & Owensmouth Ave												
15. Nordhoff St & Canoga Ave												
16. Nordhoff St & De Soto Ave												
17. Parthenia St & Owensmouth Ave												
18. Parthenia St & Canoga Ave												
19. Parthenia St & De Soto Ave												
20. Roscoe Blvd & Owensmouth Ave												
21. Roscoe Blvd & Canoga Ave												
22. Roscoe Blvd & De Soto Ave												
23. Saticoy St & Owensmouth Ave												
24. Saticoy St & Canoga Ave												
25. Saticoy St & De Soto Ave												
26. Valerio St. & Canoga Ave.												
27. Sherman Way & Owensmouth Ave												
28. Sherman Way & Canoga Ave												
29. Sherman Way & De Soto Ave												
30. Vanowen St & Owensmouth Ave												
31. Vanowen St & Canoga Ave												
32. Vanowen St & De Soto Ave												
33. Victory Blvd & Owensmouth Ave												
34. Victory Blvd & Canoga Ave	40						40					
35. Victory Blvd & Variel Ave												
36. Victory Blvd & De Soto Ave												
37. Erwin St & Owensmouth Ave			40									
38. Erwin St & Canoga Ave				40			40					
39. Oxnard St & Owensmouth Ave										40		
40. Oxnard St & Canoga Ave								40				
41. Oxnard & De Soto Ave												
42. Lassen St & Busway A												
43. Lassen St & Busway B												
44. Lassen St & Busway C	40						40					
45. Canoga Ave & Busway										40		
46. Canoga Ave & MOL			40									

Assumptions

Headways	3
buses per direction in an hour	20
pce factor	2
pce per direction in an hour	40

**Alternative 4 Busway
Future Volume Development**

2030 PEAK HOUR PCE BRT TRIPS

INTERSECTION	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Chatsworth St & De Soto Ave												
2. Devonshire St & Topanga Canyon Blvd												
3. Devonshire St & Owensmouth Ave												
4. Devonshire St & Depot Rd												
5. Devonshire St & Canoga Ave												
6. Devonshire St & De Soto Ave												
7. Lassen St & Topanga Canyon Blvd												
8. Lassen St & Owensmouth Ave												
9. Lassen St & Depot Rd												
10. Lassen St & De Soto Ave												
11. Marilla St & Owensmouth Ave												
12. Plummer St & Owensmouth Ave												
13. Plummer St & Canoga Ave												
14. Nordhoff St & Owensmouth Ave												
15. Nordhoff St & Canoga Ave												
16. Nordhoff St & De Soto Ave												
17. Parthenia St & Owensmouth Ave												
18. Parthenia St & Canoga Ave												
19. Parthenia St & De Soto Ave												
20. Roscoe Blvd & Owensmouth Ave												
21. Roscoe Blvd & Canoga Ave												
22. Roscoe Blvd & De Soto Ave												
23. Saticoy St & Owensmouth Ave												
24. Saticoy St & Canoga Ave												
25. Saticoy St & De Soto Ave												
26. Valerio St. & Canoga Ave.												
27. Sherman Way & Owensmouth Ave												
28. Sherman Way & Canoga Ave												
29. Sherman Way & De Soto Ave												
30. Vanowen St & Owensmouth Ave												
31. Vanowen St & Canoga Ave												
32. Vanowen St & De Soto Ave												
33. Victory Blvd & Owensmouth Ave												
34. Victory Blvd & Canoga Ave	40						40					
35. Victory Blvd & Variel Ave												
36. Victory Blvd & De Soto Ave												
37. Erwin St & Owensmouth Ave			40									
38. Erwin St & Canoga Ave				40			40					
39. Oxnard St & Owensmouth Ave											40	
40. Oxnard St & Canoga Ave								40				
41. Oxnard & De Soto Ave												
42. Lassen St & Busway A												
43. Lassen St & Busway B												
44. Lassen St & Busway C												
45. Canoga Ave & Busway											40	
46. Canoga Ave & MOL			40									

Assumptions

Headways	3
buses per direction in an hour	20
pce factor	2
pce per direction in an hour	40

**Alternative 4 Busway
Future Volume Development**

2030 AM WITH PROJ VOLUMES (Option 1) No Project + BRT Trips

Intersection	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Chatsworth St & De Soto Ave	164	1,729	96	336	704	146	177	2,223	776	89	314	160
2. Devonshire St & Topanga Canyon Blvd	67	1,479	139	260	583	62	147	2,096	82	185	518	166
3. Devonshire St & Owensmouth Ave	77	143	293	19	802	61	199	342	21	370	928	62
4. Devonshire St & Depot Rd	3	4	15	2	1,319	19	0	2	0	26	1,316	12
5. Devonshire St & Canoga Ave	141	130	356	71	880	205	181	409	199	205	964	149
6. Devonshire St & De Soto Ave	235	1,456	164	328	1,099	138	129	1,916	132	298	962	107
7. Lassen St & Topanga Canyon Blvd	41	1,591	290	93	583	42	74	2,314	15	646	156	45
8 Lassen St & Owensmouth Ave	73	368	346	16	683	154	65	660	26	462	778	76
9. Lassen St & Depot Rd	9	1	21	122	910	16	34	0	72	11	936	55
10. Lassen St & De Soto Ave	153	1,524	126	124	957	136	164	2,098	249	197	932	118
11. Marilla St & Owensmouth Ave	37	427	24	52	156	27	541	505	143	9	113	370
12. Plummer St & Owensmouth Ave	41	361	25	69	154	25	72	333	67	52	148	86
13. Plummer St & Canoga Ave	215	761	0	17	40	202	0	650	72	0	40	0
14. Nordhoff St & Owensmouth Ave	51	218	122	63	808	43	81	279	37	149	730	136
15. Nordhoff St & Canoga Ave	129	759	174	38	942	109	193	707	5	305	798	123
16. Nordhoff St & De Soto Ave	74	1,437	126	327	895	63	126	2,096	403	125	870	69
17. Parthenia St & Owensmouth Ave	10	241	255	41	426	25	92	309	79	241	556	109
18. Parthenia St & Canoga Ave	29	703	186	95	631	117	82	1,048	14	362	804	294
19. Parthenia St & De Soto Ave	45	1,340	95	76	817	31	247	1,751	117	94	1,432	145
20. Roscoe Blvd & Owensmouth Ave	38	166	125	138	1,139	69	86	355	161	119	1,204	50
21. Roscoe Blvd & Canoga Ave	93	769	104	160	1,121	55	81	1,382	104	175	1,198	126
22. Roscoe Blvd & De Soto Ave	65	1,002	47	386	659	24	84	1,572	183	131	1,041	48
23. Saticoy St & Owensmouth Ave	51	180	63	58	1,321	58	66	440	57	207	1,322	81
24. Saticoy St & Canoga Ave	132	805	103	134	1,099	223	143	1,375	92	176	1,349	179
25. Saticoy St & De Soto Ave	150	921	177	162	1,162	117	117	1,570	192	201	1,595	79
26. Valerio St. & Canoga Ave.	40	906	25	42	100	29	63	1,649	31	113	263	126
27. Sherman Way & Owensmouth Ave	82	166	130	57	1,169	107	66	630	45	382	1,520	35
28. Sherman Way & Canoga Ave	61	870	122	82	1,237	51	140	1,384	156	188	1,655	148
29. Sherman Way & De Soto Ave	91	1,114	182	133	1,307	82	145	1,545	202	229	1,873	164
30. Vanowen St & Owensmouth Ave	66	207	153	99	1,052	110	105	816	123	208	890	103
31. Vanowen St & Canoga Ave	46	872	68	66	934	88	95	1,172	74	241	1,054	166
32 Vanowen St & De Soto Ave	58	1,131	138	97	1,156	66	157	1,771	232	263	1,219	161
33. Victory Blvd & Owensmouth Ave	40	236	71	32	1,375	124	175	880	92	268	955	99
34. Victory Blvd & Canoga Ave	124	925	135	94	811	229	231	1,343	94	301	1,213	182
35. Victory Blvd & Variel Ave	139	0	360	0	1,419	48	0	0	0	79	1,184	0
36. Victory Blvd & De Soto Ave	83	1,096	198	86	1,219	58	123	1,793	213	614	1,647	102
37. Erwin St & Owensmouth Ave	21	346	83	154	625	78	130	843	128	53	234	117
38. Erwin St & Canoga Ave	149	1,238	82	131	339	179	69	1,404	184	58	169	89
39. Oxnard St & Owensmouth Ave	27	232	74	100	740	213	112	929	99	211	460	116
40. Oxnard St & Canoga Ave	151	1,276	81	99	453	133	130	1,240	241	104	489	79
41. Oxnard & De Soto Ave	182	1,371	97	110	453	165	109	2,342	167	130	489	88
42. Lassen St & Busway A	0	0	0	0	1,070	0	0	0	0	0	1,010	0
43. Lassen St & Busway B	0	0	0	0	1,070	0	0	0	0	0	1,010	0
44. Lassen St & Busway C	0	0	0	0	1,070	0	0	0	0	0	1,010	0
45. Canoga Ave & Busway	0	779	0	0	0	0	0	722	0	0	0	0
46. Canoga Ave & MOL	0	1,162	55	0	0	0	0	1,628	0	55	0	0

**Alternative 4 Busway
Future Volume Development**

2030 AM WITH PROJ VOLUMES (Option 2) No Project + BRT Trips

Intersection	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Chatsworth St & De Soto Ave	164	1,729	96	336	704	146	177	2,223	776	89	314	160
2. Devonshire St & Topanga Canyon Blvd	67	1,479	139	260	583	62	147	2,096	82	185	518	166
3. Devonshire St & Owensmouth Ave	77	143	293	19	802	61	199	342	21	370	928	62
4. Devonshire St & Depot Rd	3	4	15	2	1,319	19	0	2	0	26	1,316	12
5. Devonshire St & Canoga Ave	141	130	356	71	880	205	181	409	199	205	964	149
6. Devonshire St & De Soto Ave	235	1,456	164	328	1,099	138	129	1,916	132	298	962	107
7. Lassen St & Topanga Canyon Blvd	41	1,591	290	93	583	42	74	2,314	15	646	156	45
8. Lassen St & Owensmouth Ave	73	368	306	16	683	154	65	660	26	422	778	76
9. Lassen St & Depot Rd	9	1	21	122	910	16	34	0	72	11	936	55
10. Lassen St & De Soto Ave	153	1,524	126	124	957	136	164	2,098	249	197	932	118
11. Marilla St & Owensmouth Ave	37	387	24	52	156	27	541	465	143	9	113	370
12. Plummer St & Owensmouth Ave	41	361	25	69	154	25	32	333	67	52	148	46
13. Plummer St & Canoga Ave	215	761	0	17	0	202	0	650	72	0	0	0
14. Nordhoff St & Owensmouth Ave	51	218	122	63	808	43	81	279	37	149	730	136
15. Nordhoff St & Canoga Ave	129	759	174	38	942	109	193	707	5	305	798	123
16. Nordhoff St & De Soto Ave	74	1,437	126	327	895	63	126	2,096	403	125	870	69
17. Parthenia St & Owensmouth Ave	10	241	255	41	426	25	92	309	79	241	556	109
18. Parthenia St & Canoga Ave	29	703	186	95	631	117	82	1,048	14	362	804	294
19. Parthenia St & De Soto Ave	45	1,340	95	76	817	31	247	1,751	117	94	1,432	145
20. Roscoe Blvd & Owensmouth Ave	38	166	125	138	1,139	69	86	355	161	119	1,204	50
21. Roscoe Blvd & Canoga Ave	93	769	104	160	1,121	55	81	1,382	104	175	1,198	126
22. Roscoe Blvd & De Soto Ave	65	1,002	47	386	659	24	84	1,572	183	131	1,041	48
23. Saticoy St & Owensmouth Ave	51	180	63	58	1,321	58	66	440	57	207	1,322	81
24. Saticoy St & Canoga Ave	132	805	103	134	1,099	223	143	1,375	92	176	1,349	179
25. Saticoy St & De Soto Ave	150	921	177	162	1,162	117	117	1,570	192	201	1,595	79
26. Valerio St. & Canoga Ave.	40	906	25	42	100	29	63	1,649	31	113	263	126
27. Sherman Way & Owensmouth Ave	82	166	130	57	1,169	107	66	630	45	382	1,520	35
28. Sherman Way & Canoga Ave	61	870	122	82	1,237	51	140	1,384	156	188	1,655	148
29. Sherman Way & De Soto Ave	91	1,114	182	133	1,307	82	145	1,545	202	229	1,873	164
30. Vanowen St & Owensmouth Ave	66	207	153	99	1,052	110	105	816	123	208	890	103
31. Vanowen St & Canoga Ave	46	872	68	66	934	88	95	1,172	74	241	1,054	166
32. Vanowen St & De Soto Ave	58	1,131	138	97	1,156	66	157	1,771	232	263	1,219	161
33. Victory Blvd & Owensmouth Ave	40	236	71	32	1,375	124	175	880	92	268	955	99
34. Victory Blvd & Canoga Ave	124	885	135	94	811	229	231	1,303	94	301	1,213	182
35. Victory Blvd & Variel Ave	139	0	360	0	1,419	48	0	0	0	79	1,184	0
36. Victory Blvd & De Soto Ave	83	1,096	198	86	1,219	58	123	1,793	213	614	1,647	102
37. Erwin St & Owensmouth Ave	21	346	83	154	625	78	130	843	128	53	234	117
38. Erwin St & Canoga Ave	149	1,238	82	131	339	179	69	1,404	184	58	169	89
39. Oxnard St & Owensmouth Ave	27	232	74	100	740	213	112	929	99	211	460	116
40. Oxnard St & Canoga Ave	151	1,276	81	99	453	133	130	1,240	241	104	489	79
41. Oxnard & De Soto Ave	182	1,371	97	110	453	165	109	2,342	167	130	489	88
42. Lassen St & Busway A	0	0	40	0	1,030	0	0	0	0	40	970	0
43. Lassen St & Busway B	0	0	0	0	1,070	0	0	0	0	0	1,010	0
44. Lassen St & Busway C	0	0	0	0	1,070	0	0	0	0	0	1,010	0
45. Canoga Ave & Busway	0	779	0	0	0	0	0	722	0	0	0	0
46. Canoga Ave & MOL	0	1,162	55	0	0	0	0	1,628	0	55	0	0

**Alternative 4 Busway
Future Volume Development**

2030 AM WITH PROJ VOLUMES (Option 2a) No Project + BRT Trips

Intersection	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Chatsworth St & De Soto Ave	164	1,729	96	336	704	146	177	2,223	776	89	314	160
2. Devonshire St & Topanga Canyon Blvd	67	1,479	139	260	583	62	147	2,096	82	185	518	166
3. Devonshire St & Owensmouth Ave	77	143	293	19	802	61	199	342	21	370	928	62
4. Devonshire St & Depot Rd	3	4	15	2	1,319	19	0	2	0	26	1,316	12
5. Devonshire St & Canoga Ave	141	130	356	71	880	205	181	409	199	205	964	149
6. Devonshire St & De Soto Ave	235	1,456	164	328	1,099	138	129	1,916	132	298	962	107
7. Lassen St & Topanga Canyon Blvd	41	1,591	290	93	583	42	74	2,314	15	646	156	45
8 Lassen St & Owensmouth Ave	73	368	306	16	683	154	65	660	26	462	778	76
9. Lassen St & Depot Rd	9	1	21	122	910	16	34	0	72	11	936	55
10. Lassen St & De Soto Ave	153	1,524	126	124	957	136	164	2,098	249	197	932	118
11. Marilla St & Owensmouth Ave	37	387	24	52	156	27	541	505	143	9	113	370
12. Plummer St & Owensmouth Ave	41	361	25	69	154	25	72	333	67	52	148	46
13. Plummer St & Canoga Ave	215	761	0	17	40	202	0	650	72	0	0	0
14. Nordhoff St & Owensmouth Ave	51	218	122	63	808	43	81	279	37	149	730	136
15. Nordhoff St & Canoga Ave	129	759	174	38	942	109	193	707	5	305	798	123
16. Nordhoff St & De Soto Ave	74	1,437	126	327	895	63	126	2,096	403	125	870	69
17. Parthenia St & Owensmouth Ave	10	241	255	41	426	25	92	309	79	241	556	109
18. Parthenia St & Canoga Ave	29	703	186	95	631	117	82	1,048	14	362	804	294
19. Parthenia St & De Soto Ave	45	1,340	95	76	817	31	247	1,751	117	94	1,432	145
20. Roscoe Blvd & Owensmouth Ave	38	166	125	138	1,139	69	86	355	161	119	1,204	50
21. Roscoe Blvd & Canoga Ave	93	769	104	160	1,121	55	81	1,382	104	175	1,198	126
22. Roscoe Blvd & De Soto Ave	65	1,002	47	386	659	24	84	1,572	183	131	1,041	48
23. Saticoy St & Owensmouth Ave	51	180	63	58	1,321	58	66	440	57	207	1,322	81
24. Saticoy St & Canoga Ave	132	805	103	134	1,099	223	143	1,375	92	176	1,349	179
25. Saticoy St & De Soto Ave	150	921	177	162	1,162	117	117	1,570	192	201	1,595	79
26. Valerio St. & Canoga Ave.	40	906	25	42	100	29	63	1,649	31	113	263	126
27. Sherman Way & Owensmouth Ave	82	166	130	57	1,169	107	66	630	45	382	1,520	35
28. Sherman Way & Canoga Ave	61	870	122	82	1,237	51	140	1,384	156	188	1,655	148
29. Sherman Way & De Soto Ave	91	1,114	182	133	1,307	82	145	1,545	202	229	1,873	164
30. Vanowen St & Owensmouth Ave	66	207	153	99	1,052	110	105	816	123	208	890	103
31. Vanowen St & Canoga Ave	46	872	68	66	934	88	95	1,172	74	241	1,054	166
32 Vanowen St & De Soto Ave	58	1,131	138	97	1,156	66	157	1,771	232	263	1,219	161
33. Victory Blvd & Owensmouth Ave	40	236	71	32	1,375	124	175	880	92	268	955	99
34. Victory Blvd & Canoga Ave	124	925	135	94	811	229	231	1,343	94	301	1,213	182
35. Victory Blvd & Variel Ave	139	0	360	0	1,419	48	0	0	0	79	1,184	0
36. Victory Blvd & De Soto Ave	83	1,096	198	86	1,219	58	123	1,793	213	614	1,647	102
37. Erwin St & Owensmouth Ave	21	346	83	154	625	78	130	843	128	53	234	117
38. Erwin St & Canoga Ave	149	1,238	82	131	339	179	69	1,404	184	58	169	89
39. Oxnard St & Owensmouth Ave	27	232	74	100	740	213	112	929	99	211	460	116
40. Oxnard St & Canoga Ave	151	1,276	81	99	453	133	130	1,240	241	104	489	79
41. Oxnard & De Soto Ave	182	1,371	97	110	453	165	109	2,342	167	130	489	88
42. Lassen St & Busway A	0	0	40	0	1,030	0	0	0	0	0	1,010	0
43. Lassen St & Busway B	0	0	0	0	1,070	0	0	0	0	0	1,010	0
44. Lassen St & Busway C	0	0	0	0	1,070	0	0	0	0	0	1,010	0
45. Canoga Ave & Busway	0	779	0	0	0	0	0	722	0	0	0	0
46. Canoga Ave & MOL	0	1,162	55	0	0	0	0	1,628	0	55	0	0

**Alternative 4 Busway
Future Volume Development**

2030 AM WITH PROJ VOLUMES (Option 3) No Project + BRT Trips

Intersection	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Chatsworth St & De Soto Ave	164	1,729	96	336	704	146	177	2,223	776	89	314	160
2. Devonshire St & Topanga Canyon Blvd	67	1,479	139	260	583	62	147	2,096	82	185	518	166
3. Devonshire St & Owensmouth Ave	77	143	293	19	802	61	199	342	21	370	928	62
4. Devonshire St & Depot Rd	3	4	15	2	1,319	19	0	2	0	26	1,316	12
5. Devonshire St & Canoga Ave	141	130	356	71	880	205	181	409	199	205	964	149
6. Devonshire St & De Soto Ave	235	1,456	164	328	1,099	138	129	1,916	132	298	962	107
7. Lassen St & Topanga Canyon Blvd	41	1,591	290	93	583	42	74	2,314	15	646	156	45
8. Lassen St & Owensmouth Ave	73	368	306	16	683	154	65	660	26	422	778	76
9. Lassen St & Depot Rd	9	1	21	82	910	16	34	0	32	11	936	55
10. Lassen St & De Soto Ave	153	1,524	126	124	957	136	164	2,098	249	197	932	118
11. Marilla St & Owensmouth Ave	37	387	24	52	156	27	541	465	143	9	113	370
12. Plummer St & Owensmouth Ave	41	361	25	69	154	25	32	333	67	52	148	46
13. Plummer St & Canoga Ave	215	761	0	17	0	202	0	650	72	0	0	0
14. Nordhoff St & Owensmouth Ave	51	218	122	63	808	43	81	279	37	149	730	136
15. Nordhoff St & Canoga Ave	129	759	174	38	942	109	193	707	5	305	798	123
16. Nordhoff St & De Soto Ave	74	1,437	126	327	895	63	126	2,096	403	125	870	69
17. Parthenia St & Owensmouth Ave	10	241	255	41	426	25	92	309	79	241	556	109
18. Parthenia St & Canoga Ave	29	703	186	95	631	117	82	1,048	14	362	804	294
19. Parthenia St & De Soto Ave	45	1,340	95	76	817	31	247	1,751	117	94	1,432	145
20. Roscoe Blvd & Owensmouth Ave	38	166	125	138	1,139	69	86	355	161	119	1,204	50
21. Roscoe Blvd & Canoga Ave	93	769	104	160	1,121	55	81	1,382	104	175	1,198	126
22. Roscoe Blvd & De Soto Ave	65	1,002	47	386	659	24	84	1,572	183	131	1,041	48
23. Saticoy St & Owensmouth Ave	51	180	63	58	1,321	58	66	440	57	207	1,322	81
24. Saticoy St & Canoga Ave	132	805	103	134	1,099	223	143	1,375	92	176	1,349	179
25. Saticoy St & De Soto Ave	150	921	177	162	1,162	117	117	1,570	192	201	1,595	79
26. Valerio St. & Canoga Ave.	40	906	25	42	100	29	63	1,649	31	113	263	126
27. Sherman Way & Owensmouth Ave	82	166	130	57	1,169	107	66	630	45	382	1,520	35
28. Sherman Way & Canoga Ave	61	870	122	82	1,237	51	140	1,384	156	188	1,655	148
29. Sherman Way & De Soto Ave	91	1,114	182	133	1,307	82	145	1,545	202	229	1,873	164
30. Vanowen St & Owensmouth Ave	66	207	153	99	1,052	110	105	816	123	208	890	103
31. Vanowen St & Canoga Ave	46	872	68	66	934	88	95	1,172	74	241	1,054	166
32. Vanowen St & De Soto Ave	58	1,131	138	97	1,156	66	157	1,771	232	263	1,219	161
33. Victory Blvd & Owensmouth Ave	40	236	71	32	1,375	124	175	880	92	268	955	99
34. Victory Blvd & Canoga Ave	124	925	135	94	811	229	231	1,343	94	301	1,213	182
35. Victory Blvd & Variel Ave	139	0	360	0	1,419	48	0	0	0	79	1,184	0
36. Victory Blvd & De Soto Ave	83	1,096	198	86	1,219	58	123	1,793	213	614	1,647	102
37. Erwin St & Owensmouth Ave	21	346	83	154	625	78	130	843	128	53	234	117
38. Erwin St & Canoga Ave	149	1,238	82	131	339	179	69	1,404	184	58	169	89
39. Oxnard St & Owensmouth Ave	27	232	74	100	740	213	112	929	99	211	460	116
40. Oxnard St & Canoga Ave	151	1,276	81	99	453	133	130	1,240	241	104	489	79
41. Oxnard & De Soto Ave	182	1,371	97	110	453	165	109	2,342	167	130	489	88
42. Lassen St & Busway A	0	0	0	0	1,030	0	0	0	0	0	970	0
43. Lassen St & Busway B	0	40	0	0	1,030	0	0	40	0	0	970	0
44. Lassen St & Busway C	0	0	0	0	1,030	0	0	0	0	0	970	0
45. Canoga Ave & Busway	0	779	0	0	0	0	0	722	0	0	0	0
46. Canoga Ave & MOL	0	1,162	55	0	0	0	0	1,628	0	55	0	0

**Alternative 4 Busway
Future Volume Development**

2030 AM WITH PROJ VOLUMES (Option 3a) No Project + BRT Trips

Intersection	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Chatsworth St & De Soto Ave	164	1,729	96	336	704	146	177	2,223	776	89	314	160
2. Devonshire St & Topanga Canyon Blvd	67	1,479	139	260	583	62	147	2,096	82	185	518	166
3. Devonshire St & Owensmouth Ave	77	143	293	19	802	61	199	342	21	370	928	62
4. Devonshire St & Depot Rd	3	4	15	2	1,319	19	0	2	0	26	1,316	12
5. Devonshire St & Canoga Ave	141	130	356	71	880	205	181	409	199	205	964	149
6. Devonshire St & De Soto Ave	235	1,456	164	328	1,099	138	129	1,916	132	298	962	107
7. Lassen St & Topanga Canyon Blvd	41	1,591	290	93	583	42	74	2,314	15	646	156	45
8 Lassen St & Owensmouth Ave	73	368	306	16	683	154	65	660	26	462	778	76
9. Lassen St & Depot Rd	9	1	21	82	910	16	34	0	32	11	936	55
10. Lassen St & De Soto Ave	153	1,524	126	124	957	136	164	2,098	249	197	932	118
11. Marilla St & Owensmouth Ave	37	387	24	52	156	27	541	505	143	9	113	370
12. Plummer St & Owensmouth Ave	41	361	25	69	154	25	72	333	67	52	148	46
13. Plummer St & Canoga Ave	215	761	0	17	40	202	0	650	72	0	0	0
14. Nordhoff St & Owensmouth Ave	51	218	122	63	808	43	81	279	37	149	730	136
15. Nordhoff St & Canoga Ave	129	759	174	38	942	109	193	707	5	305	798	123
16. Nordhoff St & De Soto Ave	74	1,437	126	327	895	63	126	2,096	403	125	870	69
17. Parthenia St & Owensmouth Ave	10	241	255	41	426	25	92	309	79	241	556	109
18. Parthenia St & Canoga Ave	29	703	186	95	631	117	82	1,048	14	362	804	294
19. Parthenia St & De Soto Ave	45	1,340	95	76	817	31	247	1,751	117	94	1,432	145
20. Roscoe Blvd & Owensmouth Ave	38	166	125	138	1,139	69	86	355	161	119	1,204	50
21. Roscoe Blvd & Canoga Ave	93	769	104	160	1,121	55	81	1,382	104	175	1,198	126
22. Roscoe Blvd & De Soto Ave	65	1,002	47	386	659	24	84	1,572	183	131	1,041	48
23. Saticoy St & Owensmouth Ave	51	180	63	58	1,321	58	66	440	57	207	1,322	81
24. Saticoy St & Canoga Ave	132	805	103	134	1,099	223	143	1,375	92	176	1,349	179
25. Saticoy St & De Soto Ave	150	921	177	162	1,162	117	117	1,570	192	201	1,595	79
26. Valerio St. & Canoga Ave.	40	906	25	42	100	29	63	1,649	31	113	263	126
27. Sherman Way & Owensmouth Ave	82	166	130	57	1,169	107	66	630	45	382	1,520	35
28. Sherman Way & Canoga Ave	61	870	122	82	1,237	51	140	1,384	156	188	1,655	148
29. Sherman Way & De Soto Ave	91	1,114	182	133	1,307	82	145	1,545	202	229	1,873	164
30. Vanowen St & Owensmouth Ave	66	207	153	99	1,052	110	105	816	123	208	890	103
31. Vanowen St & Canoga Ave	46	872	68	66	934	88	95	1,172	74	241	1,054	166
32 Vanowen St & De Soto Ave	58	1,131	138	97	1,156	66	157	1,771	232	263	1,219	161
33. Victory Blvd & Owensmouth Ave	40	236	71	32	1,375	124	175	880	92	268	955	99
34. Victory Blvd & Canoga Ave	124	925	135	94	811	229	231	1,343	94	301	1,213	182
35. Victory Blvd & Variel Ave	139	0	360	0	1,419	48	0	0	0	79	1,184	0
36. Victory Blvd & De Soto Ave	83	1,096	198	86	1,219	58	123	1,793	213	614	1,647	102
37. Erwin St & Owensmouth Ave	21	346	83	154	625	78	130	843	128	53	234	117
38. Erwin St & Canoga Ave	149	1,238	82	131	339	179	69	1,404	184	58	169	89
39. Oxnard St & Owensmouth Ave	27	232	74	100	740	213	112	929	99	211	460	116
40. Oxnard St & Canoga Ave	151	1,276	81	99	453	133	130	1,240	241	104	489	79
41. Oxnard & De Soto Ave	182	1,371	97	110	453	165	109	2,342	167	130	489	88
42. Lassen St & Busway A	0	0	0	0	1,030	0	0	0	0	0	970	0
43. Lassen St & Busway B	0	40	0	0	1,030	0	0	0	40	0	970	0
44. Lassen St & Busway C	0	0	0	0	1,030	0	0	0	0	0	970	0
45. Canoga Ave & Busway	0	779	0	0	0	0	0	722	0	0	0	0
46. Canoga Ave & MOL	0	1,162	55	0	0	0	0	1,628	0	55	0	0

**Alternative 4 Busway
Future Volume Development**

2030 AM WITH PROJ VOLUMES (Option 4) No Project + BRT Trips

Intersection	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Chatsworth St & De Soto Ave	164	1,729	96	336	704	146	177	2,223	776	89	314	160
2. Devonshire St & Topanga Canyon Blvd	67	1,479	139	260	583	62	147	2,096	82	185	518	166
3. Devonshire St & Owensmouth Ave	77	143	293	19	802	61	199	342	21	370	928	62
4. Devonshire St & Depot Rd	3	4	15	2	1,319	19	0	2	0	26	1,316	12
5. Devonshire St & Canoga Ave	141	130	356	71	880	205	181	409	199	205	964	149
6. Devonshire St & De Soto Ave	235	1,456	164	328	1,099	138	129	1,916	132	298	962	107
7. Lassen St & Topanga Canyon Blvd	41	1,591	290	93	583	42	74	2,314	15	646	156	45
8. Lassen St & Owensmouth Ave	73	368	306	16	683	154	65	660	26	422	778	76
9. Lassen St & Depot Rd	9	41	21	82	910	16	34	40	32	11	936	55
10. Lassen St & De Soto Ave	153	1,524	126	124	957	136	164	2,098	249	197	932	118
11. Marilla St & Owensmouth Ave	37	387	24	52	156	27	541	465	143	9	113	370
12. Plummer St & Owensmouth Ave	41	361	25	69	154	25	32	333	67	52	148	46
13. Plummer St & Canoga Ave	215	761	0	17	0	202	0	650	72	0	0	0
14. Nordhoff St & Owensmouth Ave	51	218	122	63	808	43	81	279	37	149	730	136
15. Nordhoff St & Canoga Ave	129	759	174	38	942	109	193	707	5	305	798	123
16. Nordhoff St & De Soto Ave	74	1,437	126	327	895	63	126	2,096	403	125	870	69
17. Parthenia St & Owensmouth Ave	10	241	255	41	426	25	92	309	79	241	556	109
18. Parthenia St & Canoga Ave	29	703	186	95	631	117	82	1,048	14	362	804	294
19. Parthenia St & De Soto Ave	45	1,340	95	76	817	31	247	1,751	117	94	1,432	145
20. Roscoe Blvd & Owensmouth Ave	38	166	125	138	1,139	69	86	355	161	119	1,204	50
21. Roscoe Blvd & Canoga Ave	93	769	104	160	1,121	55	81	1,382	104	175	1,198	126
22. Roscoe Blvd & De Soto Ave	65	1,002	47	386	659	24	84	1,572	183	131	1,041	48
23. Saticoy St & Owensmouth Ave	51	180	63	58	1,321	58	66	440	57	207	1,322	81
24. Saticoy St & Canoga Ave	132	805	103	134	1,099	223	143	1,375	92	176	1,349	179
25. Saticoy St & De Soto Ave	150	921	177	162	1,162	117	117	1,570	192	201	1,595	79
26. Valerio St. & Canoga Ave.	40	906	25	42	100	29	63	1,649	31	113	263	126
27. Sherman Way & Owensmouth Ave	82	166	130	57	1,169	107	66	630	45	382	1,520	35
28. Sherman Way & Canoga Ave	61	870	122	82	1,237	51	140	1,384	156	188	1,655	148
29. Sherman Way & De Soto Ave	91	1,114	182	133	1,307	82	145	1,545	202	229	1,873	164
30. Vanowen St & Owensmouth Ave	66	207	153	99	1,052	110	105	816	123	208	890	103
31. Vanowen St & Canoga Ave	46	872	68	66	934	88	95	1,172	74	241	1,054	166
32. Vanowen St & De Soto Ave	58	1,131	138	97	1,156	66	157	1,771	232	263	1,219	161
33. Victory Blvd & Owensmouth Ave	40	236	71	32	1,375	124	175	880	92	268	955	99
34. Victory Blvd & Canoga Ave	124	925	135	94	811	229	231	1,343	94	301	1,213	182
35. Victory Blvd & Variel Ave	139	0	360	0	1,419	48	0	0	0	79	1,184	0
36. Victory Blvd & De Soto Ave	83	1,096	198	86	1,219	58	123	1,793	213	614	1,647	102
37. Erwin St & Owensmouth Ave	21	346	83	154	625	78	130	843	128	53	234	117
38. Erwin St & Canoga Ave	149	1,238	82	131	339	179	69	1,404	184	58	169	89
39. Oxnard St & Owensmouth Ave	27	232	74	100	740	213	112	929	99	211	460	116
40. Oxnard St & Canoga Ave	151	1,276	81	99	453	133	130	1,240	241	104	489	79
41. Oxnard & De Soto Ave	182	1,371	97	110	453	165	109	2,342	167	130	489	88
42. Lassen St & Busway A	0	0	0	0	1,030	0	0	0	0	0	970	0
43. Lassen St & Busway B	0	0	0	0	1,030	0	0	0	0	0	970	0
44. Lassen St & Busway C	0	0	0	0	1,030	0	0	0	0	0	970	0
45. Canoga Ave & Busway	0	779	0	0	0	0	0	722	0	0	0	0
46. Canoga Ave & MOL	0	1,162	55	0	0	0	0	1,628	0	55	0	0

**Alternative 4 Busway
Future Volume Development**

2030 AM WITH PROJ VOLUMES (Option 4a) No Project + BRT Trips

Intersection	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Chatsworth St & De Soto Ave	164	1,729	96	336	704	146	177	2,223	776	89	314	160
2. Devonshire St & Topanga Canyon Blvd	67	1,479	139	260	583	62	147	2,096	82	185	518	166
3. Devonshire St & Owensmouth Ave	77	143	293	19	802	61	199	342	21	370	928	62
4. Devonshire St & Depot Rd	3	4	15	2	1,319	19	0	2	0	26	1,316	12
5. Devonshire St & Canoga Ave	141	130	356	71	880	205	181	409	199	205	964	149
6. Devonshire St & De Soto Ave	235	1,456	164	328	1,099	138	129	1,916	132	298	962	107
7. Lassen St & Topanga Canyon Blvd	41	1,591	290	93	583	42	74	2,314	15	646	156	45
8 Lassen St & Owensmouth Ave	73	368	306	16	683	154	65	660	26	422	778	76
9. Lassen St & Depot Rd	9	1	21	82	910	16	34	0	32	11	936	55
10. Lassen St & De Soto Ave	153	1,524	126	124	957	136	164	2,098	249	197	932	118
11. Marilla St & Owensmouth Ave	37	387	24	52	156	27	541	465	143	9	113	370
12. Plummer St & Owensmouth Ave	41	361	25	69	154	25	32	333	67	52	148	46
13. Plummer St & Canoga Ave	215	761	0	17	0	202	0	650	72	0	0	0
14. Nordhoff St & Owensmouth Ave	51	218	122	63	808	43	81	279	37	149	730	136
15. Nordhoff St & Canoga Ave	129	759	174	38	942	109	193	707	5	305	798	123
16. Nordhoff St & De Soto Ave	74	1,437	126	327	895	63	126	2,096	403	125	870	69
17. Parthenia St & Owensmouth Ave	10	241	255	41	426	25	92	309	79	241	556	109
18. Parthenia St & Canoga Ave	29	703	186	95	631	117	82	1,048	14	362	804	294
19. Parthenia St & De Soto Ave	45	1,340	95	76	817	31	247	1,751	117	94	1,432	145
20. Roscoe Blvd & Owensmouth Ave	38	166	125	138	1,139	69	86	355	161	119	1,204	50
21. Roscoe Blvd & Canoga Ave	93	769	104	160	1,121	55	81	1,382	104	175	1,198	126
22. Roscoe Blvd & De Soto Ave	65	1,002	47	386	659	24	84	1,572	183	131	1,041	48
23. Saticoy St & Owensmouth Ave	51	180	63	58	1,321	58	66	440	57	207	1,322	81
24. Saticoy St & Canoga Ave	132	805	103	134	1,099	223	143	1,375	92	176	1,349	179
25. Saticoy St & De Soto Ave	150	921	177	162	1,162	117	117	1,570	192	201	1,595	79
26. Valerio St. & Canoga Ave.	40	906	25	42	100	29	63	1,649	31	113	263	126
27. Sherman Way & Owensmouth Ave	82	166	130	57	1,169	107	66	630	45	382	1,520	35
28. Sherman Way & Canoga Ave	61	870	122	82	1,237	51	140	1,384	156	188	1,655	148
29. Sherman Way & De Soto Ave	91	1,114	182	133	1,307	82	145	1,545	202	229	1,873	164
30. Vanowen St & Owensmouth Ave	66	207	153	99	1,052	110	105	816	123	208	890	103
31. Vanowen St & Canoga Ave	46	872	68	66	934	88	95	1,172	74	241	1,054	166
32 Vanowen St & De Soto Ave	58	1,131	138	97	1,156	66	157	1,771	232	263	1,219	161
33. Victory Blvd & Owensmouth Ave	40	236	71	32	1,375	124	175	880	92	268	955	99
34. Victory Blvd & Canoga Ave	124	925	135	94	811	229	231	1,343	94	301	1,213	182
35. Victory Blvd & Variel Ave	139	0	360	0	1,419	48	0	0	0	79	1,184	0
36. Victory Blvd & De Soto Ave	83	1,096	198	86	1,219	58	123	1,793	213	614	1,647	102
37. Erwin St & Owensmouth Ave	21	346	83	154	625	78	130	843	128	53	234	117
38. Erwin St & Canoga Ave	149	1,238	82	131	339	179	69	1,404	184	58	169	89
39. Oxnard St & Owensmouth Ave	27	232	74	100	740	213	112	929	99	211	460	116
40. Oxnard St & Canoga Ave	151	1,276	81	99	453	133	130	1,240	241	104	489	79
41. Oxnard & De Soto Ave	182	1,371	97	110	453	165	109	2,342	167	130	489	88
42. Lassen St & Busway A	0	0	0	0	1,030	0	0	0	0	0	970	0
43. Lassen St & Busway B	0	0	0	0	1,030	0	0	0	0	0	970	0
44. Lassen St & Busway C	0	40	0	0	1,030	0	0	40	0	0	970	0
45. Canoga Ave & Busway	0	779	0	0	0	0	0	722	0	0	0	0
46. Canoga Ave & MOL	0	1,162	55	0	0	0	0	1,628	0	55	0	0

**Alternative 4 Busway
Future Volume Development**

2030 AM WITH PROJ VOLUMES (Option 5) No Project + BRT Trips

Intersection	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Chatsworth St & De Soto Ave	164	1,729	96	336	704	146	177	2,223	776	89	314	160
2. Devonshire St & Topanga Canyon Blvd	67	1,479	139	260	583	62	147	2,096	82	185	518	166
3. Devonshire St & Owensmouth Ave	77	143	293	19	802	61	199	342	21	370	928	62
4. Devonshire St & Depot Rd	3	4	15	2	1,319	19	0	2	0	26	1,316	12
5. Devonshire St & Canoga Ave	141	130	356	71	880	205	181	409	199	205	964	149
6. Devonshire St & De Soto Ave	235	1,456	164	328	1,099	138	129	1,916	132	298	962	107
7. Lassen St & Topanga Canyon Blvd	41	1,591	290	93	583	42	74	2,314	15	646	156	45
8. Lassen St & Owensmouth Ave	73	368	306	16	683	154	65	660	26	422	778	76
9. Lassen St & Depot Rd	9	1	21	82	910	16	34	0	32	11	936	55
10. Lassen St & De Soto Ave	153	1,524	126	124	957	136	164	2,098	249	197	932	118
11. Marilla St & Owensmouth Ave	37	387	24	52	156	27	541	465	143	9	113	370
12. Plummer St & Owensmouth Ave	41	361	25	69	154	25	32	333	67	52	148	46
13. Plummer St & Canoga Ave	215	761	0	17	0	202	0	650	72	0	0	0
14. Nordhoff St & Owensmouth Ave	51	218	122	63	808	43	81	279	37	149	730	136
15. Nordhoff St & Canoga Ave	129	759	174	38	942	109	193	707	5	305	798	123
16. Nordhoff St & De Soto Ave	74	1,437	126	327	895	63	126	2,096	403	125	870	69
17. Parthenia St & Owensmouth Ave	10	241	255	41	426	25	92	309	79	241	556	109
18. Parthenia St & Canoga Ave	29	703	186	95	631	117	82	1,048	14	362	804	294
19. Parthenia St & De Soto Ave	45	1,340	95	76	817	31	247	1,751	117	94	1,432	145
20. Roscoe Blvd & Owensmouth Ave	38	166	125	138	1,139	69	86	355	161	119	1,204	50
21. Roscoe Blvd & Canoga Ave	93	769	104	160	1,121	55	81	1,382	104	175	1,198	126
22. Roscoe Blvd & De Soto Ave	65	1,002	47	386	659	24	84	1,572	183	131	1,041	48
23. Saticoy St & Owensmouth Ave	51	180	63	58	1,321	58	66	440	57	207	1,322	81
24. Saticoy St & Canoga Ave	132	805	103	134	1,099	223	143	1,375	92	176	1,349	179
25. Saticoy St & De Soto Ave	150	921	177	162	1,162	117	117	1,570	192	201	1,595	79
26. Valerio St. & Canoga Ave.	40	906	25	42	100	29	63	1,649	31	113	263	126
27. Sherman Way & Owensmouth Ave	82	166	130	57	1,169	107	66	630	45	382	1,520	35
28. Sherman Way & Canoga Ave	61	870	122	82	1,237	51	140	1,384	156	188	1,655	148
29. Sherman Way & De Soto Ave	91	1,114	182	133	1,307	82	145	1,545	202	229	1,873	164
30. Vanowen St & Owensmouth Ave	66	207	153	99	1,052	110	105	816	123	208	890	103
31. Vanowen St & Canoga Ave	46	872	68	66	934	88	95	1,172	74	241	1,054	166
32. Vanowen St & De Soto Ave	58	1,131	138	97	1,156	66	157	1,771	232	263	1,219	161
33. Victory Blvd & Owensmouth Ave	40	236	71	32	1,375	124	175	880	92	268	955	99
34. Victory Blvd & Canoga Ave	124	925	135	94	811	229	231	1,343	94	301	1,213	182
35. Victory Blvd & Variel Ave	139	0	360	0	1,419	48	0	0	0	79	1,184	0
36. Victory Blvd & De Soto Ave	83	1,096	198	86	1,219	58	123	1,793	213	614	1,647	102
37. Erwin St & Owensmouth Ave	21	346	83	154	625	78	130	843	128	53	234	117
38. Erwin St & Canoga Ave	149	1,238	82	131	339	179	69	1,404	184	58	169	89
39. Oxnard St & Owensmouth Ave	27	232	74	100	740	213	112	929	99	211	460	116
40. Oxnard St & Canoga Ave	151	1,276	81	99	453	133	130	1,240	241	104	489	79
41. Oxnard & De Soto Ave	182	1,371	97	110	453	165	109	2,342	167	130	489	88
42. Lassen St & Busway A	0	0	0	0	1,030	0	0	0	0	0	970	0
43. Lassen St & Busway B	0	0	0	0	1,030	0	0	0	0	0	970	0
44. Lassen St & Busway C	0	0	0	0	1,030	0	0	0	0	0	970	0
45. Canoga Ave & Busway	0	779	0	0	0	0	0	722	0	0	0	0
46. Canoga Ave & MOL	0	1,162	55	0	0	0	0	1,628	0	55	0	0

**Alternative 4 Busway
Future Volume Development**

2030 PM WITH PROJ VOLUMES (Option 1) No Project + BRT Trips

Intersection	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Chatsworth St & De Soto Ave	38	2,865	44	480	361	58	125	1,983	273	113	213	433
2. Devonshire St & Topanga Canyon Blvd	58	2,754	384	170	403	34	211	1,605	109	399	341	402
3. Devonshire St & Owensmouth Ave	141	658	334	20	919	43	113	115	34	164	1,222	168
4. Devonshire St & Depot Rd	28	3	117	80	1,090	35	14	3	75	32	1,240	21
5. Devonshire St & Canoga Ave	160	415	315	149	972	126	175	129	166	91	1,033	125
6. Devonshire St & De Soto Ave	152	2,285	198	341	993	107	233	1,449	229	143	935	178
7. Lassen St & Topanga Canyon Blvd	105	2,659	320	95	379	51	180	1,981	33	430	353	188
8. Lassen St & Owensmouth Ave	140	919	520	49	714	185	225	339	74	426	760	159
9. Lassen St & Depot Rd	65	0	15	96	1,396	19	42	0	151	24	1,538	71
10. Lassen St & De Soto Ave	197	2,349	243	207	1,134	121	101	1,591	114	124	750	118
11. Marilla St & Owensmouth Ave	29	885	26	118	148	21	313	444	34	9	323	720
12. Plummer St & Owensmouth Ave	24	743	40	28	173	40	140	301	17	11	239	105
13. Plummer St & Canoga Ave	208	1,096	0	88	40	186	0	1,083	145	0	40	0
14. Nordhoff St & Owensmouth Ave	44	246	85	28	1,208	43	153	209	61	160	949	138
15. Nordhoff St & Canoga Ave	134	913	246	208	1,183	151	131	1,091	106	163	906	141
16. Nordhoff St & De Soto Ave	108	2,174	94	326	1,006	178	114	1,459	384	186	746	220
17. Parthenia St & Owensmouth Ave	16	270	203	34	504	14	79	231	25	168	496	62
18. Parthenia St & Canoga Ave	66	1,195	314	26	611	61	138	1,180	54	209	690	101
19. Parthenia St & De Soto Ave	76	2,053	129	213	781	69	146	1,570	91	113	774	74
20. Roscoe Blvd & Owensmouth Ave	73	351	179	69	1,287	78	73	305	63	146	1,011	103
21. Roscoe Blvd & Canoga Ave	64	1,322	219	111	1,300	139	161	1,150	101	170	1,026	134
22. Roscoe Blvd & De Soto Ave	165	1,725	140	238	1,327	20	198	1,379	109	76	1,056	120
23. Saticoy St & Owensmouth Ave	33	525	48	60	1,484	16	125	335	54	88	1,122	53
24. Saticoy St & Canoga Ave	130	1,388	263	201	1,409	75	154	1,190	196	183	1,022	240
25. Saticoy St & De Soto Ave	111	1,776	218	200	1,576	93	153	1,239	186	130	914	96
26. Valerio St. & Canoga Ave.	28	1,571	43	93	139	23	100	1,387	18	64	73	73
27. Sherman Way & Owensmouth Ave	106	460	204	79	1,497	54	80	350	49	191	1,278	61
28. Sherman Way & Canoga Ave	89	1,400	201	78	1,702	83	109	1,040	81	90	1,422	106
29. Sherman Way & De Soto Ave	129	1,823	245	209	1,611	163	126	1,196	154	184	1,289	141
30. Vanowen St & Owensmouth Ave	81	619	220	121	1,569	94	81	613	70	216	1,355	123
31. Vanowen St & Canoga Ave	129	1,356	328	141	1,370	76	159	1,076	121	104	943	136
32. Vanowen St & De Soto Ave	74	1,856	156	184	1,546	103	136	1,174	246	143	959	189
33. Victory Blvd & Owensmouth Ave	225	734	105	99	1,425	116	230	550	179	158	1,330	170
34. Victory Blvd & Canoga Ave	276	1,508	306	164	1,275	50	113	1,148	150	226	1,315	126
35. Victory Blvd & Variel Ave	226	0	590	0	1,665	78	0	0	0	113	1,399	0
36. Victory Blvd & De Soto Ave	73	1,608	564	428	1,415	170	126	1,013	230	258	1,158	135
37. Erwin St & Owensmouth Ave	85	876	120	149	333	33	125	721	326	51	489	124
38. Erwin St & Canoga Ave	293	1,785	110	189	290	240	75	1,429	169	96	301	93
39. Oxnard St & Owensmouth Ave	314	906	230	86	563	69	141	591	188	108	811	191
40. Oxnard St & Canoga Ave	215	1,690	143	195	504	235	116	1,275	228	155	490	154
41. Oxnard & De Soto Ave	113	2,003	216	291	636	190	59	1,446	181	45	210	44
42. Lassen St & Busway A	0	0	0	0	1,454	0	0	0	0	0	1,731	0
43. Lassen St & Busway B	0	0	0	0	1,454	0	0	0	0	0	1,731	0
44. Lassen St & Busway C	0	0	0	0	1,454	0	0	0	0	0	1,731	0
45. Canoga Ave & Busway	0	1,184	0	0	0	0	0	1,228	0	0	0	0
46. Canoga Ave & MOL	0	1,758	58	0	0	0	0	1,370	0	58	0	0

**Alternative 4 Busway
Future Volume Development**

2030 PM WITH PROJ VOLUMES (Option 2) No Project + BRT Trips

Intersection	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Chatsworth St & De Soto Ave	38	2,865	44	480	361	58	125	1,983	273	113	213	433
2. Devonshire St & Topanga Canyon Blvd	58	2,754	384	170	403	34	211	1,605	109	399	341	402
3. Devonshire St & Owensmouth Ave	141	658	334	20	919	43	113	115	34	164	1,222	168
4. Devonshire St & Depot Rd	28	3	117	80	1,090	35	14	3	75	32	1,240	21
5. Devonshire St & Canoga Ave	160	415	315	149	972	126	175	129	166	91	1,033	125
6. Devonshire St & De Soto Ave	152	2,285	198	341	993	107	233	1,449	229	143	935	178
7. Lassen St & Topanga Canyon Blvd	105	2,659	320	95	379	51	180	1,981	33	430	353	188
8 Lassen St & Owensmouth Ave	140	919	480	49	714	185	225	339	74	386	760	159
9. Lassen St & Depot Rd	65	0	15	96	1,396	19	42	0	151	24	1,538	71
10.Lassen St & De Soto Ave	197	2,349	243	207	1,134	121	101	1,591	114	124	750	118
11. Marilla St & Owensmouth Ave	29	845	26	118	148	21	313	404	34	9	323	720
12. Plummer St & Owensmouth Ave	24	743	40	28	173	40	100	301	17	11	239	65
13. Plummer St & Canoga Ave	208	1,096	0	88	0	186	0	1,083	145	0	0	0
14. Nordhoff St & Owensmouth Ave	44	246	85	28	1,208	43	153	209	61	160	949	138
15. Nordhoff St & Canoga Ave	134	913	246	208	1,183	151	131	1,091	106	163	906	141
16. Nordhoff St & De Soto Ave	108	2,174	94	326	1,006	178	114	1,459	384	186	746	220
17. Parthenia St & Owensmouth Ave	16	270	203	34	504	14	79	231	25	168	496	62
18. Parthenia St & Canoga Ave	66	1,195	314	26	611	61	138	1,180	54	209	690	101
19. Parthenia St & De Soto Ave	76	2,053	129	213	781	69	146	1,570	91	113	774	74
20. Roscoe Blvd & Owensmouth Ave	73	351	179	69	1,287	78	73	305	63	146	1,011	103
21. Roscoe Blvd & Canoga Ave	64	1,322	219	111	1,300	139	161	1,150	101	170	1,026	134
22. Roscoe Blvd & De Soto Ave	165	1,725	140	238	1,327	20	198	1,379	109	76	1,056	120
23. Saticoy St & Owensmouth Ave	33	525	48	60	1,484	16	125	335	54	88	1,122	53
24. Saticoy St & Canoga Ave	130	1,388	263	201	1,409	75	154	1,190	196	183	1,022	240
25. Saticoy St & De Soto Ave	111	1,776	218	200	1,576	93	153	1,239	186	130	914	96
26. Valerio St. & Canoga Ave.	28	1,571	43	93	139	23	100	1,387	18	64	73	73
27. Sherman Way & Owensmouth Ave	106	460	204	79	1,497	54	80	350	49	191	1,278	61
28. Sherman Way & Canoga Ave	89	1,400	201	78	1,702	83	109	1,040	81	90	1,422	106
29. Sherman Way & De Soto Ave	129	1,823	245	209	1,611	163	126	1,196	154	184	1,289	141
30. Vanowen St & Owensmouth Ave	81	619	220	121	1,569	94	81	613	70	216	1,355	123
31. Vanowen St & Canoga Ave	129	1,356	328	141	1,370	76	159	1,076	121	104	943	136
32 Vanowen St & De Soto Ave	74	1,856	156	184	1,546	103	136	1,174	246	143	959	189
33. Victory Blvd & Owensmouth Ave	225	734	105	99	1,425	116	230	550	179	158	1,330	170
34. Victory Blvd & Canoga Ave	276	1,468	306	164	1,275	50	113	1,108	150	226	1,315	126
35. Victory Blvd & Variel Ave	226	0	590	0	1,665	78	0	0	0	113	1,399	0
36. Victory Blvd & De Soto Ave	73	1,608	564	428	1,415	170	126	1,013	230	258	1,158	135
37. Erwin St & Owensmouth Ave	85	876	120	149	333	33	125	721	326	51	489	124
38. Erwin St & Canoga Ave	293	1,785	110	189	290	240	75	1,429	169	96	301	93
39. Oxnard St & Owensmouth Ave	314	906	230	86	563	69	141	591	188	108	811	191
40. Oxnard St & Canoga Ave	215	1,690	143	195	504	235	116	1,275	228	155	490	154
41. Oxnard & De Soto Ave	113	2,003	216	291	636	190	59	1,446	181	45	210	44
42. Lassen St & Busway A	0	0	40	0	1,414	0	0	0	0	40	1,691	0
43. Lassen St & Busway B	0	0	0	0	1,454	0	0	0	0	0	1,731	0
44. Lassen St & Busway C	0	0	0	0	1,454	0	0	0	0	0	1,731	0
45. Canoga Ave & Busway	0	1,184	0	0	0	0	0	1,228	0	0	0	0
46. Canoga Ave & MOL	0	1,758	58	0	0	0	0	1,370	0	58	0	0

Alternative 4 Busway

Future Volume Development

2030 PM WITH PROJ VOLUMES (Option 2a) No Project + BRT Trips

Intersection	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Chatsworth St & De Soto Ave	38	2,865	44	480	361	58	125	1,983	273	113	213	433
2. Devonshire St & Topanga Canyon Blvd	58	2,754	384	170	403	34	211	1,605	109	399	341	402
3. Devonshire St & Owensmouth Ave	141	658	334	20	919	43	113	115	34	164	1,222	168
4. Devonshire St & Depot Rd	28	3	117	80	1,090	35	14	3	75	32	1,240	21
5. Devonshire St & Canoga Ave	160	415	315	149	972	126	175	129	166	91	1,033	125
6. Devonshire St & De Soto Ave	152	2,285	198	341	993	107	233	1,449	229	143	935	178
7. Lassen St & Topanga Canyon Blvd	105	2,659	320	95	379	51	180	1,981	33	430	353	188
8. Lassen St & Owensmouth Ave	140	919	480	49	714	185	225	339	74	426	760	159
9. Lassen St & Depot Rd	65	0	15	96	1,396	19	42	0	151	24	1,538	71
10. Lassen St & De Soto Ave	197	2,349	243	207	1,134	121	101	1,591	114	124	750	118
11. Marilla St & Owensmouth Ave	29	845	26	118	148	21	313	444	34	9	323	720
12. Plummer St & Owensmouth Ave	24	743	40	28	173	40	140	301	17	11	239	65
13. Plummer St & Canoga Ave	208	1,096	0	88	40	186	0	1,083	145	0	0	0
14. Nordhoff St & Owensmouth Ave	44	246	85	28	1,208	43	153	209	61	160	949	138
15. Nordhoff St & Canoga Ave	134	913	246	208	1,183	151	131	1,091	106	163	906	141
16. Nordhoff St & De Soto Ave	108	2,174	94	326	1,006	178	114	1,459	384	186	746	220
17. Parthenia St & Owensmouth Ave	16	270	203	34	504	14	79	231	25	168	496	62
18. Parthenia St & Canoga Ave	66	1,195	314	26	611	61	138	1,180	54	209	690	101
19. Parthenia St & De Soto Ave	76	2,053	129	213	781	69	146	1,570	91	113	774	74
20. Roscoe Blvd & Owensmouth Ave	73	351	179	69	1,287	78	73	305	63	146	1,011	103
21. Roscoe Blvd & Canoga Ave	64	1,322	219	111	1,300	139	161	1,150	101	170	1,026	134
22. Roscoe Blvd & De Soto Ave	165	1,725	140	238	1,327	20	198	1,379	109	76	1,056	120
23. Saticoy St & Owensmouth Ave	33	525	48	60	1,484	16	125	335	54	88	1,122	53
24. Saticoy St & Canoga Ave	130	1,388	263	201	1,409	75	154	1,190	196	183	1,022	240
25. Saticoy St & De Soto Ave	111	1,776	218	200	1,576	93	153	1,239	186	130	914	96
26. Valerio St. & Canoga Ave.	28	1,571	43	93	139	23	100	1,387	18	64	73	73
27. Sherman Way & Owensmouth Ave	106	460	204	79	1,497	54	80	350	49	191	1,278	61
28. Sherman Way & Canoga Ave	89	1,400	201	78	1,702	83	109	1,040	81	90	1,422	106
29. Sherman Way & De Soto Ave	129	1,823	245	209	1,611	163	126	1,196	154	184	1,289	141
30. Vanowen St & Owensmouth Ave	81	619	220	121	1,569	94	81	613	70	216	1,355	123
31. Vanowen St & Canoga Ave	129	1,356	328	141	1,370	76	159	1,076	121	104	943	136
32. Vanowen St & De Soto Ave	74	1,856	156	184	1,546	103	136	1,174	246	143	959	189
33. Victory Blvd & Owensmouth Ave	225	734	105	99	1,425	116	230	550	179	158	1,330	170
34. Victory Blvd & Canoga Ave	276	1,508	306	164	1,275	50	113	1,148	150	226	1,315	126
35. Victory Blvd & Variel Ave	226	0	590	0	1,665	78	0	0	0	113	1,399	0
36. Victory Blvd & De Soto Ave	73	1,608	564	428	1,415	170	126	1,013	230	258	1,158	135
37. Erwin St & Owensmouth Ave	85	876	120	149	333	33	125	721	326	51	489	124
38. Erwin St & Canoga Ave	293	1,785	110	189	290	240	75	1,429	169	96	301	93
39. Oxnard St & Owensmouth Ave	314	906	230	86	563	69	141	591	188	108	811	191
40. Oxnard St & Canoga Ave	215	1,690	143	195	504	235	116	1,275	228	155	490	154
41. Oxnard & De Soto Ave	113	2,003	216	291	636	190	59	1,446	181	45	210	44
42. Lassen St & Busway A	0	0	40	0	1,414	0	0	0	0	0	1,731	0
43. Lassen St & Busway B	0	0	0	0	1,454	0	0	0	0	0	1,731	0
44. Lassen St & Busway C	0	0	0	0	1,454	0	0	0	0	0	1,731	0
45. Canoga Ave & Busway	0	1,184	0	0	0	0	0	1,228	0	0	0	0
46. Canoga Ave & MOL	0	1,758	58	0	0	0	0	1,370	0	58	0	0

**Alternative 4 Busway
Future Volume Development**

2030 PM WITH PROJ VOLUMES (Option 3) No Project + BRT Trips

Intersection	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Chatsworth St & De Soto Ave	38	2,865	44	480	361	58	125	1,983	273	113	213	433
2. Devonshire St & Topanga Canyon Blvd	58	2,754	384	170	403	34	211	1,605	109	399	341	402
3. Devonshire St & Owensmouth Ave	141	658	334	20	919	43	113	115	34	164	1,222	168
4. Devonshire St & Depot Rd	28	3	117	80	1,090	35	14	3	75	32	1,240	21
5. Devonshire St & Canoga Ave	160	415	315	149	972	126	175	129	166	91	1,033	125
6. Devonshire St & De Soto Ave	152	2,285	198	341	993	107	233	1,449	229	143	935	178
7. Lassen St & Topanga Canyon Blvd	105	2,659	320	95	379	51	180	1,981	33	430	353	188
8 Lassen St & Owensmouth Ave	140	919	480	49	714	185	225	339	74	386	760	159
9. Lassen St & Depot Rd	65	0	15	56	1,396	19	42	0	111	24	1,538	71
10.Lassen St & De Soto Ave	197	2,349	243	207	1,134	121	101	1,591	114	124	750	118
11. Marilla St & Owensmouth Ave	29	845	26	118	148	21	313	404	34	9	323	720
12. Plummer St & Owensmouth Ave	24	743	40	28	173	40	100	301	17	11	239	65
13. Plummer St & Canoga Ave	208	1,096	0	88	0	186	0	1,083	145	0	0	0
14. Nordhoff St & Owensmouth Ave	44	246	85	28	1,208	43	153	209	61	160	949	138
15. Nordhoff St & Canoga Ave	134	913	246	208	1,183	151	131	1,091	106	163	906	141
16. Nordhoff St & De Soto Ave	108	2,174	94	326	1,006	178	114	1,459	384	186	746	220
17. Parthenia St & Owensmouth Ave	16	270	203	34	504	14	79	231	25	168	496	62
18. Parthenia St & Canoga Ave	66	1,195	314	26	611	61	138	1,180	54	209	690	101
19. Parthenia St & De Soto Ave	76	2,053	129	213	781	69	146	1,570	91	113	774	74
20. Roscoe Blvd & Owensmouth Ave	73	351	179	69	1,287	78	73	305	63	146	1,011	103
21. Roscoe Blvd & Canoga Ave	64	1,322	219	111	1,300	139	161	1,150	101	170	1,026	134
22. Roscoe Blvd & De Soto Ave	165	1,725	140	238	1,327	20	198	1,379	109	76	1,056	120
23. Saticoy St & Owensmouth Ave	33	525	48	60	1,484	16	125	335	54	88	1,122	53
24. Saticoy St & Canoga Ave	130	1,388	263	201	1,409	75	154	1,190	196	183	1,022	240
25. Saticoy St & De Soto Ave	111	1,776	218	200	1,576	93	153	1,239	186	130	914	96
26. Valerio St. & Canoga Ave.	28	1,571	43	93	139	23	100	1,387	18	64	73	73
27. Sherman Way & Owensmouth Ave	106	460	204	79	1,497	54	80	350	49	191	1,278	61
28. Sherman Way & Canoga Ave	89	1,400	201	78	1,702	83	109	1,040	81	90	1,422	106
29. Sherman Way & De Soto Ave	129	1,823	245	209	1,611	163	126	1,196	154	184	1,289	141
30. Vanowen St & Owensmouth Ave	81	619	220	121	1,569	94	81	613	70	216	1,355	123
31. Vanowen St & Canoga Ave	129	1,356	328	141	1,370	76	159	1,076	121	104	943	136
32 Vanowen St & De Soto Ave	74	1,856	156	184	1,546	103	136	1,174	246	143	959	189
33. Victory Blvd & Owensmouth Ave	225	734	105	99	1,425	116	230	550	179	158	1,330	170
34. Victory Blvd & Canoga Ave	276	1,508	306	164	1,275	50	113	1,148	150	226	1,315	126
35. Victory Blvd & Variel Ave	226	0	590	0	1,665	78	0	0	0	113	1,399	0
36. Victory Blvd & De Soto Ave	73	1,608	564	428	1,415	170	126	1,013	230	258	1,158	135
37. Erwin St & Owensmouth Ave	85	876	120	149	333	33	125	721	326	51	489	124
38. Erwin St & Canoga Ave	293	1,785	110	189	290	240	75	1,429	169	96	301	93
39. Oxnard St & Owensmouth Ave	314	906	230	86	563	69	141	591	188	108	811	191
40. Oxnard St & Canoga Ave	215	1,690	143	195	504	235	116	1,275	228	155	490	154
41. Oxnard & De Soto Ave	113	2,003	216	291	636	190	59	1,446	181	45	210	44
42. Lassen St & Busway A	0	0	0	0	1,414	0	0	0	0	0	1,691	0
43. Lassen St & Busway B	0	40	0	0	1,414	0	0	40	0	0	1,691	0
44. Lassen St & Busway C	0	0	0	0	1,414	0	0	0	0	0	1,691	0
45. Canoga Ave & Busway	0	1,184	0	0	0	0	0	1,228	0	0	0	0
46. Canoga Ave & MOL	0	1,758	58	0	0	0	0	1,370	0	58	0	0

Alternative 4 Busway

Future Volume Development

2030 PM WITH PROJ VOLUMES (Option 3a) No Project + BRT Trips

Intersection	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Chatsworth St & De Soto Ave	38	2,865	44	480	361	58	125	1,983	273	113	213	433
2. Devonshire St & Topanga Canyon Blvd	58	2,754	384	170	403	34	211	1,605	109	399	341	402
3. Devonshire St & Owensmouth Ave	141	658	334	20	919	43	113	115	34	164	1,222	168
4. Devonshire St & Depot Rd	28	3	117	80	1,090	35	14	3	75	32	1,240	21
5. Devonshire St & Canoga Ave	160	415	315	149	972	126	175	129	166	91	1,033	125
6. Devonshire St & De Soto Ave	152	2,285	198	341	993	107	233	1,449	229	143	935	178
7. Lassen St & Topanga Canyon Blvd	105	2,659	320	95	379	51	180	1,981	33	430	353	188
8. Lassen St & Owensmouth Ave	140	919	480	49	714	185	225	339	74	426	760	159
9. Lassen St & Depot Rd	65	0	15	56	1,396	19	42	0	111	24	1,538	71
10. Lassen St & De Soto Ave	197	2,349	243	207	1,134	121	101	1,591	114	124	750	118
11. Marilla St & Owensmouth Ave	29	845	26	118	148	21	313	444	34	9	323	720
12. Plummer St & Owensmouth Ave	24	743	40	28	173	40	140	301	17	11	239	65
13. Plummer St & Canoga Ave	208	1,096	0	88	40	186	0	1,083	145	0	0	0
14. Nordhoff St & Owensmouth Ave	44	246	85	28	1,208	43	153	209	61	160	949	138
15. Nordhoff St & Canoga Ave	134	913	246	208	1,183	151	131	1,091	106	163	906	141
16. Nordhoff St & De Soto Ave	108	2,174	94	326	1,006	178	114	1,459	384	186	746	220
17. Parthenia St & Owensmouth Ave	16	270	203	34	504	14	79	231	25	168	496	62
18. Parthenia St & Canoga Ave	66	1,195	314	26	611	61	138	1,180	54	209	690	101
19. Parthenia St & De Soto Ave	76	2,053	129	213	781	69	146	1,570	91	113	774	74
20. Roscoe Blvd & Owensmouth Ave	73	351	179	69	1,287	78	73	305	63	146	1,011	103
21. Roscoe Blvd & Canoga Ave	64	1,322	219	111	1,300	139	161	1,150	101	170	1,026	134
22. Roscoe Blvd & De Soto Ave	165	1,725	140	238	1,327	20	198	1,379	109	76	1,056	120
23. Saticoy St & Owensmouth Ave	33	525	48	60	1,484	16	125	335	54	88	1,122	53
24. Saticoy St & Canoga Ave	130	1,388	263	201	1,409	75	154	1,190	196	183	1,022	240
25. Saticoy St & De Soto Ave	111	1,776	218	200	1,576	93	153	1,239	186	130	914	96
26. Valerio St. & Canoga Ave.	28	1,571	43	93	139	23	100	1,387	18	64	73	73
27. Sherman Way & Owensmouth Ave	106	460	204	79	1,497	54	80	350	49	191	1,278	61
28. Sherman Way & Canoga Ave	89	1,400	201	78	1,702	83	109	1,040	81	90	1,422	106
29. Sherman Way & De Soto Ave	129	1,823	245	209	1,611	163	126	1,196	154	184	1,289	141
30. Vanowen St & Owensmouth Ave	81	619	220	121	1,569	94	81	613	70	216	1,355	123
31. Vanowen St & Canoga Ave	129	1,356	328	141	1,370	76	159	1,076	121	104	943	136
32. Vanowen St & De Soto Ave	74	1,856	156	184	1,546	103	136	1,174	246	143	959	189
33. Victory Blvd & Owensmouth Ave	225	734	105	99	1,425	116	230	550	179	158	1,330	170
34. Victory Blvd & Canoga Ave	276	1,508	306	164	1,275	50	113	1,148	150	226	1,315	126
35. Victory Blvd & Variel Ave	226	0	590	0	1,665	78	0	0	0	113	1,399	0
36. Victory Blvd & De Soto Ave	73	1,608	564	428	1,415	170	126	1,013	230	258	1,158	135
37. Erwin St & Owensmouth Ave	85	876	120	149	333	33	125	721	326	51	489	124
38. Erwin St & Canoga Ave	293	1,785	110	189	290	240	75	1,429	169	96	301	93
39. Oxnard St & Owensmouth Ave	314	906	230	86	563	69	141	591	188	108	811	191
40. Oxnard St & Canoga Ave	215	1,690	143	195	504	235	116	1,275	228	155	490	154
41. Oxnard & De Soto Ave	113	2,003	216	291	636	190	59	1,446	181	45	210	44
42. Lassen St & Busway A	0	0	0	0	1,414	0	0	0	0	0	1,691	0
43. Lassen St & Busway B	0	40	0	0	1,414	0	0	0	40	0	1,691	0
44. Lassen St & Busway C	0	0	0	0	1,414	0	0	0	0	0	1,691	0
45. Canoga Ave & Busway	0	1,184	0	0	0	0	0	1,228	0	0	0	0
46. Canoga Ave & MOL	0	1,758	58	0	0	0	0	1,370	0	58	0	0

**Alternative 4 Busway
Future Volume Development
2030 PM WITH PROJ VOLUMES (Option 4) No Project + BRT Trips**

Intersection	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Chatsworth St & De Soto Ave	38	2,865	44	480	361	58	125	1,983	273	113	213	433
2. Devonshire St & Topanga Canyon Blvd	58	2,754	384	170	403	34	211	1,605	109	399	341	402
3. Devonshire St & Owensmouth Ave	141	658	334	20	919	43	113	115	34	164	1,222	168
4. Devonshire St & Depot Rd	28	3	117	80	1,090	35	14	3	75	32	1,240	21
5. Devonshire St & Canoga Ave	160	415	315	149	972	126	175	129	166	91	1,033	125
6. Devonshire St & De Soto Ave	152	2,285	198	341	993	107	233	1,449	229	143	935	178
7. Lassen St & Topanga Canyon Blvd	105	2,659	320	95	379	51	180	1,981	33	430	353	188
8 Lassen St & Owensmouth Ave	140	919	480	49	714	185	225	339	74	386	760	159
9. Lassen St & Depot Rd	65	40	15	56	1,396	19	42	40	111	24	1,538	71
10.Lassen St & De Soto Ave	197	2,349	243	207	1,134	121	101	1,591	114	124	750	118
11. Marilla St & Owensmouth Ave	29	845	26	118	148	21	313	404	34	9	323	720
12. Plummer St & Owensmouth Ave	24	743	40	28	173	40	100	301	17	11	239	65
13. Plummer St & Canoga Ave	208	1,096	0	88	0	186	0	1,083	145	0	0	0
14. Nordhoff St & Owensmouth Ave	44	246	85	28	1,208	43	153	209	61	160	949	138
15. Nordhoff St & Canoga Ave	134	913	246	208	1,183	151	131	1,091	106	163	906	141
16. Nordhoff St & De Soto Ave	108	2,174	94	326	1,006	178	114	1,459	384	186	746	220
17. Parthenia St & Owensmouth Ave	16	270	203	34	504	14	79	231	25	168	496	62
18. Parthenia St & Canoga Ave	66	1,195	314	26	611	61	138	1,180	54	209	690	101
19. Parthenia St & De Soto Ave	76	2,053	129	213	781	69	146	1,570	91	113	774	74
20. Roscoe Blvd & Owensmouth Ave	73	351	179	69	1,287	78	73	305	63	146	1,011	103
21. Roscoe Blvd & Canoga Ave	64	1,322	219	111	1,300	139	161	1,150	101	170	1,026	134
22. Roscoe Blvd & De Soto Ave	165	1,725	140	238	1,327	20	198	1,379	109	76	1,056	120
23. Saticoy St & Owensmouth Ave	33	525	48	60	1,484	16	125	335	54	88	1,122	53
24. Saticoy St & Canoga Ave	130	1,388	263	201	1,409	75	154	1,190	196	183	1,022	240
25. Saticoy St & De Soto Ave	111	1,776	218	200	1,576	93	153	1,239	186	130	914	96
26. Valerio St. & Canoga Ave.	28	1,571	43	93	139	23	100	1,387	18	64	73	73
27. Sherman Way & Owensmouth Ave	106	460	204	79	1,497	54	80	350	49	191	1,278	61
28. Sherman Way & Canoga Ave	89	1,400	201	78	1,702	83	109	1,040	81	90	1,422	106
29. Sherman Way & De Soto Ave	129	1,823	245	209	1,611	163	126	1,196	154	184	1,289	141
30. Vanowen St & Owensmouth Ave	81	619	220	121	1,569	94	81	613	70	216	1,355	123
31. Vanowen St & Canoga Ave	129	1,356	328	141	1,370	76	159	1,076	121	104	943	136
32 Vanowen St & De Soto Ave	74	1,856	156	184	1,546	103	136	1,174	246	143	959	189
33. Victory Blvd & Owensmouth Ave	225	734	105	99	1,425	116	230	550	179	158	1,330	170
34. Victory Blvd & Canoga Ave	276	1,508	306	164	1,275	50	113	1,148	150	226	1,315	126
35. Victory Blvd & Variel Ave	226	0	590	0	1,665	78	0	0	0	113	1,399	0
36. Victory Blvd & De Soto Ave	73	1,608	564	428	1,415	170	126	1,013	230	258	1,158	135
37. Erwin St & Owensmouth Ave	85	876	120	149	333	33	125	721	326	51	489	124
38. Erwin St & Canoga Ave	293	1,785	110	189	290	240	75	1,429	169	96	301	93
39. Oxnard St & Owensmouth Ave	314	906	230	86	563	69	141	591	188	108	811	191
40. Oxnard St & Canoga Ave	215	1,690	143	195	504	235	116	1,275	228	155	490	154
41. Oxnard & De Soto Ave	113	2,003	216	291	636	190	59	1,446	181	45	210	44
42. Lassen St & Busway A	0	0	0	0	1,414	0	0	0	0	0	1,691	0
43. Lassen St & Busway B	0	0	0	0	1,414	0	0	0	0	0	1,691	0
44. Lassen St & Busway C	0	0	0	0	1,414	0	0	0	0	0	1,691	0
45. Canoga Ave & Busway	0	1,184	0	0	0	0	0	1,228	0	0	0	0
46. Canoga Ave & MOL	0	1,758	58	0	0	0	0	1,370	0	58	0	0

**Alternative 4 Busway
Future Volume Development**

2030 PM WITH PROJ VOLUMES (Option 4a) No Project + BRT Trips

Intersection	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Chatsworth St & De Soto Ave	38	2,865	44	480	361	58	125	1,983	273	113	213	433
2. Devonshire St & Topanga Canyon Blvd	58	2,754	384	170	403	34	211	1,605	109	399	341	402
3. Devonshire St & Owensmouth Ave	141	658	334	20	919	43	113	115	34	164	1,222	168
4. Devonshire St & Depot Rd	28	3	117	80	1,090	35	14	3	75	32	1,240	21
5. Devonshire St & Canoga Ave	160	415	315	149	972	126	175	129	166	91	1,033	125
6. Devonshire St & De Soto Ave	152	2,285	198	341	993	107	233	1,449	229	143	935	178
7. Lassen St & Topanga Canyon Blvd	105	2,659	320	95	379	51	180	1,981	33	430	353	188
8. Lassen St & Owensmouth Ave	140	919	480	49	714	185	225	339	74	386	760	159
9. Lassen St & Depot Rd	65	0	15	56	1,396	19	42	0	111	24	1,538	71
10. Lassen St & De Soto Ave	197	2,349	243	207	1,134	121	101	1,591	114	124	750	118
11. Marilla St & Owensmouth Ave	29	845	26	118	148	21	313	404	34	9	323	720
12. Plummer St & Owensmouth Ave	24	743	40	28	173	40	100	301	17	11	239	65
13. Plummer St & Canoga Ave	208	1,096	0	88	0	186	0	1,083	145	0	0	0
14. Nordhoff St & Owensmouth Ave	44	246	85	28	1,208	43	153	209	61	160	949	138
15. Nordhoff St & Canoga Ave	134	913	246	208	1,183	151	131	1,091	106	163	906	141
16. Nordhoff St & De Soto Ave	108	2,174	94	326	1,006	178	114	1,459	384	186	746	220
17. Parthenia St & Owensmouth Ave	16	270	203	34	504	14	79	231	25	168	496	62
18. Parthenia St & Canoga Ave	66	1,195	314	26	611	61	138	1,180	54	209	690	101
19. Parthenia St & De Soto Ave	76	2,053	129	213	781	69	146	1,570	91	113	774	74
20. Roscoe Blvd & Owensmouth Ave	73	351	179	69	1,287	78	73	305	63	146	1,011	103
21. Roscoe Blvd & Canoga Ave	64	1,322	219	111	1,300	139	161	1,150	101	170	1,026	134
22. Roscoe Blvd & De Soto Ave	165	1,725	140	238	1,327	20	198	1,379	109	76	1,056	120
23. Saticoy St & Owensmouth Ave	33	525	48	60	1,484	16	125	335	54	88	1,122	53
24. Saticoy St & Canoga Ave	130	1,388	263	201	1,409	75	154	1,190	196	183	1,022	240
25. Saticoy St & De Soto Ave	111	1,776	218	200	1,576	93	153	1,239	186	130	914	96
26. Valerio St. & Canoga Ave.	28	1,571	43	93	139	23	100	1,387	18	64	73	73
27. Sherman Way & Owensmouth Ave	106	460	204	79	1,497	54	80	350	49	191	1,278	61
28. Sherman Way & Canoga Ave	89	1,400	201	78	1,702	83	109	1,040	81	90	1,422	106
29. Sherman Way & De Soto Ave	129	1,823	245	209	1,611	163	126	1,196	154	184	1,289	141
30. Vanowen St & Owensmouth Ave	81	619	220	121	1,569	94	81	613	70	216	1,355	123
31. Vanowen St & Canoga Ave	129	1,356	328	141	1,370	76	159	1,076	121	104	943	136
32. Vanowen St & De Soto Ave	74	1,856	156	184	1,546	103	136	1,174	246	143	959	189
33. Victory Blvd & Owensmouth Ave	225	734	105	99	1,425	116	230	550	179	158	1,330	170
34. Victory Blvd & Canoga Ave	276	1,508	306	164	1,275	50	113	1,148	150	226	1,315	126
35. Victory Blvd & Variel Ave	226	0	590	0	1,665	78	0	0	0	113	1,399	0
36. Victory Blvd & De Soto Ave	73	1,608	564	428	1,415	170	126	1,013	230	258	1,158	135
37. Erwin St & Owensmouth Ave	85	876	120	149	333	33	125	721	326	51	489	124
38. Erwin St & Canoga Ave	293	1,785	110	189	290	240	75	1,429	169	96	301	93
39. Oxnard St & Owensmouth Ave	314	906	230	86	563	69	141	591	188	108	811	191
40. Oxnard St & Canoga Ave	215	1,690	143	195	504	235	116	1,275	228	155	490	154
41. Oxnard & De Soto Ave	113	2,003	216	291	636	190	59	1,446	181	45	210	44
42. Lassen St & Busway A	0	0	0	0	1,414	0	0	0	0	0	1,691	0
43. Lassen St & Busway B	0	0	0	0	1,414	0	0	0	0	0	1,691	0
44. Lassen St & Busway C	0	40	0	0	1,414	0	0	40	0	0	1,691	0
45. Canoga Ave & Busway	0	1,184	0	0	0	0	0	1,228	0	0	0	0
46. Canoga Ave & MOL	0	1,758	58	0	0	0	0	1,370	0	58	0	0

**Alternative 4 Busway
Future Volume Development**

2030 PM WITH PROJ VOLUMES (Option 5) No Project + BRT Trips

Intersection	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Chatsworth St & De Soto Ave	38	2,865	44	480	361	58	125	1,983	273	113	213	433
2. Devonshire St & Topanga Canyon Blvd	58	2,754	384	170	403	34	211	1,605	109	399	341	402
3. Devonshire St & Owensmouth Ave	141	658	334	20	919	43	113	115	34	164	1,222	168
4. Devonshire St & Depot Rd	28	3	117	80	1,090	35	14	3	75	32	1,240	21
5. Devonshire St & Canoga Ave	160	415	315	149	972	126	175	129	166	91	1,033	125
6. Devonshire St & De Soto Ave	152	2,285	198	341	993	107	233	1,449	229	143	935	178
7. Lassen St & Topanga Canyon Blvd	105	2,659	320	95	379	51	180	1,981	33	430	353	188
8 Lassen St & Owensmouth Ave	140	919	480	49	714	185	225	339	74	386	760	159
9. Lassen St & Depot Rd	65	0	15	56	1,396	19	42	0	111	24	1,538	71
10.Lassen St & De Soto Ave	197	2,349	243	207	1,134	121	101	1,591	114	124	750	118
11. Marilla St & Owensmouth Ave	29	845	26	118	148	21	313	404	34	9	323	720
12. Plummer St & Owensmouth Ave	24	743	40	28	173	40	100	301	17	11	239	65
13. Plummer St & Canoga Ave	208	1,096	0	88	0	186	0	1,083	145	0	0	0
14. Nordhoff St & Owensmouth Ave	44	246	85	28	1,208	43	153	209	61	160	949	138
15. Nordhoff St & Canoga Ave	134	913	246	208	1,183	151	131	1,091	106	163	906	141
16. Nordhoff St & De Soto Ave	108	2,174	94	326	1,006	178	114	1,459	384	186	746	220
17. Parthenia St & Owensmouth Ave	16	270	203	34	504	14	79	231	25	168	496	62
18. Parthenia St & Canoga Ave	66	1,195	314	26	611	61	138	1,180	54	209	690	101
19. Parthenia St & De Soto Ave	76	2,053	129	213	781	69	146	1,570	91	113	774	74
20. Roscoe Blvd & Owensmouth Ave	73	351	179	69	1,287	78	73	305	63	146	1,011	103
21. Roscoe Blvd & Canoga Ave	64	1,322	219	111	1,300	139	161	1,150	101	170	1,026	134
22. Roscoe Blvd & De Soto Ave	165	1,725	140	238	1,327	20	198	1,379	109	76	1,056	120
23. Saticoy St & Owensmouth Ave	33	525	48	60	1,484	16	125	335	54	88	1,122	53
24. Saticoy St & Canoga Ave	130	1,388	263	201	1,409	75	154	1,190	196	183	1,022	240
25. Saticoy St & De Soto Ave	111	1,776	218	200	1,576	93	153	1,239	186	130	914	96
26. Valerio St. & Canoga Ave.	28	1,571	43	93	139	23	100	1,387	18	64	73	73
27. Sherman Way & Owensmouth Ave	106	460	204	79	1,497	54	80	350	49	191	1,278	61
28. Sherman Way & Canoga Ave	89	1,400	201	78	1,702	83	109	1,040	81	90	1,422	106
29. Sherman Way & De Soto Ave	129	1,823	245	209	1,611	163	126	1,196	154	184	1,289	141
30. Vanowen St & Owensmouth Ave	81	619	220	121	1,569	94	81	613	70	216	1,355	123
31. Vanowen St & Canoga Ave	129	1,356	328	141	1,370	76	159	1,076	121	104	943	136
32 Vanowen St & De Soto Ave	74	1,856	156	184	1,546	103	136	1,174	246	143	959	189
33. Victory Blvd & Owensmouth Ave	225	734	105	99	1,425	116	230	550	179	158	1,330	170
34. Victory Blvd & Canoga Ave	276	1,508	306	164	1,275	50	113	1,148	150	226	1,315	126
35. Victory Blvd & Variel Ave	226	0	590	0	1,665	78	0	0	0	113	1,399	0
36. Victory Blvd & De Soto Ave	73	1,608	564	428	1,415	170	126	1,013	230	258	1,158	135
37. Erwin St & Owensmouth Ave	85	876	120	149	333	33	125	721	326	51	489	124
38. Erwin St & Canoga Ave	293	1,785	110	189	290	240	75	1,429	169	96	301	93
39. Oxnard St & Owensmouth Ave	314	906	230	86	563	69	141	591	188	108	811	191
40. Oxnard St & Canoga Ave	215	1,690	143	195	504	235	116	1,275	228	155	490	154
41. Oxnard & De Soto Ave	113	2,003	216	291	636	190	59	1,446	181	45	210	44
42. Lassen St & Busway A	0	0	0	0	1,414	0	0	0	0	0	1,691	0
43. Lassen St & Busway B	0	0	0	0	1,414	0	0	0	0	0	1,691	0
44. Lassen St & Busway C	0	0	0	0	1,414	0	0	0	0	0	1,691	0
45. Canoga Ave & Busway	0	1,184	0	0	0	0	0	1,228	0	0	0	0
46. Canoga Ave & MOL	0	1,758	58	0	0	0	0	1,370	0	58	0	0

**Canoga Transportation Corridor EIR
Transportation Appendix**

Level of Service Tables

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Canoga Transportation Corridor EIR
Intersection Level of Service
Existing Conditions (2007)

Intersection	Control	AM Peak Hour			PM Peak Hour		
		Delay	V/C	LOS	Delay	V/C	LOS
1. Chatsworth St & De Soto Ave	S	59.3	1.153	E	49.3	1.037	D
2. Devonshire St & Topanga Canyon Blvd	S	102.3	1.082	F	52.7	1.072	D
3. Devonshire St & Owensmouth Ave	S	53.8	1.218	D	57.8	1.187	E
4. Devonshire St & Depot Rd	TWSC	236.3	0.000	F	44.0	0.000	E
5. Devonshire St & Canoga Ave	S	16.3	0.599	B	16.2	0.541	B
6. Devonshire St & De Soto Ave	S	40.7	0.950	D	35.7	0.891	D
7. Lassen St & Topanga Canyon Blvd	S	135.8	1.296	F	84.5	1.138	F
8. Lassen St & Owensmouth Ave	S	20.1	0.927	C	45.9	1.133	D
9. Lassen St & Depot Rd	TWSC	30.2	0.000	D	555.6	0.000	F
10. Lassen St & De Soto Ave	S	22.0	0.976	C	19.4	1.063	B
11. Marilla St & Owensmouth Ave	S	12.1	0.741	B	17.8	0.871	B
12. Plummer St & Owensmouth Ave	AWSC	15.1	0.640	C	91.3	1.342	F
13. Plummer St & Canoga Ave	TWSC	20.7	0.000	C	284.4	0.000	F
14. Nordhoff St & Owensmouth Ave	S	10.9	0.693	B	22.8	0.962	C
15. Nordhoff St & Canoga Ave	S	21.4	1.043	C	13.7	0.749	B
16. Nordhoff St & De Soto Ave	S	97.0	0.935	F	55.0	1.078	D
17. Parthenia St & Owensmouth Ave	S	10.2	0.522	B	9.8	0.362	A
18. Parthenia St & Canoga Ave	S	15.3	0.776	B	12.3	0.685	B
19. Parthenia St & De Soto Ave	S	57.2	1.346	E	14.4	0.861	B
20. Roscoe Blvd & Owensmouth Ave	S	19.9	0.710	B	19.3	0.707	B
21. Roscoe Blvd & Canoga Ave	S	15.1	0.859	B	16.0	0.913	B
22. Roscoe Blvd & De Soto Ave	S	30.8	0.874	C	30.4	0.911	C
23. Saticoy St & Owensmouth Ave	S	15.1	0.917	B	20.5	0.926	C
24. Saticoy St & Canoga Ave	S	15.7	0.860	B	22.3	0.985	C
25. Saticoy St & De Soto Ave	S	63.2	0.993	E	78.0	1.024	E
26. Valerio St. & Canoga Ave.	S	10.2	0.720	B	6.1	0.519	A
27. Sherman Way & Owensmouth Ave	S	20.3	0.938	C	16.0	0.690	B
28. Sherman Way & Canoga Ave	S	32.0	1.047	C	29.7	0.979	C
29. Sherman Way & De Soto Ave	S	36.8	0.979	D	59.8	1.156	E
30. Vanowen St & Owensmouth Ave	S	11.0	0.699	B	13.7	0.936	B
31. Vanowen St & Canoga Ave	S	21.8	0.794	C	24.4	0.958	C
32. Vanowen St & De Soto Ave	S	35.7	0.934	D	69.1	1.271	E
33. Victory Blvd & Owensmouth Ave	S	30.1	0.792	C	30.8	0.709	C
34. Victory Blvd & Canoga Ave	S	36.5	0.981	D	44.6	1.073	D
35. Victory Blvd & Variel Ave	S	16.0	0.452	B	18.9	0.783	B
36. Victory Blvd & De Soto Ave	S	36.7	0.971	D	35.3	1.003	D
37. Erwin St & Owensmouth Ave	S	11.7	0.487	B	11.5	0.516	B
38. Erwin St & Canoga Ave	S	12.8	0.532	B	17.6	0.890	B
39. Oxnard St & Owensmouth Ave	S	12.2	0.595	B	12.8	0.662	B
40. Oxnard St & Canoga Ave	S	16.1	0.628	B	26.7	1.020	C
41. Oxnard & De Soto Ave	S	77.5	1.811	E	18.0	0.695	B
42. Lassen St & Busway A	S	1.9	0.303	A	12.8	0.493	B
43. Lassen St & Busway B	S	0.9	0.274	A	1.1	0.446	A
44. Lassen St & Busway C	S	0.9	0.274	A	1.1	0.446	A
45. Canoga Ave & Busway	S	0.0	0.000	A	0.0	0.000	A
46. Canoga Ave & MOL	S	0.0	0.000	A	0.0	0.000	A

Notes:

S = Signal; TWSC= two-way stop controlled; AWST= always stop controlled

Canoga Transportation Corridor EIR
Intersection Level of Service
Alternative 1. No Build

Intersection	Control	AM Peak Hour			PM Peak Hour		
		Delay	V/C	LOS	Delay	V/C	LOS
1. Chatsworth St & De Soto Ave	S	117.0	1.431	F	150.6	1.350	F
2. Devonshire St & Topanga Canyon Blvd	S	187.7	1.357	F	136.1	1.309	F
3. Devonshire St & Owensmouth Ave	S	89.0	1.488	F	90.5	1.414	F
4. Devonshire St & Depot Rd	TWSC	220.5	0.000	F	142.9	0.000	F
5. Devonshire St & Canoga Ave	S	24.0	0.976	C	21.7	0.945	C
6. Devonshire St & De Soto Ave	S	78.8	1.145	E	90.0	1.149	F
7. Lassen St & Topanga Canyon Blvd	S	196.4	1.478	F	183.1	1.471	F
8. Lassen St & Owensmouth Ave	S	97.8	1.378	F	188.2	1.868	F
9. Lassen St & Depot Rd	TWSC	74.4	0.000	F	OVRFL	0.000	F
10. Lassen St & De Soto Ave	S	60.3	1.290	E	67.1	1.359	E
11. Marilla St & Owensmouth Ave	S	20.7	0.918	C	30.3	1.003	C
12. Plummer St & Owensmouth Ave	AWSC	23.8	0.845	C	157.5	1.671	F
13. Plummer St & Canoga Ave	TWSC	27.3	0.000	D	OVRFL	0.000	F
14. Nordhoff St & Owensmouth Ave	S	17.3	0.906	B	43.0	1.107	D
15. Nordhoff St & Canoga Ave	S	54.1	1.679	D	28.1	1.101	C
16. Nordhoff St & De Soto Ave	S	154.5	1.109	F	146.8	1.260	F
17. Parthenia St & Owensmouth Ave	S	10.9	0.635	B	10.2	0.502	B
18. Parthenia St & Canoga Ave	S	33.1	1.091	C	21.2	0.959	C
19. Parthenia St & De Soto Ave	S	104.3	1.712	F	33.9	1.074	C
20. Roscoe Blvd & Owensmouth Ave	S	28.9	1.007	C	39.5	1.126	D
21. Roscoe Blvd & Canoga Ave	S	25.8	1.068	C	29.8	1.137	C
22. Roscoe Blvd & De Soto Ave	S	34.3	0.979	C	37.0	1.066	D
23. Saticoy St & Owensmouth Ave	S	53.0	1.434	D	53.6	1.136	D
24. Saticoy St & Canoga Ave	S	44.9	1.189	D	83.5	1.345	F
25. Saticoy St & De Soto Ave	S	151.9	1.222	F	186.4	1.276	F
26. Valerio St. & Canoga Ave.	S	14.0	0.870	B	7.9	0.686	A
27. Sherman Way & Owensmouth Ave	S	57.7	1.333	E	40.3	1.156	D
28. Sherman Way & Canoga Ave	S	60.2	1.665	E	114.1	1.462	F
29. Sherman Way & De Soto Ave	S	86.9	1.273	F	180.9	1.739	F
30. Vanowen St & Owensmouth Ave	S	22.3	1.019	C	28.9	1.380	C
31. Vanowen St & Canoga Ave	S	34.6	1.183	C	55.1	1.699	E
32. Vanowen St & De Soto Ave	S	102.0	1.333	F	167.6	1.734	F
33. Victory Blvd & Owensmouth Ave	S	32.8	0.923	C	35.2	0.838	D
34. Victory Blvd & Canoga Ave	S	82.8	1.319	F	167.9	1.688	F
35. Victory Blvd & Variel Ave	S	15.6	0.676	B	41.3	1.279	D
36. Victory Blvd & De Soto Ave	S	60.1	1.137	E	73.8	1.221	E
37. Erwin St & Owensmouth Ave	S	12.4	0.574	B	13.6	0.699	B
38. Erwin St & Canoga Ave	S	17.1	0.891	B	51.5	1.635	D
39. Oxnard St & Owensmouth Ave	S	14.8	0.813	B	20.1	0.927	C
40. Oxnard St & Canoga Ave	S	22.4	0.967	C	60.6	1.656	E
41. Oxnard & De Soto Ave	S	88.4	2.140	F	30.6	1.126	C
42. Lassen St & Busway A	S	2.1	0.395	A	52.2	0.649	D
43. Lassen St & Busway B	S	1.0	0.358	A	1.4	0.587	A
44. Lassen St & Busway C	S	1.0	0.358	A	1.4	0.587	A
45. Canoga Ave & Busway	S	3.8	0.617	A	6.2	0.819	A
46. Canoga Ave & MOL	S	19.5	0.576	B	22.1	0.488	C

Notes:

S = Signal; TWSC= two-way stop controlled; AWST= always stop controlled

Canoga Transportation Corridor EIR
Intersection Level of Service
Alternative 2. TSM

Intersection	Control	AM Peak Hour			PM Peak Hour		
		Delay	V/C	LOS	Delay	V/C	LOS
1. Chatsworth St & De Soto Ave	S	117.0	1.431	F	150.6	1.350	F
2. Devonshire St & Topanga Canyon Blvd	S	187.7	1.357	F	136.1	1.309	F
3. Devonshire St & Owensmouth Ave	S	89.0	1.488	F	90.5	1.414	F
4. Devonshire St & Depot Rd	TWSC	220.5	0.000	F	142.9	0.000	F
5. Devonshire St & Canoga Ave	S	24.0	0.976	C	21.7	0.945	C
6. Devonshire St & De Soto Ave	S	78.8	1.145	E	90.0	1.149	F
7. Lassen St & Topanga Canyon Blvd	S	196.4	1.478	F	183.1	1.471	F
8 Lassen St & Owensmouth Ave	S	111.0	1.438	F	201.8	1.926	F
9. Lassen St & Depot Rd	S	67.4	0.000	E	OVRFL	0.000	F
10. Lassen St & De Soto Ave	S	60.3	1.290	E	67.1	1.359	E
11. Marilla St & Owensmouth Ave	S	23.7	0.946	C	33.9	1.028	C
12. Plummer St & Owensmouth Ave	AWSC	23.8	0.845	C	157.5	1.671	F
13. Plummer St & Canoga Ave	TWSC	28.9	0.000	D	OVRFL	0.000	F
14. Nordhoff St & Owensmouth Ave	S	17.3	0.906	B	43.0	1.107	D
15. Nordhoff St & Canoga Ave	S	53.9	1.679	D	28.5	1.101	C
16. Nordhoff St & De Soto Ave	S	154.5	1.109	F	146.8	1.260	F
17. Parthenia St & Owensmouth Ave	S	10.9	0.635	B	10.2	0.502	B
18. Parthenia St & Canoga Ave	S	33.0	1.098	C	21.9	0.968	C
19. Parthenia St & De Soto Ave	S	104.3	1.712	F	33.9	1.074	C
20. Roscoe Blvd & Owensmouth Ave	S	28.9	1.007	C	39.5	1.126	D
21. Roscoe Blvd & Canoga Ave	S	26.7	1.075	C	31.2	1.137	C
22. Roscoe Blvd & De Soto Ave	S	34.3	0.979	C	37.0	1.066	D
23. Saticoy St & Owensmouth Ave	S	53.0	1.434	D	53.6	1.136	D
24. Saticoy St & Canoga Ave	S	45.5	1.192	D	85.4	1.352	F
25. Saticoy St & De Soto Ave	S	151.9	1.222	F	186.4	1.276	F
26. Valerio St. & Canoga Ave.	S	14.2	0.877	B	7.9	0.693	A
27. Sherman Way & Owensmouth Ave	S	57.7	1.333	E	40.3	1.156	D
28. Sherman Way & Canoga Ave	S	65.0	1.736	E	113.7	1.462	F
29. Sherman Way & De Soto Ave	S	86.9	1.273	F	180.9	1.739	F
30. Vanowen St & Owensmouth Ave	S	22.3	1.019	C	28.9	1.380	C
31. Vanowen St & Canoga Ave	S	35.6	1.204	D	57.8	1.719	E
32 Vanowen St & De Soto Ave	S	102.0	1.333	F	167.6	1.734	F
33. Victory Blvd & Owensmouth Ave	S	32.8	0.923	C	35.2	0.838	D
34. Victory Blvd & Canoga Ave	S	85.8	1.338	F	164.2	1.729	F
35. Victory Blvd & Variel Ave	S	15.6	0.676	B	41.3	1.279	D
36. Victory Blvd & De Soto Ave	S	60.1	1.137	E	73.8	1.221	E
37. Erwin St & Owensmouth Ave	S	12.4	0.574	B	13.6	0.713	B
38. Erwin St & Canoga Ave	S	18.0	0.909	B	51.8	1.719	D
39. Oxnard St & Owensmouth Ave	S	14.8	0.813	B	20.2	0.927	C
40. Oxnard St & Canoga Ave	S	22.9	0.987	C	61.3	1.695	E
41. Oxnard & De Soto Ave	S	88.4	2.140	F	30.6	1.126	C
42. Lassen St & Busway A	S	2.1	0.403	A	55.3	0.656	E
43. Lassen St & Busway B	S	1.0	0.364	A	1.4	0.594	A
44. Lassen St & Busway C	S	1.0	0.364	A	1.4	0.594	A
45. Canoga Ave & Busway	S	3.9	0.626	A	6.3	0.825	A
46. Canoga Ave & MOL	S	21.4	0.581	C	41.5	0.592	D

Notes:

S = Signal; TWSC= two-way stop controlled; AWST= always stop controlled

Canoga Transportation Corridor EIR
Intersection Level of Service
Alternative 3.1 On-Street Dedicated Bus Lanes

Intersection	Control	AM Peak Hour			PM Peak Hour		
		Delay	V/C	LOS	Delay	V/C	LOS
1. Chatsworth St & De Soto Ave	S	117.9	1.435	F	151.1	1.352	F
2. Devonshire St & Topanga Canyon Blvd	S	187.9	1.358	F	136.6	1.310	F
3. Devonshire St & Owensmouth Ave	S	90.1	1.497	F	90.5	1.414	F
4. Devonshire St & Depot Rd	TWSC	256.0	0.000	F	160.5	0.000	F
5. Devonshire St & Canoga Ave	S	23.6	0.969	C	21.8	0.950	C
6. Devonshire St & De Soto Ave	S	80.7	1.151	F	91.4	1.153	F
7. Lassen St & Topanga Canyon Blvd	S	178.0	1.437	F	160.6	1.432	F
8 Lassen St & Owensmouth Ave	S	130.6	1.524	F	216.7	1.994	F
9. Lassen St & Depot Rd	S	6.3	0.485	A	9.0	0.745	A
10.Lassen St & De Soto Ave	S	60.5	1.290	E	67.3	1.366	E
11. Marilla St & Owensmouth Ave	S	27.5	0.975	C	38.0	1.053	D
12. Plummer St & Owensmouth Ave	AWSC	23.9	0.846	C	157.7	1.672	F
13. Plummer St & Canoga Ave	TWSC	27.3	0.000	D	OVRFL	0.000	F
14. Nordhoff St & Owensmouth Ave	S	17.3	0.906	B	43.3	1.107	D
15. Nordhoff St & Canoga Ave	S	48.3	1.494	D	45.3	1.669	D
16. Nordhoff St & De Soto Ave	S	154.5	1.109	F	146.8	1.260	F
17. Parthenia St & Owensmouth Ave	S	10.9	0.636	B	10.2	0.502	B
18. Parthenia St & Canoga Ave	S	26.1	0.954	C	26.1	1.148	C
19. Parthenia St & De Soto Ave	S	104.3	1.713	F	33.9	1.074	C
20. Roscoe Blvd & Owensmouth Ave	S	29.0	1.007	C	40.5	1.137	D
21. Roscoe Blvd & Canoga Ave	S	45.6	1.161	D	51.6	2.057	D
22. Roscoe Blvd & De Soto Ave	S	34.4	0.982	C	37.1	1.067	D
23. Saticoy St & Owensmouth Ave	S	52.8	1.434	D	54.1	1.138	D
24. Saticoy St & Canoga Ave	S	48.5	1.659	D	83.3	1.927	F
25. Saticoy St & De Soto Ave	S	152.2	1.223	F	186.4	1.276	F
26. Valerio St. & Canoga Ave.	S	17.4	0.806	B	10.1	0.725	B
27. Sherman Way & Owensmouth Ave	S	59.8	1.355	E	39.8	1.164	D
28. Sherman Way & Canoga Ave	S	45.2	1.392	D	84.6	1.322	F
29. Sherman Way & De Soto Ave	S	87.3	1.277	F	181.2	1.739	F
30. Vanowen St & Owensmouth Ave	S	22.3	1.019	C	28.9	1.380	C
31. Vanowen St & Canoga Ave	S	37.2	1.222	D	65.5	1.736	E
32 Vanowen St & De Soto Ave	S	102.0	1.333	F	167.6	1.734	F
33. Victory Blvd & Owensmouth Ave	S	32.8	0.923	C	35.2	0.838	D
34. Victory Blvd & Canoga Ave	S	84.8	1.334	F	168.4	1.695	F
35. Victory Blvd & Variel Ave	S	18.0	0.666	B	42.5	1.261	D
36. Victory Blvd & De Soto Ave	S	57.8	1.084	E	70.5	1.137	E
37. Erwin St & Owensmouth Ave	S	12.4	0.574	B	13.7	0.727	B
38. Erwin St & Canoga Ave	S	20.7	0.956	C	64.5	1.886	E
39. Oxnard St & Owensmouth Ave	S	14.8	0.813	B	20.2	0.927	C
40. Oxnard St & Canoga Ave	S	27.4	1.017	C	68.5	1.790	E
41. Oxnard & De Soto Ave	S	88.4	2.140	F	30.6	1.126	C
42. Lassen St & Busway A	S	1.0	0.371	A	1.5	0.601	A
43. Lassen St & Busway B	S	1.0	0.371	A	1.5	0.601	A
44. Lassen St & Busway C	S	1.0	0.371	A	1.5	0.601	A
45. Canoga Ave & Busway	S	3.9	0.635	A	6.5	0.832	A
46. Canoga Ave & MOL	S	21.9	0.584	C	11.6	0.605	B

Notes:

S = Signal; TWSC= two-way stop controlled; AWST= always stop controlled

Canoga Transportation Corridor EIR
Intersection Level of Service
Alternative 3.2 On-Street Dedicated Bus Lanes

Intersection	Control	AM Peak Hour			PM Peak Hour		
		Delay	V/C	LOS	Delay	V/C	LOS
1. Chatsworth St & De Soto Ave	S	117.9	1.435	F	151.1	1.352	F
2. Devonshire St & Topanga Canyon Blvd	S	187.9	1.358	F	136.6	1.310	F
3. Devonshire St & Owensmouth Ave	S	90.1	1.497	F	90.5	1.414	F
4. Devonshire St & Depot Rd	TWSC	256.0	0.000	F	160.5	0.000	F
5. Devonshire St & Canoga Ave	S	23.6	0.969	C	21.8	0.950	C
6. Devonshire St & De Soto Ave	S	80.7	1.151	F	91.4	1.153	F
7. Lassen St & Topanga Canyon Blvd	S	178.0	1.437	F	160.6	1.432	F
8 Lassen St & Owensmouth Ave	S	104.0	1.406	F	189.0	1.877	F
9. Lassen St & Depot Rd	S	9.3	0.426	A	12.4	0.673	B
10.Lassen St & De Soto Ave	S	60.5	1.290	E	67.3	1.366	E
11. Marilla St & Owensmouth Ave	S	20.7	0.918	C	30.4	1.004	C
12. Plummer St & Owensmouth Ave	AWSC	23.9	0.846	C	157.7	1.672	F
13. Plummer St & Canoga Ave	TWSC	27.3	0.000	D	OVRFL	0.000	F
14. Nordhoff St & Owensmouth Ave	S	17.3	0.906	B	43.3	1.107	D
15. Nordhoff St & Canoga Ave	S	48.3	1.494	D	45.3	1.669	D
16. Nordhoff St & De Soto Ave	S	154.5	1.109	F	146.8	1.260	F
17. Parthenia St & Owensmouth Ave	S	10.9	0.636	B	10.2	0.502	B
18. Parthenia St & Canoga Ave	S	26.1	0.954	C	26.1	1.148	C
19. Parthenia St & De Soto Ave	S	104.3	1.713	F	33.9	1.074	C
20. Roscoe Blvd & Owensmouth Ave	S	29.0	1.007	C	40.5	1.137	D
21. Roscoe Blvd & Canoga Ave	S	45.6	1.161	D	51.6	2.057	D
22. Roscoe Blvd & De Soto Ave	S	34.4	0.982	C	37.1	1.067	D
23. Saticoy St & Owensmouth Ave	S	52.8	1.434	D	54.1	1.138	D
24. Saticoy St & Canoga Ave	S	48.5	1.659	D	83.3	1.927	F
25. Saticoy St & De Soto Ave	S	152.2	1.223	F	186.4	1.276	F
26. Valerio St. & Canoga Ave.	S	17.4	0.806	B	10.1	0.725	B
27. Sherman Way & Owensmouth Ave	S	59.8	1.355	E	39.8	1.164	D
28. Sherman Way & Canoga Ave	S	45.2	1.392	D	84.6	1.322	F
29. Sherman Way & De Soto Ave	S	87.3	1.277	F	181.2	1.739	F
30. Vanowen St & Owensmouth Ave	S	22.3	1.019	C	28.9	1.380	C
31. Vanowen St & Canoga Ave	S	37.2	1.222	D	65.5	1.736	E
32 Vanowen St & De Soto Ave	S	102.0	1.333	F	167.6	1.734	F
33. Victory Blvd & Owensmouth Ave	S	32.8	0.923	C	35.2	0.838	D
34. Victory Blvd & Canoga Ave	S	84.8	1.334	F	168.4	1.695	F
35. Victory Blvd & Variel Ave	S	18.0	0.666	B	42.5	1.261	D
36. Victory Blvd & De Soto Ave	S	57.8	1.084	E	70.5	1.137	E
37. Erwin St & Owensmouth Ave	S	12.4	0.574	B	13.7	0.727	B
38. Erwin St & Canoga Ave	S	20.7	0.956	C	64.5	1.886	E
39. Oxnard St & Owensmouth Ave	S	14.8	0.813	B	20.2	0.927	C
40. Oxnard St & Canoga Ave	S	27.4	1.017	C	68.5	1.790	E
41. Oxnard & De Soto Ave	S	88.4	2.140	F	30.6	1.126	C

Canoga Transportation Corridor EIR
Intersection Level of Service
Alternative 3.3 On-Street Dedicated Bus Lanes

Intersection	Control	AM Peak Hour			PM Peak Hour		
		Delay	V/C	LOS	Delay	V/C	LOS
1. Chatsworth St & De Soto Ave	S	117.9	1.435	F	151.1	1.352	F
2. Devonshire St & Topanga Canyon Blvd	S	187.9	1.358	F	136.6	1.310	F
3. Devonshire St & Owensmouth Ave	S	90.1	1.497	F	90.5	1.414	F
4. Devonshire St & Depot Rd	TWSC	256.0	0.000	F	160.5	0.000	F
5. Devonshire St & Canoga Ave	S	23.6	0.969	C	21.8	0.950	C
6. Devonshire St & De Soto Ave	S	80.7	1.151	F	91.4	1.153	F
7. Lassen St & Topanga Canyon Blvd	S	178.0	1.437	F	160.6	1.432	F
8 Lassen St & Owensmouth Ave	S	104.0	1.406	F	189.0	1.877	F
9. Lassen St & Depot Rd	TWSC	OVRFL	0.000	F	OVRFL	0.000	F
10.Lassen St & De Soto Ave	S	60.5	1.290	E	67.3	1.366	E
11. Marilla St & Owensmouth Ave	S	20.7	0.918	C	30.4	1.004	C
12. Plummer St & Owensmouth Ave	AWSC	23.9	0.846	C	157.7	1.672	F
13. Plummer St & Canoga Ave	TWSC	27.3	0.000	D	OVRFL	0.000	F
14. Nordhoff St & Owensmouth Ave	S	17.3	0.906	B	43.3	1.107	D
15. Nordhoff St & Canoga Ave	S	48.3	1.494	D	45.3	1.669	D
16. Nordhoff St & De Soto Ave	S	154.5	1.109	F	146.8	1.260	F
17. Parthenia St & Owensmouth Ave	S	10.9	0.636	B	10.2	0.502	B
18. Parthenia St & Canoga Ave	S	26.1	0.954	C	26.1	1.148	C
19. Parthenia St & De Soto Ave	S	104.3	1.713	F	33.9	1.074	C
20. Roscoe Blvd & Owensmouth Ave	S	29.0	1.007	C	40.5	1.137	D
21. Roscoe Blvd & Canoga Ave	S	45.6	1.161	D	51.6	2.057	D
22. Roscoe Blvd & De Soto Ave	S	34.4	0.982	C	37.1	1.067	D
23. Saticoy St & Owensmouth Ave	S	52.8	1.434	D	54.1	1.138	D
24. Saticoy St & Canoga Ave	S	48.5	1.659	D	83.3	1.927	F
25. Saticoy St & De Soto Ave	S	152.2	1.223	F	186.4	1.276	F
26. Valerio St. & Canoga Ave.	S	17.4	0.806	B	10.1	0.725	B
27. Sherman Way & Owensmouth Ave	S	59.8	1.355	E	39.8	1.164	D
28. Sherman Way & Canoga Ave	S	45.2	1.392	D	84.6	1.322	F
29. Sherman Way & De Soto Ave	S	87.3	1.277	F	181.2	1.739	F
30. Vanowen St & Owensmouth Ave	S	22.3	1.019	C	28.9	1.380	C
31. Vanowen St & Canoga Ave	S	37.2	1.222	D	65.5	1.736	E
32 Vanowen St & De Soto Ave	S	102.0	1.333	F	167.6	1.734	F
33. Victory Blvd & Owensmouth Ave	S	32.8	0.923	C	35.2	0.838	D
34. Victory Blvd & Canoga Ave	S	84.8	1.334	F	168.4	1.695	F
35. Victory Blvd & Variel Ave	S	18.0	0.666	B	42.5	1.261	D
36. Victory Blvd & De Soto Ave	S	57.8	1.084	E	70.5	1.137	E
37. Erwin St & Owensmouth Ave	S	12.4	0.574	B	13.7	0.727	B
38. Erwin St & Canoga Ave	S	20.7	0.956	C	64.5	1.886	E
39. Oxnard St & Owensmouth Ave	S	14.8	0.813	B	20.2	0.927	C
40. Oxnard St & Canoga Ave	S	27.4	1.017	C	68.5	1.790	E
41. Oxnard & De Soto Ave	S	88.4	2.140	F	30.6	1.126	C

Canoga Transportation Corridor EIR
Intersection Level of Service
Alternative 3. On-Street Dedicated Bus Lanes
MITIGATED

Intersection	Control	AM Peak Hour			PM Peak Hour		
		Delay	V/C	LOS	Delay	V/C	LOS
1. Chatsworth St & De Soto Ave	S	117.9	1.435	F	151.1	1.352	F
2. Devonshire St & Topanga Canyon Blvd	S	187.9	1.358	F	136.6	1.310	F
3. Devonshire St & Owensmouth Ave	S	90.1	1.497	F	90.5	1.414	F
4. Devonshire St & Depot Rd	S	3.1	0.469	A	5.1	0.520	A
5. Devonshire St & Canoga Ave	S	23.6	0.969	C	21.8	0.950	C
6. Devonshire St & De Soto Ave	S	80.7	1.151	F	91.4	1.153	F
7. Lassen St & Topanga Canyon Blvd	S	178.0	1.437	F	160.6	1.432	F
8 Lassen St & Owensmouth Ave	S	51.5	1.013	D	140.5	1.366	F
9. Lassen St & Depot Rd	S	6.3	0.485	A	9.0	0.745	A
10.Lassen St & De Soto Ave	S	60.5	1.290	E	67.3	1.366	E
11. Marilla St & Owensmouth Ave	S	27.5	0.975	C	38.0	1.053	D
12. Plummer St & Owensmouth Ave	AWSC	23.9	0.846	C	157.7	1.672	F
13. Plummer St & Canoga Ave	TWSC	27.3	0.000	D	OVRFL	0.000	F
14. Nordhoff St & Owensmouth Ave	S	17.3	0.906	B	43.3	1.107	D
15. Nordhoff St & Canoga Ave	S	48.3	1.494	D	45.3	1.669	D
16. Nordhoff St & De Soto Ave	S	154.5	1.109	F	146.8	1.260	F
17. Parthenia St & Owensmouth Ave	S	10.9	0.636	B	10.2	0.502	B
18. Parthenia St & Canoga Ave	S	26.1	0.954	C	26.1	1.148	C
19. Parthenia St & De Soto Ave	S	104.3	1.713	F	33.9	1.074	C
20. Roscoe Blvd & Owensmouth Ave	S	29.0	1.007	C	40.5	1.137	D
21. Roscoe Blvd & Canoga Ave	S	35.4	1.158	D	49.9	2.057	D
22. Roscoe Blvd & De Soto Ave	S	34.4	0.982	C	37.1	1.067	D
23. Saticoy St & Owensmouth Ave	S	52.8	1.434	D	54.1	1.138	D
24. Saticoy St & Canoga Ave	S	48.5	1.659	D	83.3	1.927	F
25. Saticoy St & De Soto Ave	S	152.2	1.223	F	186.4	1.276	F
26. Valerio St. & Canoga Ave.	S	17.4	0.806	B	10.1	0.725	B
27. Sherman Way & Owensmouth Ave	S	59.8	1.355	E	39.8	1.164	D
28. Sherman Way & Canoga Ave	S	45.2	1.392	D	84.6	1.322	F
29. Sherman Way & De Soto Ave	S	87.3	1.277	F	181.2	1.739	F
30. Vanowen St & Owensmouth Ave	S	22.3	1.019	C	28.9	1.380	C
31. Vanowen St & Canoga Ave	S	34.2	0.996	C	50.4	1.730	D
32 Vanowen St & De Soto Ave	S	102.0	1.333	F	167.6	1.734	F
33. Victory Blvd & Owensmouth Ave	S	32.8	0.923	C	35.2	0.838	D
34. Victory Blvd & Canoga Ave	S	84.8	1.334	F	168.4	1.695	F
35. Victory Blvd & Variel Ave	S	18.0	0.666	B	42.5	1.261	D
36. Victory Blvd & De Soto Ave	S	57.8	1.084	E	70.5	1.137	E
37. Erwin St & Owensmouth Ave	S	12.4	0.574	B	13.7	0.727	B
38. Erwin St & Canoga Ave	S	29.8	0.724	C	51.4	1.252	D
39. Oxnard St & Owensmouth Ave	S	14.8	0.813	B	20.2	0.927	C
40. Oxnard St & Canoga Ave	S	24.3	0.926	C	63.8	1.687	E
41. Oxnard & De Soto Ave	S	88.4	2.140	F	30.6	1.126	C

Canoga Transportation Corridor EIR
Intersection Level of Service
Alternative 4.1 Busway

Intersection	Control	AM Peak Hour			PM Peak Hour		
		Delay	V/C	LOS	Delay	V/C	LOS
1. Chatsworth St & De Soto Ave	S	117.9	1.436	F	151.1	1.352	F
2. Devonshire St & Topanga Canyon Blvd	S	187.9	1.358	F	136.9	1.310	F
3. Devonshire St & Owensmouth Ave	S	90.1	1.497	F	90.5	1.414	F
4. Devonshire St & Depot Rd	TWSC	257.5	0.000	F	168.2	0.000	F
5. Devonshire St & Canoga Ave	S	23.6	0.968	C	21.8	0.950	C
6. Devonshire St & De Soto Ave	S	80.8	1.152	F	91.6	1.154	F
7. Lassen St & Topanga Canyon Blvd	S	178.0	1.437	F	160.7	1.433	F
8 Lassen St & Owensmouth Ave	S	131.4	1.527	F	217.7	1.999	F
9. Lassen St & Depot Rd	S	6.3	0.487	A	9.1	0.746	A
10.Lassen St & De Soto Ave	S	60.5	1.290	E	67.3	1.366	E
11. Marilla St & Owensmouth Ave	S	24.8	0.946	C	34.2	1.032	C
12. Plummer St & Owensmouth Ave	S	12.2	0.417	B	23.8	0.775	C
13. Plummer St & Canoga Ave	S	15.9	0.615	C	21.7	0.903	C
14. Nordhoff St & Owensmouth Ave	S	17.3	0.906	B	43.3	1.107	D
15. Nordhoff St & Canoga Ave	S	47.7	0.907	D	59.1	1.006	E
16. Nordhoff St & De Soto Ave	S	154.5	1.109	F	146.8	1.260	F
17. Parthenia St & Owensmouth Ave	S	10.9	0.636	B	10.2	0.502	B
18. Parthenia St & Canoga Ave	S	40.9	0.833	D	39.5	0.841	D
19. Parthenia St & De Soto Ave	S	104.3	1.713	F	33.9	1.074	C
20. Roscoe Blvd & Owensmouth Ave	S	29.0	1.007	C	40.5	1.137	D
21. Roscoe Blvd & Canoga Ave	S	57.1	0.990	E	56.7	1.010	E
22. Roscoe Blvd & De Soto Ave	S	34.4	0.982	C	37.1	1.067	D
23. Saticoy St & Owensmouth Ave	S	52.9	1.434	D	54.1	1.138	D
24. Saticoy St & Canoga Ave	S	86.5	1.131	F	105.8	1.168	F
25. Saticoy St & De Soto Ave	S	152.2	1.223	F	186.4	1.276	F
26. Valerio St. & Canoga Ave.	S	46.0	0.923	D	28.1	0.791	C
27. Sherman Way & Owensmouth Ave	S	59.8	1.355	E	39.8	1.164	D
28. Sherman Way & Canoga Ave	S	103.2	1.179	F	97.6	1.178	F
29. Sherman Way & De Soto Ave	S	87.3	1.277	F	181.2	1.739	F
30. Vanowen St & Owensmouth Ave	S	22.3	1.019	C	28.9	1.380	C
31. Vanowen St & Canoga Ave	S	47.6	0.936	D	79.3	1.124	E
32 Vanowen St & De Soto Ave	S	102.0	1.333	F	167.6	1.734	F
33. Victory Blvd & Owensmouth Ave	S	32.8	0.923	C	35.2	0.838	D
34. Victory Blvd & Canoga Ave	S	84.8	1.334	F	168.4	1.695	F
35. Victory Blvd & Variel Ave	S	18.0	0.666	B	42.5	1.261	D
36. Victory Blvd & De Soto Ave	S	57.8	1.084	E	70.5	1.137	E
37. Erwin St & Owensmouth Ave	S	12.4	0.574	B	13.7	0.727	B
38. Erwin St & Canoga Ave	S	20.7	0.956	C	64.5	1.886	E
39. Oxnard St & Owensmouth Ave	S	14.8	0.813	B	20.2	0.927	C
40. Oxnard St & Canoga Ave	S	27.4	1.017	C	68.5	1.790	E
41. Oxnard & De Soto Ave	S	88.4	2.140	F	30.6	1.126	C
42. Lassen St & Busway A	S	2.2	0.411	A	3.2	0.664	A
43. Lassen St & Busway B	S	1.0	0.371	A	1.5	0.601	A
44. Lassen St & Busway C	S	1.0	0.371	A	1.5	0.601	A
45. Canoga Ave & Busway	S	0.1	0.432	A	0.9	0.680	A
46. Canoga Ave & MOL	S	8.9	0.934	A	23.9	1.044	C

Notes:

S = Signal; TWSC= two-way stop controlled; AWST= always stop controlled

Canoga Transportation Corridor EIR
Intersection Level of Service
Alternative 4.2 Busway

Intersection	Control	AM Peak Hour			PM Peak Hour		
		Delay	V/C	LOS	Delay	V/C	LOS
1. Chatsworth St & De Soto Ave	S	117.9	1.436	F	151.1	1.352	F
2. Devonshire St & Topanga Canyon Blvd	S	187.9	1.358	F	136.9	1.310	F
3. Devonshire St & Owensmouth Ave	S	90.1	1.497	F	90.5	1.414	F
4. Devonshire St & Depot Rd	TWSC	257.5	0.000	F	168.2	0.000	F
5. Devonshire St & Canoga Ave	S	23.6	0.968	C	21.8	0.950	C
6. Devonshire St & De Soto Ave	S	80.8	1.152	F	91.6	1.154	F
7. Lassen St & Topanga Canyon Blvd	S	178.0	1.437	F	160.7	1.433	F
8 Lassen St & Owensmouth Ave	S	104.8	1.410	F	189.9	1.881	F
9. Lassen St & Depot Rd	S	6.3	0.487	A	9.1	0.746	A
10.Lassen St & De Soto Ave	S	60.5	1.290	E	67.3	1.366	E
11. Marilla St & Owensmouth Ave	S	20.7	0.918	C	30.4	1.004	C
12. Plummer St & Owensmouth Ave	AWSC	23.9	0.846	C	157.7	1.672	F
13. Plummer St & Canoga Ave	TWSC	27.3	0.000	D	OVRFL	0.000	F
14. Nordhoff St & Owensmouth Ave	S	17.3	0.906	B	43.3	1.107	D
15. Nordhoff St & Canoga Ave	S	47.7	0.907	D	59.1	1.006	E
16. Nordhoff St & De Soto Ave	S	154.5	1.109	F	146.8	1.260	F
17. Parthenia St & Owensmouth Ave	S	10.9	0.636	B	10.2	0.502	B
18. Parthenia St & Canoga Ave	S	40.9	0.833	D	39.5	0.841	D
19. Parthenia St & De Soto Ave	S	104.3	1.713	F	33.9	1.074	C
20. Roscoe Blvd & Owensmouth Ave	S	29.0	1.007	C	40.5	1.137	D
21. Roscoe Blvd & Canoga Ave	S	57.1	0.990	E	56.7	1.010	E
22. Roscoe Blvd & De Soto Ave	S	34.4	0.982	C	37.1	1.067	D
23. Saticoy St & Owensmouth Ave	S	52.9	1.434	D	54.1	1.138	D
24. Saticoy St & Canoga Ave	S	86.5	1.131	F	105.8	1.168	F
25. Saticoy St & De Soto Ave	S	152.2	1.223	F	186.4	1.276	F
26. Valerio St. & Canoga Ave.	S	46.0	0.923	D	28.1	0.791	C
27. Sherman Way & Owensmouth Ave	S	59.8	1.355	E	39.8	1.164	D
28. Sherman Way & Canoga Ave	S	103.2	1.179	F	97.6	1.178	F
29. Sherman Way & De Soto Ave	S	87.3	1.277	F	181.2	1.739	F
30. Vanowen St & Owensmouth Ave	S	22.3	1.019	C	28.9	1.380	C
31. Vanowen St & Canoga Ave	S	47.6	0.936	D	79.3	1.124	E
32 Vanowen St & De Soto Ave	S	102.0	1.333	F	167.6	1.734	F
33. Victory Blvd & Owensmouth Ave	S	32.8	0.923	C	35.2	0.838	D
34. Victory Blvd & Canoga Ave	S	84.8	1.334	F	168.4	1.695	F
35. Victory Blvd & Variel Ave	S	18.0	0.666	B	42.5	1.261	D
36. Victory Blvd & De Soto Ave	S	57.8	1.084	E	70.5	1.137	E
37. Erwin St & Owensmouth Ave	S	12.4	0.574	B	13.7	0.727	B
38. Erwin St & Canoga Ave	S	20.7	0.956	C	64.5	1.886	E
39. Oxnard St & Owensmouth Ave	S	14.8	0.813	B	20.2	0.927	C
40. Oxnard St & Canoga Ave	S	27.4	1.017	C	68.5	1.790	E
41. Oxnard & De Soto Ave	S	88.4	2.140	F	30.6	1.126	C
42. Lassen St & Busway A	S	5.0	0.460	A	6.0	0.607	A
43. Lassen St & Busway B	S	1.0	0.371	A	1.5	0.601	A
44. Lassen St & Busway C	S	1.0	0.371	A	1.5	0.601	A
45. Canoga Ave & Busway	S	0.1	0.432	A	0.9	0.680	A
46. Canoga Ave & MOL	S	8.9	0.934	A	23.9	1.044	C

Notes:

S = Signal; TWSC= two-way stop controlled; AWST= always stop controlled

Canoga Transportation Corridor EIR
Intersection Level of Service
Alternative 4.2A Busway

Intersection	Control	AM Peak Hour			PM Peak Hour		
		Delay	V/C	LOS	Delay	V/C	LOS
1. Chatsworth St & De Soto Ave	S	117.9	1.436	F	151.1	1.352	F
2. Devonshire St & Topanga Canyon Blvd	S	187.9	1.358	F	136.9	1.310	F
3. Devonshire St & Owensmouth Ave	S	90.1	1.497	F	90.5	1.414	F
4. Devonshire St & Depot Rd	TWSC	257.5	0.000	F	168.2	0.000	F
5. Devonshire St & Canoga Ave	S	23.6	0.968	C	21.8	0.950	C
6. Devonshire St & De Soto Ave	S	80.8	1.152	F	91.6	1.154	F
7. Lassen St & Topanga Canyon Blvd	S	178.0	1.437	F	160.7	1.433	F
8 Lassen St & Owensmouth Ave	S	127.5	1.507	F	210.7	1.974	F
9. Lassen St & Depot Rd	S	6.3	0.487	A	9.1	0.746	A
10.Lassen St & De Soto Ave	S	60.5	1.290	E	67.3	1.366	E
11. Marilla St & Owensmouth Ave	S	23.2	0.936	C	34.5	1.034	C
12. Plummer St & Owensmouth Ave	AWSC	12.0	0.417	B	23.9	0.775	C
13. Plummer St & Canoga Ave	TWSC	15.0	0.615	C	20.9	0.903	C
14. Nordhoff St & Owensmouth Ave	S	17.3	0.906	B	43.3	1.107	D
15. Nordhoff St & Canoga Ave	S	47.7	0.907	D	59.1	1.006	E
16. Nordhoff St & De Soto Ave	S	154.5	1.109	F	146.8	1.260	F
17. Parthenia St & Owensmouth Ave	S	10.9	0.636	B	10.2	0.502	B
18. Parthenia St & Canoga Ave	S	40.9	0.833	D	39.5	0.841	D
19. Parthenia St & De Soto Ave	S	104.3	1.713	F	33.9	1.074	C
20. Roscoe Blvd & Owensmouth Ave	S	29.0	1.007	C	40.5	1.137	D
21. Roscoe Blvd & Canoga Ave	S	57.1	0.990	E	56.7	1.010	E
22. Roscoe Blvd & De Soto Ave	S	34.4	0.982	C	37.1	1.067	D
23. Saticoy St & Owensmouth Ave	S	52.9	1.434	D	54.1	1.138	D
24. Saticoy St & Canoga Ave	S	86.5	1.131	F	105.8	1.168	F
25. Saticoy St & De Soto Ave	S	152.2	1.223	F	186.4	1.276	F
26. Valerio St. & Canoga Ave.	S	46.0	0.923	D	28.1	0.791	C
27. Sherman Way & Owensmouth Ave	S	59.8	1.355	E	39.8	1.164	D
28. Sherman Way & Canoga Ave	S	103.2	1.179	F	97.6	1.178	F
29. Sherman Way & De Soto Ave	S	87.3	1.277	F	181.2	1.739	F
30. Vanowen St & Owensmouth Ave	S	22.3	1.019	C	28.9	1.380	C
31. Vanowen St & Canoga Ave	S	47.6	0.936	D	79.3	1.124	E
32 Vanowen St & De Soto Ave	S	102.0	1.333	F	167.6	1.734	F
33. Victory Blvd & Owensmouth Ave	S	32.8	0.923	C	35.2	0.838	D
34. Victory Blvd & Canoga Ave	S	84.8	1.334	F	168.4	1.695	F
35. Victory Blvd & Variel Ave	S	18.0	0.666	B	42.5	1.261	D
36. Victory Blvd & De Soto Ave	S	57.8	1.084	E	70.5	1.137	E
37. Erwin St & Owensmouth Ave	S	12.4	0.574	B	13.7	0.727	B
38. Erwin St & Canoga Ave	S	20.7	0.956	C	64.5	1.886	E
39. Oxnard St & Owensmouth Ave	S	14.8	0.813	B	20.2	0.927	C
40. Oxnard St & Canoga Ave	S	27.4	1.017	C	68.5	1.790	E
41. Oxnard & De Soto Ave	S	88.4	2.140	F	30.6	1.126	C
42. Lassen St & Busway A	S	4.6	0.429	A	6.7	0.698	A
43. Lassen St & Busway B	S	1.0	0.371	A	1.5	0.601	A
44. Lassen St & Busway C	S	1.0	0.371	A	1.5	0.601	A
45. Canoga Ave & Busway	S	0.1	0.432	A	0.9	0.680	A
46. Canoga Ave & MOL	S	8.9	0.934	A	23.9	1.044	C

Notes:

S = Signal; TWSC= two-way stop controlled; AWST= always stop controlled

Canoga Transportation Corridor EIR
Intersection Level of Service
Alternative 4.3 Busway

Intersection	Control	AM Peak Hour			PM Peak Hour		
		Delay	V/C	LOS	Delay	V/C	LOS
1. Chatsworth St & De Soto Ave	S	117.9	1.436	F	151.1	1.352	F
2. Devonshire St & Topanga Canyon Blvd	S	187.9	1.358	F	136.9	1.310	F
3. Devonshire St & Owensmouth Ave	S	90.1	1.497	F	90.5	1.414	F
4. Devonshire St & Depot Rd	TWSC	257.5	0.000	F	168.2	0.000	F
5. Devonshire St & Canoga Ave	S	23.6	0.968	C	21.8	0.950	C
6. Devonshire St & De Soto Ave	S	80.8	1.152	F	91.6	1.154	F
7. Lassen St & Topanga Canyon Blvd	S	178.0	1.437	F	160.7	1.433	F
8 Lassen St & Owensmouth Ave	S	104.8	1.410	F	189.9	1.881	F
9. Lassen St & Depot Rd	TWSC	92.2	0.000	F	OVRFL	0.000	F
10.Lassen St & De Soto Ave	S	60.5	1.290	E	67.3	1.366	E
11. Marilla St & Owensmouth Ave	S	20.7	0.918	C	30.4	1.004	C
12. Plummer St & Owensmouth Ave	AWSC	23.9	0.846	C	157.7	1.672	F
13. Plummer St & Canoga Ave	TWSC	27.3	0.000	D	OVRFL	0.000	F
14. Nordhoff St & Owensmouth Ave	S	17.3	0.906	B	43.3	1.107	D
15. Nordhoff St & Canoga Ave	S	47.7	0.907	D	59.1	1.006	E
16. Nordhoff St & De Soto Ave	S	154.5	1.109	F	146.8	1.260	F
17. Parthenia St & Owensmouth Ave	S	10.9	0.636	B	10.2	0.502	B
18. Parthenia St & Canoga Ave	S	40.9	0.833	D	39.5	0.841	D
19. Parthenia St & De Soto Ave	S	104.3	1.713	F	33.9	1.074	C
20. Roscoe Blvd & Owensmouth Ave	S	29.0	1.007	C	40.5	1.137	D
21. Roscoe Blvd & Canoga Ave	S	57.1	0.990	E	56.7	1.010	E
22. Roscoe Blvd & De Soto Ave	S	34.4	0.982	C	37.1	1.067	D
23. Saticoy St & Owensmouth Ave	S	52.9	1.434	D	54.1	1.138	D
24. Saticoy St & Canoga Ave	S	86.5	1.131	F	105.8	1.168	F
25. Saticoy St & De Soto Ave	S	152.2	1.223	F	186.4	1.276	F
26. Valerio St. & Canoga Ave.	S	46.0	0.923	D	28.1	0.791	C
27. Sherman Way & Owensmouth Ave	S	59.8	1.355	E	39.8	1.164	D
28. Sherman Way & Canoga Ave	S	103.2	1.179	F	97.6	1.178	F
29. Sherman Way & De Soto Ave	S	87.3	1.277	F	181.2	1.739	F
30. Vanowen St & Owensmouth Ave	S	22.3	1.019	C	28.9	1.380	C
31. Vanowen St & Canoga Ave	S	47.6	0.936	D	79.3	1.124	E
32 Vanowen St & De Soto Ave	S	102.0	1.333	F	167.6	1.734	F
33. Victory Blvd & Owensmouth Ave	S	32.8	0.923	C	35.2	0.838	D
34. Victory Blvd & Canoga Ave	S	84.8	1.334	F	168.4	1.695	F
35. Victory Blvd & Variel Ave	S	18.0	0.666	B	42.5	1.261	D
36. Victory Blvd & De Soto Ave	S	57.8	1.084	E	70.5	1.137	E
37. Erwin St & Owensmouth Ave	S	12.4	0.574	B	13.7	0.727	B
38. Erwin St & Canoga Ave	S	20.7	0.956	C	64.5	1.886	E
39. Oxnard St & Owensmouth Ave	S	14.8	0.813	B	20.2	0.927	C
40. Oxnard St & Canoga Ave	S	27.4	1.017	C	68.5	1.790	E
41. Oxnard & De Soto Ave	S	88.4	2.140	F	30.6	1.126	C
42. Lassen St & Busway A	S	2.1	0.395	A	3.1	0.649	A
43. Lassen St & Busway B	S	3.2	0.384	A	4.0	0.613	A
44. Lassen St & Busway C	S	1.0	0.358	A	1.4	0.587	A
45. Canoga Ave & Busway	S	0.1	0.432	A	0.9	0.680	A
46. Canoga Ave & MOL	S	8.9	0.934	A	23.9	1.044	C

Notes:

S = Signal; TWSC= two-way stop controlled; AWST= always stop controlled

Canoga Transportation Corridor EIR
Intersection Level of Service
Alternative 4.3A Busway

Intersection	Control	AM Peak Hour			PM Peak Hour		
		Delay	V/C	LOS	Delay	V/C	LOS
1. Chatsworth St & De Soto Ave	S	117.9	1.436	F	151.1	1.352	F
2. Devonshire St & Topanga Canyon Blvd	S	187.9	1.358	F	136.9	1.310	F
3. Devonshire St & Owensmouth Ave	S	90.1	1.497	F	90.5	1.414	F
4. Devonshire St & Depot Rd	TWSC	257.5	0.000	F	168.2	0.000	F
5. Devonshire St & Canoga Ave	S	23.6	0.968	C	21.8	0.950	C
6. Devonshire St & De Soto Ave	S	80.8	1.152	F	91.6	1.154	F
7. Lassen St & Topanga Canyon Blvd	S	178.0	1.437	F	160.7	1.433	F
8 Lassen St & Owensmouth Ave	S	127.5	1.507	F	210.7	1.974	F
9. Lassen St & Depot Rd	TWSC	92.2	0.000	F	OVRFL	0.000	F
10.Lassen St & De Soto Ave	S	60.5	1.290	E	67.3	1.366	E
11. Marilla St & Owensmouth Ave	S	23.2	0.936	C	34.5	1.034	C
12. Plummer St & Owensmouth Ave	S	12.0	0.417	B	23.9	0.775	C
13. Plummer St & Canoga Ave	S	15.0	0.615	C	20.9	0.903	C
14. Nordhoff St & Owensmouth Ave	S	17.3	0.906	B	43.3	1.107	D
15. Nordhoff St & Canoga Ave	S	47.7	0.907	D	59.1	1.006	E
16. Nordhoff St & De Soto Ave	S	154.5	1.109	F	146.8	1.260	F
17. Parthenia St & Owensmouth Ave	S	10.9	0.636	B	10.2	0.502	B
18. Parthenia St & Canoga Ave	S	40.9	0.833	D	39.5	0.841	D
19. Parthenia St & De Soto Ave	S	104.3	1.713	F	33.9	1.074	C
20. Roscoe Blvd & Owensmouth Ave	S	29.0	1.007	C	40.5	1.137	D
21. Roscoe Blvd & Canoga Ave	S	57.1	0.990	E	56.7	1.010	E
22. Roscoe Blvd & De Soto Ave	S	34.4	0.982	C	37.1	1.067	D
23. Saticoy St & Owensmouth Ave	S	52.9	1.434	D	54.1	1.138	D
24. Saticoy St & Canoga Ave	S	86.5	1.131	F	105.8	1.168	F
25. Saticoy St & De Soto Ave	S	152.2	1.223	F	186.4	1.276	F
26. Valerio St. & Canoga Ave.	S	46.0	0.923	D	28.1	0.791	C
27. Sherman Way & Owensmouth Ave	S	59.8	1.355	E	39.8	1.164	D
28. Sherman Way & Canoga Ave	S	103.2	1.179	F	97.6	1.178	F
29. Sherman Way & De Soto Ave	S	87.3	1.277	F	181.2	1.739	F
30. Vanowen St & Owensmouth Ave	S	22.3	1.019	C	28.9	1.380	C
31. Vanowen St & Canoga Ave	S	47.6	0.936	D	79.3	1.124	E
32 Vanowen St & De Soto Ave	S	102.0	1.333	F	167.6	1.734	F
33. Victory Blvd & Owensmouth Ave	S	32.8	0.923	C	35.2	0.838	D
34. Victory Blvd & Canoga Ave	S	84.8	1.334	F	168.4	1.695	F
35. Victory Blvd & Variel Ave	S	18.0	0.666	B	42.5	1.261	D
36. Victory Blvd & De Soto Ave	S	57.8	1.084	E	70.5	1.137	E
37. Erwin St & Owensmouth Ave	S	12.4	0.574	B	13.7	0.727	B
38. Erwin St & Canoga Ave	S	20.7	0.956	C	64.5	1.886	E
39. Oxnard St & Owensmouth Ave	S	14.8	0.813	B	20.2	0.927	C
40. Oxnard St & Canoga Ave	S	27.4	1.017	C	68.5	1.790	E
41. Oxnard & De Soto Ave	S	88.4	2.140	F	30.6	1.126	C
42. Lassen St & Busway A	S	2.1	0.395	A	3.1	0.649	A
43. Lassen St & Busway B	S	3.2	0.388	A	4.0	0.617	A
44. Lassen St & Busway C	S	1.0	0.358	A	1.4	0.587	A
45. Canoga Ave & Busway	S	0.1	0.432	A	0.9	0.680	A
46. Canoga Ave & MOL	S	8.9	0.934	A	23.9	1.044	C

Notes:

S = Signal; TWSC= two-way stop controlled; AWST= always stop controlled

Canoga Transportation Corridor EIR
Intersection Level of Service
Alternative 4.4 Busway

Intersection	Control	AM Peak Hour			PM Peak Hour		
		Delay	V/C	LOS	Delay	V/C	LOS
1. Chatsworth St & De Soto Ave	S	117.9	1.436	F	151.1	1.352	F
2. Devonshire St & Topanga Canyon Blvd	S	187.9	1.358	F	136.9	1.310	F
3. Devonshire St & Owensmouth Ave	S	90.1	1.497	F	90.5	1.414	F
4. Devonshire St & Depot Rd	TWSC	257.5	0.000	F	168.2	0.000	F
5. Devonshire St & Canoga Ave	S	23.6	0.968	C	21.8	0.950	C
6. Devonshire St & De Soto Ave	S	80.8	1.152	F	91.6	1.154	F
7. Lassen St & Topanga Canyon Blvd	S	178.0	1.437	F	160.7	1.433	F
8 Lassen St & Owensmouth Ave	S	104.8	1.410	F	189.9	1.881	F
9. Lassen St & Depot Rd	S	10.6	0.504	B	17.3	0.796	B
10.Lassen St & De Soto Ave	S	60.5	1.290	E	67.3	1.366	E
11. Marilla St & Owensmouth Ave	S	20.7	0.918	C	30.4	1.004	C
12. Plummer St & Owensmouth Ave	AWSC	24.0	0.825	C	154.5	1.671	F
13. Plummer St & Canoga Ave	TWSC	27.3	0.000	D	OVRFL	0.000	F
14. Nordhoff St & Owensmouth Ave	S	17.3	0.906	B	43.3	1.107	D
15. Nordhoff St & Canoga Ave	S	47.7	0.907	D	59.1	1.006	E
16. Nordhoff St & De Soto Ave	S	154.5	1.109	F	146.8	1.260	F
17. Parthenia St & Owensmouth Ave	S	10.9	0.636	B	10.2	0.502	B
18. Parthenia St & Canoga Ave	S	40.9	0.833	D	39.5	0.841	D
19. Parthenia St & De Soto Ave	S	104.3	1.713	F	33.9	1.074	C
20. Roscoe Blvd & Owensmouth Ave	S	29.0	1.007	C	40.5	1.137	D
21. Roscoe Blvd & Canoga Ave	S	57.1	0.990	E	56.7	1.010	E
22. Roscoe Blvd & De Soto Ave	S	34.4	0.982	C	37.1	1.067	D
23. Saticoy St & Owensmouth Ave	S	52.9	1.434	D	54.1	1.138	D
24. Saticoy St & Canoga Ave	S	86.5	1.131	F	105.8	1.168	F
25. Saticoy St & De Soto Ave	S	152.2	1.223	F	186.4	1.276	F
26. Valerio St. & Canoga Ave.	S	46.0	0.923	D	28.1	0.791	C
27. Sherman Way & Owensmouth Ave	S	59.8	1.355	E	39.8	1.164	D
28. Sherman Way & Canoga Ave	S	103.2	1.179	F	97.6	1.178	F
29. Sherman Way & De Soto Ave	S	87.3	1.277	F	181.2	1.739	F
30. Vanowen St & Owensmouth Ave	S	22.3	1.019	C	28.9	1.380	C
31. Vanowen St & Canoga Ave	S	47.6	0.936	D	79.3	1.124	E
32 Vanowen St & De Soto Ave	S	102.0	1.333	F	167.6	1.734	F
33. Victory Blvd & Owensmouth Ave	S	32.8	0.923	C	35.2	0.838	D
34. Victory Blvd & Canoga Ave	S	84.8	1.334	F	168.4	1.695	F
35. Victory Blvd & Variel Ave	S	18.0	0.666	B	42.5	1.261	D
36. Victory Blvd & De Soto Ave	S	57.8	1.084	E	70.5	1.137	E
37. Erwin St & Owensmouth Ave	S	12.4	0.574	B	13.7	0.727	B
38. Erwin St & Canoga Ave	S	20.7	0.956	C	64.5	1.886	E
39. Oxnard St & Owensmouth Ave	S	14.8	0.813	B	20.2	0.927	C
40. Oxnard St & Canoga Ave	S	27.4	1.017	C	68.5	1.790	E
41. Oxnard & De Soto Ave	S	88.4	2.140	F	30.6	1.126	C
42. Lassen St & Busway A	S	2.1	0.395	A	3.1	0.649	A
43. Lassen St & Busway B	S	1.0	0.358	A	1.4	0.587	A
44. Lassen St & Busway C	S	1.0	0.358	A	1.4	0.587	A
45. Canoga Ave & Busway	S	0.1	0.432	A	0.9	0.680	A
46. Canoga Ave & MOL	S	8.9	0.934	A	23.9	1.044	C

Notes:

S = Signal; TWSC= two-way stop controlled; AWST= always stop controlled

Canoga Transportation Corridor EIR
Intersection Level of Service
Alternative 4.4A Busway

Intersection	Control	AM Peak Hour			PM Peak Hour		
		Delay	V/C	LOS	Delay	V/C	LOS
1. Chatsworth St & De Soto Ave	S	117.9	1.436	F	151.1	1.352	F
2. Devonshire St & Topanga Canyon Blvd	S	187.9	1.358	F	136.9	1.310	F
3. Devonshire St & Owensmouth Ave	S	90.1	1.497	F	90.5	1.414	F
4. Devonshire St & Depot Rd	TWSC	257.5	0.000	F	168.2	0.000	F
5. Devonshire St & Canoga Ave	S	23.6	0.968	C	21.8	0.950	C
6. Devonshire St & De Soto Ave	S	80.8	1.152	F	91.6	1.154	F
7. Lassen St & Topanga Canyon Blvd	S	178.0	1.437	F	160.7	1.433	F
8 Lassen St & Owensmouth Ave	S	104.8	1.410	F	189.9	1.881	F
9. Lassen St & Depot Rd	TWSC	92.2	0.000	F	OVRFL	0.000	F
10.Lassen St & De Soto Ave	S	60.5	1.290	E	67.3	1.366	E
11. Marilla St & Owensmouth Ave	S	20.7	0.918	C	30.4	1.004	C
12. Plummer St & Owensmouth Ave	AWSC	23.9	0.846	C	157.7	1.672	F
13. Plummer St & Canoga Ave	TWSC	27.3	0.000	D	OVRFL	0.000	F
14. Nordhoff St & Owensmouth Ave	S	17.3	0.906	B	43.3	1.107	D
15. Nordhoff St & Canoga Ave	S	47.7	0.907	D	59.1	1.006	E
16. Nordhoff St & De Soto Ave	S	154.5	1.109	F	146.8	1.260	F
17. Parthenia St & Owensmouth Ave	S	10.9	0.636	B	10.2	0.502	B
18. Parthenia St & Canoga Ave	S	40.9	0.833	D	39.5	0.841	D
19. Parthenia St & De Soto Ave	S	104.3	1.713	F	33.9	1.074	C
20. Roscoe Blvd & Owensmouth Ave	S	29.0	1.007	C	40.5	1.137	D
21. Roscoe Blvd & Canoga Ave	S	57.1	0.990	E	56.7	1.010	E
22. Roscoe Blvd & De Soto Ave	S	34.4	0.982	C	37.1	1.067	D
23. Saticoy St & Owensmouth Ave	S	52.9	1.434	D	54.1	1.138	D
24. Saticoy St & Canoga Ave	S	86.5	1.131	F	105.8	1.168	F
25. Saticoy St & De Soto Ave	S	152.2	1.223	F	186.4	1.276	F
26. Valerio St. & Canoga Ave.	S	46.0	0.923	D	28.1	0.791	C
27. Sherman Way & Owensmouth Ave	S	59.8	1.355	E	39.8	1.164	D
28. Sherman Way & Canoga Ave	S	103.2	1.179	F	97.6	1.178	F
29. Sherman Way & De Soto Ave	S	87.3	1.277	F	181.2	1.739	F
30. Vanowen St & Owensmouth Ave	S	22.3	1.019	C	28.9	1.380	C
31. Vanowen St & Canoga Ave	S	47.6	0.936	D	79.3	1.124	E
32 Vanowen St & De Soto Ave	S	102.0	1.333	F	167.6	1.734	F
33. Victory Blvd & Owensmouth Ave	S	32.8	0.923	C	35.2	0.838	D
34. Victory Blvd & Canoga Ave	S	84.8	1.334	F	168.4	1.695	F
35. Victory Blvd & Variel Ave	S	18.0	0.666	B	42.5	1.261	D
36. Victory Blvd & De Soto Ave	S	57.8	1.084	E	70.5	1.137	E
37. Erwin St & Owensmouth Ave	S	12.4	0.574	B	13.7	0.727	B
38. Erwin St & Canoga Ave	S	20.7	0.956	C	64.5	1.886	E
39. Oxnard St & Owensmouth Ave	S	14.8	0.813	B	20.2	0.927	C
40. Oxnard St & Canoga Ave	S	27.4	1.017	C	68.5	1.790	E
41. Oxnard & De Soto Ave	S	88.4	2.140	F	30.6	1.126	C
42. Lassen St & Busway A	S	2.1	0.395	A	3.1	0.649	A
43. Lassen St & Busway B	S	1.0	0.358	A	1.4	0.587	A
44. Lassen St & Busway C	S	3.2	0.384	A	4.0	0.613	A
45. Canoga Ave & Busway	S	0.1	0.432	A	0.9	0.680	A
46. Canoga Ave & MOL	S	8.9	0.934	A	23.9	1.044	C

Notes:

S = Signal; TWSC= two-way stop controlled; AWST= always stop controlled

Canoga Transportation Corridor EIR
Intersection Level of Service
Alternative 4.5 Busway

Intersection	Control	AM Peak Hour			PM Peak Hour		
		Delay	V/C	LOS	Delay	V/C	LOS
1. Chatsworth St & De Soto Ave	S	117.9	1.436	F	151.1	1.352	F
2. Devonshire St & Topanga Canyon Blvd	S	187.9	1.358	F	136.9	1.310	F
3. Devonshire St & Owensmouth Ave	S	90.1	1.497	F	90.5	1.414	F
4. Devonshire St & Depot Rd	TWSC	257.5	0.000	F	168.2	0.000	F
5. Devonshire St & Canoga Ave	S	23.6	0.968	C	21.8	0.950	C
6. Devonshire St & De Soto Ave	S	80.8	1.152	F	91.6	1.154	F
7. Lassen St & Topanga Canyon Blvd	S	178.0	1.437	F	160.7	1.433	F
8 Lassen St & Owensmouth Ave	S	104.8	1.410	F	189.9	1.881	F
9. Lassen St & Depot Rd	TWSC	92.2	0.000	F	OVRFL	0.000	F
10.Lassen St & De Soto Ave	S	60.5	1.290	E	67.3	1.366	E
11. Marilla St & Owensmouth Ave	S	20.7	0.918	C	30.4	1.004	C
12. Plummer St & Owensmouth Ave	AWSC	23.9	0.846	C	157.7	1.672	F
13. Plummer St & Canoga Ave	TWSC	27.3	0.000	D	OVRFL	0.000	F
14. Nordhoff St & Owensmouth Ave	S	17.3	0.906	B	43.3	1.107	D
15. Nordhoff St & Canoga Ave	S	47.7	0.907	D	59.1	1.006	E
16. Nordhoff St & De Soto Ave	S	154.5	1.109	F	146.8	1.260	F
17. Parthenia St & Owensmouth Ave	S	10.9	0.636	B	10.2	0.502	B
18. Parthenia St & Canoga Ave	S	40.9	0.833	D	39.5	0.841	D
19. Parthenia St & De Soto Ave	S	104.3	1.713	F	33.9	1.074	C
20. Roscoe Blvd & Owensmouth Ave	S	29.0	1.007	C	40.5	1.137	D
21. Roscoe Blvd & Canoga Ave	S	57.1	0.990	E	56.7	1.010	E
22. Roscoe Blvd & De Soto Ave	S	34.4	0.982	C	37.1	1.067	D
23. Saticoy St & Owensmouth Ave	S	52.9	1.434	D	54.1	1.138	D
24. Saticoy St & Canoga Ave	S	86.5	1.131	F	105.8	1.168	F
25. Saticoy St & De Soto Ave	S	152.2	1.223	F	186.4	1.276	F
26. Valerio St. & Canoga Ave.	S	46.0	0.923	D	28.1	0.791	C
27. Sherman Way & Owensmouth Ave	S	59.8	1.355	E	39.8	1.164	D
28. Sherman Way & Canoga Ave	S	103.2	1.179	F	97.6	1.178	F
29. Sherman Way & De Soto Ave	S	87.3	1.277	F	181.2	1.739	F
30. Vanowen St & Owensmouth Ave	S	22.3	1.019	C	28.9	1.380	C
31. Vanowen St & Canoga Ave	S	47.6	0.936	D	79.3	1.124	E
32 Vanowen St & De Soto Ave	S	102.0	1.333	F	167.6	1.734	F
33. Victory Blvd & Owensmouth Ave	S	32.8	0.923	C	35.2	0.838	D
34. Victory Blvd & Canoga Ave	S	84.8	1.334	F	168.4	1.695	F
35. Victory Blvd & Variel Ave	S	18.0	0.666	B	42.5	1.261	D
36. Victory Blvd & De Soto Ave	S	57.8	1.084	E	70.5	1.137	E
37. Erwin St & Owensmouth Ave	S	12.4	0.574	B	13.7	0.727	B
38. Erwin St & Canoga Ave	S	20.7	0.956	C	64.5	1.886	E
39. Oxnard St & Owensmouth Ave	S	14.8	0.813	B	20.2	0.927	C
40. Oxnard St & Canoga Ave	S	27.4	1.017	C	68.5	1.790	E
41. Oxnard & De Soto Ave	S	88.4	2.140	F	30.6	1.126	C
42. Lassen St & Busway A	S	2.1	0.395	A	3.1	0.649	A
43. Lassen St & Busway B	S	1.0	0.358	A	1.4	0.587	A
44. Lassen St & Busway C	S	1.0	0.358	A	1.4	0.587	A
45. Canoga Ave & Busway	S	0.1	0.432	A	0.9	0.680	A
46. Canoga Ave & MOL	S	8.9	0.934	A	23.9	1.044	C

Notes:

S = Signal; TWSC= two-way stop controlled; AWST= always stop controlled

Canoga Transportation Corridor EIR
Intersection Level of Service
Alternative 4. Busway
MITIGATED

Intersection	Control	AM Peak Hour			PM Peak Hour		
		Delay	V/C	LOS	Delay	V/C	LOS
1. Chatsworth St & De Soto Ave	S	117.9	1.436	F	151.1	1.352	F
2. Devonshire St & Topanga Canyon Blvd	S	187.9	1.358	F	136.9	1.310	F
3. Devonshire St & Owensmouth Ave	S	90.1	1.497	F	90.5	1.414	F
4. Devonshire St & Depot Rd	S	3.1	0.470	A	5.2	0.521	A
5. Devonshire St & Canoga Ave	S	23.6	0.968	C	21.8	0.950	C
6. Devonshire St & De Soto Ave	S	80.8	1.152	F	91.6	1.154	F
7. Lassen St & Topanga Canyon Blvd	S	178.0	1.437	F	160.7	1.433	F
8 Lassen St & Owensmouth Ave	S	51.7	1.014	D	140.6	1.366	F
9. Lassen St & Depot Rd	S	6.3	0.487	A	9.1	0.746	A
10.Lassen St & De Soto Ave	S	60.5	1.290	E	67.3	1.366	E
11. Marilla St & Owensmouth Ave	S	24.8	0.946	C	34.2	1.032	C
12. Plummer St & Owensmouth Ave	S	12.2	0.417	B	23.8	0.775	C
13. Plummer St & Canoga Ave	S	15.9	0.615	C	21.7	0.903	C
14. Nordhoff St & Owensmouth Ave	S	17.3	0.906	B	43.3	1.107	D
15. Nordhoff St & Canoga Ave	S	47.7	0.907	D	53.2	0.965	D
16. Nordhoff St & De Soto Ave	S	154.5	1.109	F	146.8	1.260	F
17. Parthenia St & Owensmouth Ave	S	10.9	0.636	B	10.2	0.502	B
18. Parthenia St & Canoga Ave	S	40.9	0.833	D	39.5	0.841	D
19. Parthenia St & De Soto Ave	S	104.3	1.713	F	33.9	1.074	C
20. Roscoe Blvd & Owensmouth Ave	S	29.0	1.007	C	40.5	1.137	D
21. Roscoe Blvd & Canoga Ave	S	48.3	0.923	D	55.0	1.010	D
22. Roscoe Blvd & De Soto Ave	S	34.4	0.982	C	37.1	1.067	D
23. Saticoy St & Owensmouth Ave	S	52.9	1.434	D	54.1	1.138	D
24. Saticoy St & Canoga Ave	S	54.4	0.979	D	87.7	1.168	F
25. Saticoy St & De Soto Ave	S	152.2	1.223	F	186.4	1.276	F
26. Valerio St. & Canoga Ave.	S	46.0	0.923	D	28.1	0.791	C
27. Sherman Way & Owensmouth Ave	S	59.8	1.355	E	39.8	1.164	D
28. Sherman Way & Canoga Ave	S	61.2	1.049	E	89.7	1.178	F
29. Sherman Way & De Soto Ave	S	87.3	1.277	F	181.2	1.739	F
30. Vanowen St & Owensmouth Ave	S	22.3	1.019	C	28.9	1.380	C
31. Vanowen St & Canoga Ave	S	43.6	0.902	D	53.8	0.980	D
32 Vanowen St & De Soto Ave	S	102.0	1.333	F	167.6	1.734	F
33. Victory Blvd & Owensmouth Ave	S	32.8	0.923	C	35.2	0.838	D
34. Victory Blvd & Canoga Ave	S	84.8	1.334	F	168.4	1.695	F
35. Victory Blvd & Variel Ave	S	18.0	0.666	B	42.5	1.261	D
36. Victory Blvd & De Soto Ave	S	57.8	1.084	E	70.5	1.137	E
37. Erwin St & Owensmouth Ave	S	12.4	0.574	B	13.7	0.727	B
38. Erwin St & Canoga Ave	S	29.8	0.724	C	51.4	1.252	D
39. Oxnard St & Owensmouth Ave	S	14.8	0.813	B	20.2	0.927	C
40. Oxnard St & Canoga Ave	S	24.3	0.926	C	63.8	1.687	E
41. Oxnard & De Soto Ave	S	88.4	2.140	F	30.6	1.126	C
42. Lassen St & Busway A	S	2.2	0.411	A	3.2	0.664	A
43. Lassen St & Busway B	S	1.0	0.371	A	1.5	0.601	A
44. Lassen St & Busway C	S	1.0	0.371	A	1.5	0.601	A
45. Canoga Ave & Busway	S	0.1	0.432	A	0.9	0.680	A
46. Canoga Ave & MOL	S	8.9	0.934	A	23.9	1.044	C

Notes:

S = Signal; TWSC= two-way stop controlled; AWST= always stop controlled

**Canoga Transportation Corridor EIR
Transportation Appendix**

LOS Calculation Sheets

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EXISTING CONDITIONS

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 De Soto Ave & Chatsworth St
Cycle (sec): 90 Critical Vol./Cap.(X): 1.153
Loss Time (sec): 12 (Y+R=5.0 sec) Average Delay (sec/veh): 59.3
Optimal Cycle: 100 Level Of Service: E

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, and Lanes. Rows include De Soto Ave and Chatsworth St with various movement and control details.

Table with columns for Volume Module, Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume. Rows include De Soto Ave and Chatsworth St.

Table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat. Rows include De Soto Ave and Chatsworth St.

Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ. Rows include De Soto Ave and Chatsworth St.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Topanga Canyon Blvd & Devonshire St
Cycle (sec): 90 Critical Vol./Cap.(X): 1.082
Loss Time (sec): 16 (Y+R=5.0 sec) Average Delay (sec/veh): 102.3
Optimal Cycle: 100 Level Of Service: F

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, and Lanes. Rows include Topanga Canyon Blvd and Devonshire St with various movement and control details.

Table with columns for Volume Module, Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume. Rows include Topanga Canyon Blvd and Devonshire St.

Table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat. Rows include Topanga Canyon Blvd and Devonshire St.

Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ. Rows include Topanga Canyon Blvd and Devonshire St.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Owensmouth Ave & Devonshire St

Cycle (sec): 90 Critical Vol./Cap.(X): 1.218
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 53.8
Optimal Cycle: 100 Level Of Service: D

Street Name: Owensmouth Ave Devonshire 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

Lanes: 0 1 0 0 1 0 0 1 0 2 0 1 1 0 2 0 1

Volume Module:

Base Vol: 62 115 236 160 276 17 15 643 49 298 747 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: 62 115 236 160 276 17 15 643 49 298 747 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: 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85

PHF Volume: 73 135 277 188 324 20 18 754 57 349 876 59

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 73 135 277 188 324 20 18 754 57 349 876 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

FinalVolume: 73 135 277 188 324 20 18 754 57 349 876 59

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.79 0.79 0.79 0.58 0.58 0.58 0.25 0.95 0.85 0.29 0.95 0.85

Lanes: 0.15 0.28 0.57 0.35 0.61 0.04 1.00 2.00 1.00 1.00 2.00 1.00

Final Sat.: 225 418 857 387 668 41 466 3610 1615 559 3610 1615

Capacity Analysis Module:

Vol/Sat: 0.32 0.32 0.32 0.48 0.48 0.48 0.04 0.21 0.04 0.63 0.24 0.04

Crit Moves: ****

Green/Cycle: 0.40 0.40 0.40 0.40 0.40 0.40 0.51 0.51 0.51 0.51 0.51 0.51

Volume/Cap: 0.81 0.81 0.81 1.22 1.22 1.22 0.07 0.41 0.07 1.22 0.47 0.07

Delay/Veh: 32.4 32.4 32.4 144.5 144 144.5 11.2 13.6 11.1 147.4 14.3 11.1

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: 32.4 32.4 32.4 144.5 144 144.5 11.2 13.6 11.1 147.4 14.3 11.1

LOS by Move: C C C F F F B B B F B B

HCM2kAvgQ: 14 14 14 29 29 29 0 7 1 20 8 1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Depot Rd & Devonshire St

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: F[236.3]

Street Name: Depot Rd Devonshire St

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 1 0 0 1 1 0 0 1 0 1 0 2 0 1 1 0 2 0 1

Volume Module:

Base Vol: 1 3 6 0 2 0 2 1064 11 1 1061 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: 1 3 6 0 2 0 2 1064 11 1 1061 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: 0.76 0.76 0.76 0.76 0.76 0.76 0.76 0.76 0.76 0.76 0.76 0.76

PHF Volume: 1 4 8 0 3 0 3 1400 14 1 1396 13

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

FinalVolume: 1 4 8 0 3 0 3 1400 14 1 1396 13

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: 2107 2817 700 2106 2818 698 1409 xxxx xxxxx 1414 xxxx xxxxx

Potent Cap.: 30 18 386 30 18 388 490 xxxx xxxxx 488 xxxx xxxxx

Move Cap.: 26 18 386 24 18 388 490 xxxx xxxxx 488 xxxx xxxxx

Volume/Cap: 0.05 0.22 0.02 0.00 0.15 0.00 0.01 xxxx xxxxx 0.00 xxxx xxxxx

Level Of Service Module:

2Way95thQ: xxxx xxxx 0.1 xxxx xxxx xxxxx 0.0 xxxx xxxxx 0.0 xxxx xxxxx

Control Del:xxxxx xxxx 14.5 xxxxx xxxx xxxxx 12.4 xxxx xxxxx 12.4 xxxx xxxxx

LOS by Move: * * B * * * B * * B * * *

Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT

Shared Cap.: 20 xxxx xxxxx xxxx xxxx 18 xxxx xxxx xxxxx xxxx xxxx xxxxx

SharedQueue: 0.8 xxxx xxxxx xxxxx xxxx 0.4 xxxxx xxxx xxxxx xxxxx xxxx xxxxx

Shrd ConDel:245.8 xxxx xxxxx xxxxx xxxx 236.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx

Shared LOS: F * * * * * F * * * * *

ApproachDel: 107.0 236.3 xxxxxx xxxxxx

ApproachLOS: F F * *

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Canoga Ave & Devonshire St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.599
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 16.3
Optimal Cycle: 38 Level Of Service: B

Street Name: Canoga Ave Devonshire 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: 12 12 12 12 12 12 10 10 10 10 10 10
Lanes: 1 0 1 1 0 1 0 1 0 1 0 2 0 1

Volume Module:
Base Vol: 114 105 287 146 330 160 57 704 165 165 758 120
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 114 105 287 146 330 160 57 704 165 165 758 120
User Adj: 1.00 1.00 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 0.89 0.89 0.89 0.89 0.89 0.89
PHF Volume: 129 119 324 165 372 181 64 795 186 186 856 135
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 129 119 324 165 372 181 64 795 186 186 856 135
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
FinalVolume: 129 119 324 165 372 181 64 795 186 186 856 135

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.32 0.85 0.85 0.44 1.00 0.85 0.27 0.95 0.85 0.29 0.95 0.85
Lanes: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 612 1606 1606 830 1900 1615 509 3610 1615 555 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.21 0.07 0.20 0.20 0.20 0.11 0.13 0.22 0.12 0.34 0.24 0.08
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: 0.60 0.21 0.57 0.57 0.56 0.32 0.23 0.39 0.21 0.60 0.42 0.15
Delay/Veh: 28.6 20.5 24.8 26.2 24.6 21.7 10.4 11.3 10.0 16.3 11.6 9.6
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: 28.6 20.5 24.8 26.2 24.6 21.7 10.4 11.3 10.0 16.3 11.6 9.6
LOS by Move: C C C C C C B B A B B A
HCM2kAvgQ: 4 2 8 5 9 4 1 7 3 4 7 2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 De Soto Ave & Devonshire St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.950
Loss Time (sec): 16 (Y+R=4.5 sec) Average Delay (sec/veh): 40.7
Optimal Cycle: 100 Level Of Service: D

Street Name: De Soto Ave Devonshire St
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 Ovl
Min. Green: 5 10 10 5 10 10 5 10 10 5 10 10
Lanes: 2 0 2 1 0 2 0 2 1 0 2 0 1 1 0 2 0 2 0 1

Volume Module:
Base Vol: 186 1174 132 104 1545 98 262 884 110 240 768 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: 186 1174 132 104 1545 98 262 884 110 240 768 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: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 201 1271 143 113 1672 106 284 957 119 260 831 93
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 201 1271 143 113 1672 106 284 957 119 260 831 93
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 201 1271 143 113 1672 106 284 957 119 260 831 93

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 0.90 0.90 0.92 0.90 0.90 0.92 0.93 0.93 0.92 0.95 0.85
Lanes: 2.00 2.70 0.30 2.00 2.82 0.18 2.00 1.78 0.22 2.00 2.00 1.00
Final Sat.: 3502 4593 516 3502 4834 307 3502 3156 393 3502 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.06 0.28 0.28 0.03 0.35 0.35 0.08 0.30 0.30 0.07 0.23 0.06
Crit Moves: ****
Green/Cycle: 0.06 0.35 0.35 0.07 0.36 0.36 0.10 0.32 0.32 0.08 0.29 0.37
Volume/Cap: 0.95 0.78 0.78 0.45 0.95 0.95 0.78 0.95 0.95 0.95 0.78 0.16
Delay/Veh: 89.6 28.3 28.3 41.4 39.0 39.0 50.0 46.0 46.0 82.0 33.0 19.4
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: 89.6 28.3 28.3 41.4 39.0 39.0 50.0 46.0 46.0 82.0 33.0 19.4
LOS by Move: F C C D D D D D F C B
HCM2kAvgQ: 6 15 15 2 23 23 6 21 21 7 13 2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 Topanga Canyon Blvd & Lassen St

Cycle (sec): 100 Critical Vol./Cap.(X): 1.296
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 135.8
Optimal Cycle: 100 Level Of Service: F

Street Name: Topanga Canyon Blvd Lassen St
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 Protected
Rights: Ovl Include Include Include
Min. Green: 5 10 10 5 10 10 13 13 13 5 13 13
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:

Base Vol: 33 1283 226 58 1866 12 75 462 34 519 123 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: 33 1283 226 58 1866 12 75 462 34 519 123 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: 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87
PHF Volume: 38 1470 259 66 2137 14 86 529 39 595 141 41
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 38 1470 259 66 2137 14 86 529 39 595 141 41
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 38 1470 259 66 2137 14 86 529 39 595 141 41

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 0.85 0.95 0.95 0.85 0.85 0.95 0.95 0.85 0.95 0.95 0.85
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 1805 3610 1615 1805 3610 1615 1615 3610 1615 1805 3610 1615

Capacity Analysis Module:

Vol/Sat: 0.02 0.41 0.16 0.04 0.59 0.01 0.05 0.15 0.02 0.33 0.04 0.03
Crit Moves: ****
Green/Cycle: 0.05 0.42 0.66 0.05 0.42 0.42 0.13 0.13 0.13 0.24 0.37 0.37
Volume/Cap: 0.42 0.96 0.24 0.71 1.40 0.02 0.41 1.13 0.19 1.40 0.11 0.07
Delay/Veh: 49.2 43.5 7.1 68.8 211 16.7 41.3 125 39.2 230.3 21.0 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: 49.2 43.5 7.1 68.8 211 16.7 41.3 125 39.2 230.3 21.0 20.7
LOS by Move: D D A E F B D F D F C C
HCM2kAvgQ: 2 29 3 3 74 0 3 16 1 41 1 1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 Owensmouth Ave & Lassen St

Cycle (sec): 50 Critical Vol./Cap.(X): 0.927
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 20.1
Optimal Cycle: 78 Level Of Service: C

Street Name: Owensmouth Ave Lassen 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: 10 10 10 10 10 10 18 18 18 18 18 18
Lanes: 0 1 0 1 0 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0

Volume Module:

Base Vol: 59 297 246 52 532 21 13 533 124 340 622 61
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 59 297 246 52 532 21 13 533 124 340 622 61
User Adj: 1.00 1.00 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 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 63 316 262 55 567 22 14 568 132 362 662 65
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 63 316 262 55 567 22 14 568 132 362 662 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
FinalVolume: 63 316 262 55 567 22 14 568 132 362 662 65

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.68 0.68 0.68 0.75 0.75 0.75 0.35 0.92 0.92 0.36 0.94 0.94
Lanes: 0.19 0.99 0.82 0.17 1.76 0.07 1.00 1.62 0.38 1.00 1.82 0.18
Final Sat.: 254 1278 1058 245 2508 99 657 2847 662 682 3245 318

Capacity Analysis Module:

Vol/Sat: 0.25 0.25 0.25 0.23 0.23 0.23 0.02 0.20 0.20 0.53 0.20 0.20
Crit Moves: ****
Green/Cycle: 0.27 0.27 0.27 0.27 0.27 0.27 0.57 0.57 0.57 0.57 0.57 0.57
Volume/Cap: 0.93 0.93 0.93 0.85 0.85 0.85 0.04 0.35 0.35 0.93 0.36 0.36
Delay/Veh: 36.4 36.4 36.4 26.0 26.0 26.0 4.7 5.8 5.8 37.6 5.8 5.8
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: 36.4 36.4 36.4 26.0 26.0 26.0 4.7 5.8 5.8 37.6 5.8 5.8
LOS by Move: D D D C C C A A A D A A
HCM2kAvgQ: 10 10 10 8 8 8 0 3 3 10 3 3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #9 Depot Rd & Lassen St

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: D[30.2]

Street Name: Depot Rd Lassen St
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 1 0 0 1 0 1 0 1 0 1 1 0
Volume Module:
Base Vol: 7 1 17 25 0 20 47 734 13 9 755 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: 7 1 17 25 0 20 47 734 13 9 755 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: 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98
PHF Volume: 7 1 17 26 0 20 48 750 13 9 771 38
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 7 1 17 26 0 20 48 750 13 9 771 38
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: 1256 1680 382 1280 1668 404 809 xxxx xxxxx 763 xxxx xxxxx
Potent Cap.: 130 96 622 125 97 601 825 xxxx xxxxx 859 xxxx xxxxx
Move Cap.: 119 89 622 114 91 601 825 xxxx xxxxx 859 xxxx xxxxx
Volume/Cap: 0.06 0.01 0.03 0.22 0.00 0.03 0.06 xxxx xxxxx 0.01 xxxx xxxxx
Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxx 0.8 xxxx xxxxx 0.2 xxxx xxxxx 0.0 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx 45.4 xxxx xxxxx 9.6 xxxx xxxxx 9.2 xxxx xxxxx
LOS by Move: * * * E * * A * * A * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx 257 xxxxx xxxx xxxxx 601 xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx 0.3 xxxxx xxxxx xxxxx 0.1 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx 20.6 xxxxx xxxxx xxxxx 11.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: * C * * * B * * * * * *
ApproachDel: 20.6 30.2 xxxxxxx xxxxxxx
ApproachLOS: C D * *

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 De Soto Ave & Lassen St

Cycle (sec): 50 Critical Vol./Cap.(X): 0.976
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 22.0
Optimal Cycle: 95 Level Of Service: C

Street Name: De Soto Ave Lassen 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: 20 20 20 20 20 20 8 8 8 8 8 8
Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 1 1 0 1 0 1 1 0
Volume Module:
Base Vol: 120 1229 102 132 1692 200 100 771 109 159 748 95
Growth Adj: 1.00 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 1229 102 132 1692 200 100 771 109 159 748 95
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 128 1313 109 141 1808 214 107 824 116 170 799 101
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 128 1313 109 141 1808 214 107 824 116 170 799 101
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
FinalVolume: 128 1313 109 141 1808 214 107 824 116 170 799 101
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.20 0.90 0.90 0.20 0.90 0.90 0.23 0.93 0.93 0.21 0.93 0.93
Lanes: 1.00 2.77 0.23 1.00 2.68 0.32 1.00 1.75 0.25 1.00 1.77 0.23
Final Sat.: 374 4732 393 374 4564 540 431 3103 439 401 3149 400
Capacity Analysis Module:
Vol/Sat: 0.34 0.28 0.28 0.38 0.40 0.40 0.25 0.27 0.27 0.42 0.25 0.25
Crit Moves: ****
Green/Cycle: 0.41 0.41 0.41 0.41 0.41 0.41 0.43 0.43 0.43 0.43 0.43 0.43
Volume/Cap: 0.84 0.68 0.68 0.93 0.98 0.98 0.57 0.61 0.61 0.98 0.58 0.58
Delay/Veh: 46.2 13.2 13.2 66.2 29.1 29.1 14.8 11.6 11.6 74.8 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: 46.2 13.2 13.2 66.2 29.1 29.1 14.8 11.6 11.6 74.8 11.3 11.3
LOS by Move: D B B E C C B B B E B B
HCM2kAvgQ: 4 8 8 5 19 19 2 7 7 7 6 6

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #11 Owensmouth Ave & Marilla St

Cycle (sec): 50 Critical Vol./Cap.(X): 0.741
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 12.1
Optimal Cycle: 46 Level Of Service: B

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Owensmouth Ave and Marilla St.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #12 Owensmouth Ave & Plummer St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.640
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 15.1
Optimal Cycle: 0 Level Of Service: C

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Owensmouth Ave and Plummer St.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Saturation Flow Module, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, LOS by Appr, AllWayAvgQ.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #13 Canoga Ave &Plummer St

Average Delay (sec/veh): 3.5 Worst Case Level Of Service: C[20.7]

Street Name: Canoga Ave Plummer St

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 0 0 0 0 0 1 0 0 0 0 0

Volume Module:

Table with 12 columns for traffic movements and rows for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume.

Critical Gap Module:

Table with 4 columns for movements and rows for Critical Gp and FollowUpTim.

Capacity Module:

Table with 4 columns for movements and rows for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module:

Table with 4 columns for movements and rows for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #14 Owensmouth Ave & Nordhoff St

Cycle (sec): 50 Critical Vol./Cap.(X): 0.693

Loss Time (sec): 8 (Y+R=4.5 sec) Average Delay (sec/veh): 10.9

Optimal Cycle: 41 Level Of Service: B

Street Name: Owensmouth Ave Nordhoff 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: 8 8 8 8 8 8 17 17 17 17 17 17

Lanes: 1 0 0 1 0 1 0 0 1 0 1 0 2 0 1

Volume Module:

Table with 12 columns for traffic movements and rows for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module:

Table with 12 columns for traffic movements and rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns for traffic movements and rows for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #15 Canoga Ave & Nordhoff St

Cycle (sec): 50 Critical Vol./Cap.(X): 1.043
Loss Time (sec): 8 (Y+R=4.5 sec) Average Delay (sec/veh): 21.4
Optimal Cycle: 100 Level Of Service: C

Street Name: Canoga Ave Nordhoff 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: 20 20 20 20 20 20 11 11 11 11 11 11
Lanes: 1 0 1 1 0 1 0 2 0 1 1 0 2 0 1

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Volume Module:

Base Vol: 104 612 140 156 570 4 31 758 88 246 642 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: 104 612 140 156 570 4 31 758 88 246 642 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: 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93
PHF Volume: 112 659 151 168 614 4 33 816 95 265 691 107
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 112 659 151 168 614 4 33 816 95 265 691 107
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
FinalVolume: 112 659 151 168 614 4 33 816 95 265 691 107

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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.36 0.92 0.92 0.25 0.95 0.95 0.33 0.95 0.85 0.27 0.95 0.85
Lanes: 1.00 1.63 0.37 1.00 1.99 0.01 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 680 2856 653 477 3581 25 623 3610 1615 505 3610 1615

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Capacity Analysis Module:

Vol/Sat: 0.16 0.23 0.23 0.35 0.17 0.17 0.05 0.23 0.06 0.52 0.19 0.07
Crit Moves: ****
Green/Cycle: 0.40 0.40 0.40 0.40 0.40 0.40 0.44 0.44 0.44 0.44 0.44 0.44
Volume/Cap: 0.41 0.58 0.58 0.88 0.43 0.43 0.12 0.51 0.13 1.19 0.44 0.15
Delay/Veh: 11.8 12.3 12.3 48.2 11.1 11.1 8.5 10.4 8.4 135.5 9.9 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: 11.8 12.3 12.3 48.2 11.1 11.1 8.5 10.4 8.4 135.5 9.9 8.5
LOS by Move: B B B D B B A B A F A A
HCM2kAvgQ: 2 6 6 6 4 4 0 5 1 13 4 1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #16 De Soto Ave & Nordhoff St

Cycle (sec): 75 Critical Vol./Cap.(X): 0.935
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 97.0
Optimal Cycle: 85 Level Of Service: F

Street Name: De Soto Ave Nordhoff 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 Prot+Permit Prot+Permit Permitted
Rights: Include Include Include Include
Min. Green: 12 12 12 5 12 12 5 12 12 12 12 12 12
Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 2 1 0

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Volume Module:

Base Vol: 60 1159 102 101 1690 325 264 722 51 101 702 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: 60 1159 102 101 1690 325 264 722 51 101 702 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: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
PHF Volume: 63 1210 106 105 1764 339 276 754 53 105 733 57
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 63 1210 106 105 1764 339 276 754 53 105 733 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
FinalVolume: 63 1210 106 105 1764 339 276 754 53 105 733 57

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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.90 0.90 0.95 0.89 0.89 0.95 0.90 0.90 0.95 0.90 0.90
Lanes: 1.00 2.76 0.24 1.00 2.52 0.48 1.00 2.80 0.20 1.00 2.78 0.22
Final Sat.: 1805 4710 415 1805 4246 817 1805 4796 339 1805 4757 373

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Capacity Analysis Module:

Vol/Sat: 0.03 0.26 0.26 0.06 0.42 0.42 0.15 0.16 0.16 0.06 0.15 0.15
Crit Moves: ****
Green/Cycle: 0.16 0.37 0.37 0.31 0.31 0.31 0.16 0.16 0.16 0.16 0.16 0.16
Volume/Cap: 0.22 0.69 0.69 0.38 1.35 1.35 0.95 0.98 0.98 0.37 0.94 0.94
Delay/Veh: 27.8 21.1 21.1 21.7 190 190.0 71.5 58.3 58.3 28.9 49.3 49.3
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: 27.8 21.1 21.1 21.7 190 190.0 71.5 58.3 58.3 28.9 49.3 49.3
LOS by Move: C C C C F F E E E C D D
HCM2kAvgQ: 1 11 11 2 45 45 11 12 12 3 11 11

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #17 Parthenia St. & Owensmouth Ave.

Cycle (sec): 50 Critical Vol./Cap.(X): 0.522
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 10.2
Optimal Cycle: 31 Level Of Service: B

Street Name: Owensmouth Ave. Parthenia 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: 8 8 8 8 8 8 15 15 15 15 15 15
Lanes: 0 1 0 0 1 0 1 0 0 1 1 0 2 0 1

Volume Module:
Base Vol: 8 194 205 74 249 64 33 342 20 194 447 88
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 8 194 205 74 249 64 33 342 20 194 447 88
User Adj: 1.00 1.00 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 0.89 0.89 0.89 0.89 0.89 0.89
PHF Volume: 9 219 231 84 281 72 37 386 23 219 505 99
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 9 219 231 84 281 72 37 386 23 219 505 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
FinalVolume: 9 219 231 84 281 72 37 386 23 219 505 99

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.99 0.99 0.85 0.88 0.88 0.85 0.44 0.95 0.85 0.52 0.95 0.85
Lanes: 0.04 0.96 1.00 0.23 0.77 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 74 1797 1615 383 1287 1615 836 3610 1615 994 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.12 0.12 0.14 0.22 0.22 0.04 0.04 0.11 0.01 0.22 0.14 0.06
Crit Moves: ****
Green/Cycle: 0.42 0.42 0.42 0.42 0.42 0.42 0.42 0.42 0.42 0.42 0.42 0.42
Volume/Cap: 0.29 0.29 0.34 0.52 0.52 0.11 0.11 0.25 0.03 0.52 0.33 0.15
Delay/Veh: 9.9 9.9 10.2 11.5 11.5 8.9 8.9 9.4 8.5 11.9 9.8 9.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 9.9 9.9 10.2 11.5 11.5 8.9 8.9 9.4 8.5 11.9 9.8 9.0
LOS by Move: A A B B B A A A A B A A
HCM2kAvgQ: 3 3 3 5 5 1 0 2 0 3 3 1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #18 Canoga Ave & Parthenia St

Cycle (sec): 50 Critical Vol./Cap.(X): 0.776
Loss Time (sec): 8 (Y+R=5.0 sec) Average Delay (sec/veh): 15.3
Optimal Cycle: 49 Level Of Service: B

Street Name: Canoga Ave Parthenia 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: 22 22 22 22 22 22 18 18 18 18 18 18
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 0 1

Volume Module:
Base Vol: 23 567 150 66 845 11 77 507 94 291 647 237
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: 23 567 150 66 845 11 77 507 94 291 647 237
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: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 25 604 160 70 901 12 82 541 100 310 690 253
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 25 604 160 70 901 12 82 541 100 310 690 253
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
FinalVolume: 25 604 160 70 901 12 82 541 100 310 690 253

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.22 0.92 0.92 0.29 0.95 0.95 0.31 0.95 0.85 0.41 0.95 0.85
Lanes: 1.00 1.58 0.42 1.00 1.97 0.03 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 426 2766 732 551 3556 46 597 3610 1615 779 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.06 0.22 0.22 0.13 0.25 0.25 0.14 0.15 0.06 0.40 0.19 0.16
Crit Moves: ****
Green/Cycle: 0.44 0.44 0.44 0.44 0.44 0.44 0.40 0.40 0.40 0.40 0.40 0.40
Volume/Cap: 0.13 0.50 0.50 0.29 0.58 0.58 0.34 0.37 0.16 1.00 0.48 0.39
Delay/Veh: 8.6 10.3 10.3 9.7 11.0 11.0 11.3 10.7 9.7 64.7 11.4 11.1
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: 8.6 10.3 10.3 9.7 11.0 11.0 11.3 10.7 9.7 64.7 11.4 11.1
LOS by Move: A B B A B B B B A E B B
HCM2kAvgQ: 0 5 5 1 6 6 1 3 1 10 5 3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #19 De Soto Ave & Parthenia St

Cycle (sec): 50 Critical Vol./Cap.(X): 1.346
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 57.2
Optimal Cycle: 100 Level Of Service: E

Street Name: De Soto Ave Parthenia 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: 18 18 18 18 18 18 10 10 10 10 10 10
Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 2 0 1

Volume Module:

Base Vol: 36 1081 77 199 1412 94 61 659 25 76 1154 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: 36 1081 77 199 1412 94 61 659 25 76 1154 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: 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86
PHF Volume: 42 1260 90 232 1646 110 71 768 29 89 1345 136
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 42 1260 90 232 1646 110 71 768 29 89 1345 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
FinalVolume: 42 1260 90 232 1646 110 71 768 29 89 1345 136

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.14 0.90 0.90 0.16 0.90 0.90 0.29 0.95 0.85 0.29 0.95 0.85
Lanes: 1.00 2.80 0.20 1.00 2.81 0.19 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 270 4794 341 306 4819 321 549 3610 1615 549 3610 1615

Capacity Analysis Module:

Vol/Sat: 0.16 0.26 0.26 0.76 0.34 0.34 0.13 0.21 0.02 0.16 0.37 0.08
Crit Moves: ****
Green/Cycle: 0.56 0.56 0.56 0.56 0.56 0.56 0.28 0.28 0.28 0.28 0.28 0.28
Volume/Cap: 0.28 0.47 0.47 1.35 0.61 0.61 0.47 0.77 0.07 0.58 1.35 0.31
Delay/Veh: 6.6 6.6 6.6 200.1 7.6 7.6 17.3 20.3 13.4 21.3 181 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: 6.6 6.6 6.6 200.1 7.6 7.6 17.3 20.3 13.4 21.3 181 14.7
LOS by Move: A A A F A A B C B C F B
HCM2kAvgQ: 1 5 5 13 7 7 2 8 0 2 36 2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #20 Owensmouth Ave & Roscoe Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.710
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 19.9
Optimal Cycle: 50 Level Of Service: B

Street Name: Owensmouth Ave Roscoe 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: 10 10 10 10 10 10 10 10 10 10 10 10
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: 31 134 100 69 286 130 111 914 56 96 971 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: 31 134 100 69 286 130 111 914 56 96 971 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: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 34 146 109 75 312 142 121 996 61 105 1058 44
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 34 146 109 75 312 142 121 996 61 105 1058 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
FinalVolume: 34 146 109 75 312 142 121 996 61 105 1058 44

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.87 0.87 0.87 0.88 0.88 0.88 0.19 0.90 0.90 0.20 0.90 0.90
Lanes: 0.12 0.50 0.38 0.14 0.59 0.27 1.00 2.83 0.17 1.00 2.88 0.12
Final Sat.: 193 833 622 237 984 447 359 4844 297 384 4952 204

Capacity Analysis Module:

Vol/Sat: 0.18 0.18 0.18 0.32 0.32 0.32 0.34 0.21 0.21 0.27 0.21 0.21
Crit Moves: ****
Green/Cycle: 0.45 0.45 0.45 0.45 0.45 0.45 0.47 0.47 0.47 0.47 0.47 0.47
Volume/Cap: 0.39 0.39 0.39 0.71 0.71 0.71 0.71 0.43 0.43 0.57 0.45 0.45
Delay/Veh: 19.0 19.0 19.0 25.7 25.7 25.7 33.9 17.5 17.5 23.4 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: 19.0 19.0 19.0 25.7 25.7 25.7 33.9 17.5 17.5 23.4 17.7 17.7
LOS by Move: B B B C C C C B B C B B
HCM2kAvgQ: 6 6 6 14 14 14 5 8 8 3 8 8

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #21 Canoga Ave & Roscoe Blvd

Cycle (sec): 50 Critical Vol./Cap.(X): 0.859
Loss Time (sec): 8 (Y+R=5.0 sec) Average Delay (sec/veh): 15.1
Optimal Cycle: 62 Level Of Service: B

Street Name: Canoga Ave Roscoe 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: 22 22 22 22 22 22 17 17 17 17 17 17
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 1 0

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Volume Module:

Base Vol: 75 620 84 65 1113 84 129 901 41 134 966 102
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: 75 620 84 65 1113 84 129 901 41 134 966 102
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 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 80 663 90 70 1190 90 138 964 44 143 1033 109
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 80 663 90 70 1190 90 138 964 44 143 1033 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
FinalVolume: 80 663 90 70 1190 90 138 964 44 143 1033 109

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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.18 0.93 0.93 0.30 0.94 0.94 0.20 0.90 0.90 0.22 0.90 0.90
Lanes: 1.00 1.76 0.24 1.00 1.86 0.14 1.00 2.87 0.13 1.00 2.71 0.29
Final Sat.: 346 3122 423 562 3323 251 380 4927 224 420 4626 488

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Capacity Analysis Module:

Vol/Sat: 0.23 0.21 0.21 0.12 0.36 0.36 0.36 0.20 0.20 0.34 0.22 0.22
Crit Moves: ****
Green/Cycle: 0.44 0.44 0.44 0.44 0.44 0.44 0.40 0.40 0.40 0.40 0.40 0.40
Volume/Cap: 0.53 0.48 0.48 0.28 0.81 0.81 0.91 0.49 0.49 0.85 0.56 0.56
Delay/Veh: 13.6 10.2 10.2 9.6 15.6 15.6 60.8 11.4 11.4 45.8 11.9 11.9
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: 13.6 10.2 10.2 9.6 15.6 15.6 60.8 11.4 11.4 45.8 11.9 11.9
LOS by Move: B B B A B B E B B D B B
HCM2kAvgQ: 2 5 5 1 12 12 5 5 5 5 6 6

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #22 De Soto Ave & Roscoe Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.874
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 30.8
Optimal Cycle: 73 Level Of Service: C

Street Name: De Soto Ave Roscoe 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 Prot+Permit Permit+Prot Prot+Permit
Rights: Include Include Include Include
Min. Green: 5 12 12 5 12 12 5 12 12 5 12 12
Lanes: 2 0 2 1 0 2 0 2 1 0 2 0 2 1 0

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Volume Module:

Base Vol: 51 808 38 68 1268 146 311 530 19 106 835 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: 51 808 38 68 1268 146 311 530 19 106 835 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: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
PHF Volume: 56 895 42 75 1404 162 344 587 21 117 925 43
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 56 895 42 75 1404 162 344 587 21 117 925 43
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 56 895 42 75 1404 162 344 587 21 117 925 43

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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 0.90 0.90 0.92 0.90 0.90 0.92 0.91 0.91 0.92 0.90 0.90
Lanes: 2.00 2.87 0.13 2.00 2.69 0.31 2.00 2.90 0.10 2.00 2.87 0.13
Final Sat.: 3502 4919 231 3502 4582 528 3502 4982 179 3502 4921 230

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Capacity Analysis Module:

Vol/Sat: 0.00 0.18 0.18 0.00 0.31 0.31 0.00 0.12 0.12 0.00 0.19 0.19
Crit Moves: ****
Green/Cycle: 0.09 0.36 0.36 0.10 0.41 0.41 0.17 0.27 0.27 0.11 0.25 0.25
Volume/Cap: 0.18 0.51 0.51 0.22 0.75 0.75 0.57 0.44 0.44 0.30 0.75 0.75
Delay/Veh: 42.4 25.3 25.3 41.8 26.8 26.8 39.5 30.5 30.5 41.2 37.1 37.1
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: 42.4 25.3 25.3 41.8 26.8 26.8 39.5 30.5 30.5 41.2 37.1 37.1
LOS by Move: D C C D C C D C C D D D
HCM2kAvgQ: 1 8 8 1 16 16 6 6 6 2 12 12

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #23 Saticoy St. & Owensmouth Ave.

Cycle (sec): 50 Critical Vol./Cap.(X): 0.917
Loss Time (sec): 8 (Y+R=4.5 sec) Average Delay (sec/veh): 15.1
Optimal Cycle: 75 Level Of Service: B

Street Name: Owensmouth Ave. Saticoy 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: 8 8 8 8 8 8 16 16 16 16 16 16
Lanes: 0 1 0 0 1 0 0 1 0 0 1 0 2 0 1

Volume Module:
Base Vol: 41 145 50 53 355 46 47 1061 47 167 1061 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: 41 145 50 53 355 46 47 1061 47 167 1061 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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 43 153 53 56 375 49 50 1122 50 177 1122 69
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 43 153 53 56 375 49 50 1122 50 177 1122 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
FinalVolume: 43 153 53 56 375 49 50 1122 50 177 1122 69

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.81 0.81 0.85 0.92 0.92 0.92 0.19 0.95 0.85 0.19 0.95 0.85
Lanes: 0.22 0.78 1.00 0.12 0.78 0.10 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 374 1192 1615 205 1374 178 355 3610 1615 355 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.13 0.13 0.03 0.27 0.27 0.27 0.14 0.31 0.03 0.50 0.31 0.04
Crit Moves: ****
Green/Cycle: 0.30 0.30 0.30 0.30 0.30 0.30 0.54 0.54 0.54 0.54 0.54 0.54
Volume/Cap: 0.43 0.43 0.11 0.92 0.92 0.92 0.26 0.57 0.06 0.92 0.57 0.08
Delay/Veh: 14.8 14.8 12.8 38.0 38.0 38.0 6.8 8.0 5.4 52.4 8.0 5.5
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: 14.8 14.8 12.8 38.0 38.0 38.0 6.8 8.0 5.4 52.4 8.0 5.5
LOS by Move: B B B D D D A A A D A A
HCM2kAvgQ: 3 3 1 12 12 12 1 7 0 6 7 1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #24 Canoga Ave & Saticoy St

Cycle (sec): 50 Critical Vol./Cap.(X): 0.860
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 15.7
Optimal Cycle: 62 Level Of Service: B

Street Name: Canoga Ave Saticoy 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: 10 10 10 10 10 10 8 8 8 8 8 8
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 0 1

Volume Module:
Base Vol: 104 649 83 110 1100 74 108 886 174 139 1085 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: 104 649 83 110 1100 74 108 886 174 139 1085 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: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 111 691 88 117 1171 79 115 944 185 148 1155 153
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 111 691 88 117 1171 79 115 944 185 148 1155 153
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 111 691 88 117 1171 79 115 944 185 148 1155 153

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.20 0.93 0.93 0.27 0.94 0.94 0.19 0.95 0.85 0.21 0.95 0.85
Lanes: 1.00 1.77 0.23 1.00 1.87 0.13 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 374 3146 402 509 3352 225 352 3610 1615 397 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.30 0.22 0.22 0.23 0.35 0.35 0.33 0.26 0.11 0.37 0.32 0.09
Crit Moves: ****
Green/Cycle: 0.41 0.41 0.41 0.41 0.41 0.41 0.43 0.43 0.43 0.43 0.43 0.43
Volume/Cap: 0.73 0.54 0.54 0.57 0.86 0.86 0.75 0.60 0.26 0.86 0.74 0.22
Delay/Veh: 28.7 11.7 11.7 15.1 19.0 19.0 31.0 11.5 9.3 45.5 13.7 9.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 28.7 11.7 11.7 15.1 19.0 19.0 31.0 11.5 9.3 45.5 13.7 9.0
LOS by Move: C B B B B B C B A D B A
HCM2kAvgQ: 3 5 5 2 13 13 3 7 2 5 10 2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #25 De Soto Ave & Saticoy St

Cycle (sec): 75 Critical Vol./Cap.(X): 0.993
Loss Time (sec): 16 (Y+R=5.0 sec) Average Delay (sec/veh): 63.2
Optimal Cycle: 100 Level Of Service: E

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for De Soto Ave and Saticoy St.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #26 Valerio St. & Canoga Ave.

Cycle (sec): 50 Critical Vol./Cap.(X): 0.720
Loss Time (sec): 8 (Y+R=3.5 sec) Average Delay (sec/veh): 10.2
Optimal Cycle: 44 Level Of Service: B

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Canoga Ave. and Valerio St.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #27 Owensmouth Ave & Sherman Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.938
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 20.3
Optimal Cycle: 100 Level Of Service: C

Street Name: Owensmouth Ave Sherman Way
Approach: North 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: 10 10 10 10 10 10 20 20 20 20 20 20
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 0 1

Volume Module:
Base Vol: 66 134 105 52 508 36 46 929 86 308 1218 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: 66 134 105 52 508 36 46 929 86 308 1218 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: 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93
PHF Volume: 71 145 114 56 549 39 50 1004 93 333 1317 30
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 71 145 114 56 549 39 50 1004 93 333 1317 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
FinalVolume: 71 145 114 56 549 39 50 1004 93 333 1317 30

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.21 0.89 0.89 0.51 0.94 0.94 0.17 0.95 0.85 0.26 0.95 0.85
Lanes: 1.00 1.12 0.88 1.00 1.87 0.13 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 394 1890 1481 963 3337 237 325 3610 1615 488 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.18 0.08 0.08 0.06 0.16 0.16 0.15 0.28 0.06 0.68 0.36 0.02
Crit Moves: ****
Green/Cycle: 0.19 0.19 0.19 0.19 0.19 0.19 0.73 0.73 0.73 0.73 0.73 0.73
Volume/Cap: 0.94 0.40 0.40 0.30 0.85 0.85 0.21 0.38 0.08 0.94 0.50 0.03
Delay/Veh: 121.8 35.7 35.7 35.5 49.0 49.0 4.8 5.3 4.0 43.9 6.0 3.8
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: 121.8 35.7 35.7 35.5 49.0 49.0 4.8 5.3 4.0 43.9 6.0 3.8
LOS by Move: F D D D D D A A A D A A
HCM2kAvgQ: 5 4 4 2 12 12 1 6 1 13 9 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #28 Canoga Ave & Sherman Way

Cycle (sec): 100 Critical Vol./Cap.(X): 1.047
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 32.0
Optimal Cycle: 100 Level Of Service: C

Street Name: Canoga Ave Sherman Way
Approach: North 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: 10 10 10 10 10 10 10 10 10 10 10 10
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 0 1

Volume Module:
Base Vol: 49 702 98 110 1101 126 66 982 41 152 1327 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: 49 702 98 110 1101 126 66 982 41 152 1327 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: 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89
PHF Volume: 55 793 111 124 1244 142 75 1110 46 172 1499 132
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 55 793 111 124 1244 142 75 1110 46 172 1499 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
FinalVolume: 55 793 111 124 1244 142 75 1110 46 172 1499 132

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 0.94 0.94 0.08 0.95 0.85 0.18 0.95 0.85
Lanes: 1.00 1.76 0.24 1.00 1.79 0.21 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 217 3111 434 266 3191 365 159 3610 1615 346 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.25 0.25 0.25 0.47 0.39 0.39 0.47 0.31 0.03 0.50 0.42 0.08
Crit Moves: ****
Green/Cycle: 0.45 0.45 0.45 0.45 0.45 0.45 0.47 0.47 0.47 0.47 0.47 0.47
Volume/Cap: 0.57 0.57 0.57 1.05 0.87 0.87 0.99 0.65 0.06 1.05 0.88 0.17
Delay/Veh: 28.5 21.1 21.1 123.3 30.9 30.9 125.4 20.8 14.3 109.4 29.1 15.2
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: 28.5 21.1 21.1 123.3 30.9 30.9 125.4 20.8 14.3 109.4 29.1 15.2
LOS by Move: C C C F C C F C B F C B
HCM2kAvgQ: 2 11 11 8 23 23 5 14 1 10 25 2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #29 De Soto Ave & Sherman Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.979
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 36.8
Optimal Cycle: 100 Level Of Service: D

Street Name: De Soto Ave Sherman Way
Approach: 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: 10 10 10 10 10 10 5 12 12 5 12 12
Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 2 1 0

Volume Module:
Base Vol: 73 898 147 117 1246 161 106 1053 66 185 1503 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: 73 898 147 117 1246 161 106 1053 66 185 1503 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: 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93
PHF Volume: 79 967 158 126 1341 173 114 1133 71 199 1618 142
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 79 967 158 126 1341 173 114 1133 71 199 1618 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
FinalVolume: 79 967 158 126 1341 173 114 1133 71 199 1618 142

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.09 0.89 0.89 0.18 0.89 0.89 0.95 0.90 0.90 0.95 0.90 0.90
Lanes: 1.00 2.58 0.42 1.00 2.66 0.34 1.00 2.82 0.18 1.00 2.76 0.24
Final Sat.: 173 4364 714 340 4515 583 1805 4837 303 1805 4711 414

Capacity Analysis Module:
Vol/Sat: 0.45 0.22 0.22 0.37 0.30 0.30 0.06 0.23 0.23 0.11 0.34 0.34
Crit Moves: ****
Green/Cycle: 0.46 0.46 0.46 0.46 0.46 0.46 0.06 0.28 0.28 0.13 0.35 0.35
Volume/Cap: 0.98 0.48 0.48 0.80 0.64 0.64 0.98 0.83 0.83 0.83 0.98 0.98
Delay/Veh: 119.2 18.6 18.6 46.8 21.0 21.0 123.0 37.8 37.8 63.1 48.4 48.4
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: 119.2 18.6 18.6 46.8 21.0 21.0 123.0 37.8 37.8 63.1 48.4 48.4
LOS by Move: F B B D C C F D D E D D
HCM2kAvgQ: 5 9 9 5 13 13 7 15 15 8 26 26

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #30 Owensmouth Ave & Vanowen St

Cycle (sec): 50 Critical Vol./Cap.(X): 0.699
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 11.0
Optimal Cycle: 42 Level Of Service: B

Street Name: Owensmouth Ave Vanowen 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: 10 10 10 10 10 10 10 10 10 10 10 10
Lanes: 1 0 2 0 1 1 0 1 1 0 1 0 2 0 1

Volume Module:
Base Vol: 53 167 123 85 658 99 80 848 89 168 718 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: 53 167 123 85 658 99 80 848 89 168 718 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: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 56 177 130 90 697 105 85 898 94 178 761 88
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 56 177 130 90 697 105 85 898 94 178 761 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
FinalVolume: 56 177 130 90 697 105 85 898 94 178 761 88

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.25 0.95 0.85 0.63 0.93 0.93 0.32 0.95 0.85 0.26 0.95 0.85
Lanes: 1.00 2.00 1.00 1.00 1.74 0.26 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 469 3610 1615 1203 3075 463 600 3610 1615 494 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.12 0.05 0.08 0.07 0.23 0.23 0.14 0.25 0.06 0.36 0.21 0.05
Crit Moves: ****
Green/Cycle: 0.32 0.32 0.32 0.32 0.32 0.32 0.52 0.52 0.52 0.52 0.52 0.52
Volume/Cap: 0.37 0.15 0.25 0.23 0.70 0.70 0.27 0.48 0.11 0.70 0.41 0.11
Delay/Veh: 14.5 12.1 12.7 12.6 16.7 16.7 7.3 8.0 6.3 17.5 7.6 6.3
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 12.1 12.7 12.6 16.7 16.7 7.3 8.0 6.3 17.5 7.6 6.3
LOS by Move: B B B B B B A A A B A A
HCM2kAvgQ: 1 1 2 1 7 7 1 5 1 4 4 1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #31 Vanowen St & Canoga Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 0.794
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 21.8
Optimal Cycle: 64 Level Of Service: C

Street Name: Canoga Ave Vanowen 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: 12 12 12 12 12 12 12 12 12 12 12 12
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 1 1 0 1 0 2 0 1

Volume Module:

Base Vol: 37 703 55 77 945 60 53 753 71 194 850 134
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: 37 703 55 77 945 60 53 753 71 194 850 134
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: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 40 767 60 84 1031 65 58 821 77 212 927 146
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 40 767 60 84 1031 65 58 821 77 212 927 146
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
FinalVolume: 40 767 60 84 1031 65 58 821 77 212 927 146

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.11 0.95 0.85 0.21 0.95 0.85 0.24 0.94 0.94 0.25 0.95 0.85
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 1.83 0.17 1.00 2.00 1.00
Final Sat.: 211 3610 1615 403 3610 1615 458 3256 307 475 3610 1615

Capacity Analysis Module:

Vol/Sat: 0.19 0.21 0.04 0.21 0.29 0.04 0.13 0.25 0.25 0.45 0.26 0.09
Crit Moves: ****
Green/Cycle: 0.36 0.36 0.36 0.36 0.36 0.36 0.56 0.56 0.56 0.56 0.56 0.56
Volume/Cap: 0.53 0.59 0.10 0.58 0.79 0.11 0.23 0.45 0.45 0.79 0.46 0.16
Delay/Veh: 32.5 26.8 21.4 31.7 32.2 21.5 11.5 13.1 13.1 32.5 13.2 10.7
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: 32.5 26.8 21.4 31.7 32.2 21.5 11.5 13.1 13.1 32.5 13.2 10.7
LOS by Move: C C C C C C B B B C B B
HCM2kAvgQ: 2 11 1 3 17 1 1 9 9 7 9 2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #32 Vanowen St & De Soto Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 0.934
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 35.7
Optimal Cycle: 100 Level Of Service: D

Street Name: De Soto Ave Vanowen 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 Prot+Permit
Rights: Include Include Include Include
Min. Green: 12 12 12 12 12 12 12 12 5 12 12
Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 2 0 1 1 0 1 1 0

Volume Module:

Base Vol: 47 912 111 127 1428 187 78 932 53 212 983 130
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: 47 912 111 127 1428 187 78 932 53 212 983 130
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: 50 963 117 134 1508 197 82 984 56 224 1038 137
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 50 963 117 134 1508 197 82 984 56 224 1038 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
FinalVolume: 50 963 117 134 1508 197 82 984 56 224 1038 137

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.11 0.90 0.90 0.17 0.89 0.89 0.95 0.95 0.85 0.95 0.93 0.93
Lanes: 1.00 2.67 0.33 1.00 2.65 0.35 1.00 2.00 1.00 1.00 1.77 0.23
Final Sat.: 209 4550 554 333 4508 590 1805 3610 1615 1805 3131 414

Capacity Analysis Module:

Vol/Sat: 0.24 0.21 0.21 0.40 0.33 0.33 0.05 0.27 0.03 0.12 0.33 0.33
Crit Moves: ****
Green/Cycle: 0.40 0.40 0.40 0.40 0.40 0.40 0.13 0.32 0.32 0.33 0.33 0.33
Volume/Cap: 0.59 0.53 0.53 1.00 0.83 0.83 0.34 0.85 0.11 0.65 1.00 1.00
Delay/Veh: 31.7 20.6 20.6 105.2 27.2 27.2 36.3 35.1 21.7 27.2 56.9 56.9
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: 31.7 20.6 20.6 105.2 27.2 27.2 36.3 35.1 21.7 27.2 56.9 56.9
LOS by Move: C C C F C C D D C C E E
HCM2kAvgQ: 2 9 9 7 18 18 2 16 1 6 24 24

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #33 Owensmouth Ave & Victory Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.792
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 30.1
Optimal Cycle: 56 Level Of Service: C

Street Name: Owensmouth Ave Victory 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 Include Permitted Include Permitted Include Prot+Permit Ovl
Rights: Include Include Include Ovl
Min. Green: 5 12 12 5 12 12 10 10 10 5 10 10
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 3 0 1

Volume Module:
Base Vol: 32 190 57 141 710 74 26 1109 100 216 770 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: 32 190 57 141 710 74 26 1109 100 216 770 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: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 35 207 62 153 773 81 28 1207 109 235 838 87
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 35 207 62 153 773 81 28 1207 109 235 838 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
FinalVolume: 35 207 62 153 773 81 28 1207 109 235 838 87

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 0.85 0.95 0.95 0.85 0.95 0.91 0.85 0.95 0.91 0.85
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 3.00 1.00 1.00 3.00 1.00
Final Sat.: 1805 3610 1615 1805 3610 1615 1805 5187 1615 1805 5187 1615

Capacity Analysis Module:
Vol/Sat: 0.00 0.06 0.04 0.00 0.21 0.05 0.02 0.23 0.07 0.13 0.16 0.05
Crit Moves: ****
Green/Cycle: 0.08 0.21 0.21 0.15 0.31 0.31 0.20 0.33 0.33 0.32 0.32 0.47
Volume/Cap: 0.24 0.27 0.18 0.57 0.70 0.16 0.08 0.70 0.20 0.57 0.50 0.11
Delay/Veh: 44.0 33.3 32.8 42.6 32.4 25.4 32.6 30.1 23.9 28.2 27.6 14.9
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: 44.0 33.3 32.8 42.6 32.4 25.4 32.6 30.1 23.9 28.2 27.6 14.9
LOS by Move: D C C D C C C C C C C B
HCM2kAvgQ: 1 3 2 5 12 2 1 13 2 7 8 1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #34 Victory Blvd & Canoga Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 0.981
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 36.5
Optimal Cycle: 100 Level Of Service: D

Street Name: Canoga Ave Victory 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 Prot+Permit Prot+Permit
Rights: Include Include Include Ovl
Min. Green: 12 12 12 5 12 12 5 12 12 5 12 12
Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 3 0 1

Volume Module:
Base Vol: 100 714 109 186 1051 76 76 654 185 243 978 147
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: 100 714 109 186 1051 76 76 654 185 243 978 147
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: 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93
PHF Volume: 108 771 118 201 1135 82 82 706 200 262 1056 159
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 108 771 118 201 1135 82 82 706 200 262 1056 159
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 108 771 118 201 1135 82 82 706 200 262 1056 159

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.15 0.89 0.89 0.95 0.90 0.90 0.95 0.88 0.88 0.95 0.91 0.85
Lanes: 1.00 2.60 0.40 1.00 2.80 0.20 1.00 2.34 0.66 1.00 3.00 1.00
Final Sat.: 279 4410 673 1805 4789 346 1805 3910 1106 1805 5187 1615

Capacity Analysis Module:
Vol/Sat: 0.39 0.17 0.17 0.11 0.24 0.24 0.05 0.18 0.18 0.15 0.20 0.10
Crit Moves: ****
Green/Cycle: 0.38 0.38 0.38 0.12 0.50 0.50 0.26 0.19 0.19 0.38 0.27 0.39
Volume/Cap: 1.01 0.46 0.46 0.95 0.48 0.48 0.42 0.95 0.95 0.75 0.74 0.25
Delay/Veh: 121.5 23.3 23.3 92.9 16.6 16.6 30.7 59.1 59.1 33.0 35.2 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: 121.5 23.3 23.3 92.9 16.6 16.6 30.7 59.1 59.1 33.0 35.2 20.8
LOS by Move: F C C F B B C E E C D C
HCM2kAvgQ: 7 8 8 10 9 9 3 15 15 9 12 3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #35 Variel Ave & Victory Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.452
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 16.0
Optimal Cycle: 30 Level Of Service: B

Street Name: Variel Ave Victory 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: 12 12 12 12 12 12 10 10 10 10 10 10
Lanes: 1 0 0 0 1 0 0 0 0 0 1 0 3 0 0

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Volume Module:

Base Vol: 112 0 290 0 0 0 0 1144 39 64 955 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: 112 0 290 0 0 0 0 1144 39 64 955 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 0.98 0.98 0.98 0.98 0.98 0.98
PHF Volume: 114 0 295 0 0 0 0 1165 40 65 973 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 114 0 295 0 0 0 0 1165 40 65 973 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 114 0 295 0 0 0 0 1165 40 65 973 0

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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.78 1.00 0.85 1.00 1.00 1.00 1.00 0.91 0.91 0.17 0.91 1.00
Lanes: 1.00 1.00 1.00 1.00 1.00 1.00 0.00 2.90 0.10 1.00 3.00 0.00
Final Sat.: 1476 0 1615 0 0 0 0 4991 170 325 5187 0

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Capacity Analysis Module:

Vol/Sat: 0.08 0.00 0.18 0.00 0.00 0.00 0.00 0.23 0.23 0.20 0.19 0.00
Crit Moves: ****
Green/Cycle: 0.40 0.00 0.40 0.00 0.00 0.00 0.00 0.52 0.52 0.52 0.52 0.00
Volume/Cap: 0.19 0.00 0.45 0.00 0.00 0.00 0.00 0.45 0.45 0.39 0.36 0.00
Delay/Veh: 19.4 0.0 22.2 0.0 0.0 0.0 0.0 15.4 15.4 16.2 14.5 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: 19.4 0.0 22.2 0.0 0.0 0.0 0.0 15.4 15.4 16.2 14.5 0.0
LOS by Move: B A C A A A A B B B A
HCM2kAvgQ: 2 0 7 0 0 0 0 9 9 2 6 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #36 Victory Blvd & De Soto Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 0.971
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 36.7
Optimal Cycle: 100 Level Of Service: D

Street Name: De Soto Ave Victory 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 Prot+Permit Prot+Permit Permit+Prot
Rights: Include Include Include Include
Min. Green: 5 12 12 5 12 12 5 12 12 5 12 12
Lanes: 1 0 2 1 0 1 0 2 1 0 2 0 2 1 0 2 0 3 0 1

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Volume Module:

Base Vol: 67 884 160 99 1446 172 69 983 47 495 1328 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: 67 884 160 99 1446 172 69 983 47 495 1328 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: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 73 966 175 108 1580 188 75 1074 51 541 1451 90
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 73 966 175 108 1580 188 75 1074 51 541 1451 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
FinalVolume: 73 966 175 108 1580 188 75 1074 51 541 1451 90

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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.89 0.89 0.95 0.90 0.90 0.92 0.90 0.90 0.92 0.91 0.85
Lanes: 1.00 2.54 0.46 1.00 2.68 0.32 2.00 2.86 0.14 2.00 3.00 1.00
Final Sat.: 1805 4291 777 1805 4561 543 3502 4916 235 3502 5187 1615

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Capacity Analysis Module:

Vol/Sat: 0.00 0.23 0.23 0.00 0.35 0.35 0.00 0.22 0.22 0.00 0.28 0.06
Crit Moves: ****
Green/Cycle: 0.09 0.34 0.34 0.09 0.38 0.38 0.06 0.24 0.24 0.21 0.35 0.35
Volume/Cap: 0.45 0.66 0.66 0.66 0.91 0.91 0.35 0.91 0.91 0.74 0.81 0.16
Delay/Veh: 45.1 29.1 29.1 53.7 36.3 36.3 45.9 47.1 47.1 40.9 32.3 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: 45.1 29.1 29.1 53.7 36.3 36.3 45.9 47.1 47.1 40.9 32.3 22.7
LOS by Move: D C C D D D D D D C C
HCM2kAvgQ: 3 12 12 5 23 23 2 16 16 10 17 2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #37 Erwin St & Owensmouth Ave

Cycle (sec): 60 Critical Vol./Cap.(X): 0.487
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 11.7
Optimal Cycle: 30 Level Of Service: B

Street Name: Owensmouth Ave Erwin 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: 10 10 10 10 10 10 10 10 10 10 10 10
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 1 0

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Volume Module:

Base Vol: 17 279 35 105 680 103 124 504 63 43 189 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: 17 279 35 105 680 103 124 504 63 43 189 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: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
PHF Volume: 19 309 39 116 753 114 137 558 70 48 209 104
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 19 309 39 116 753 114 137 558 70 48 209 104
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
FinalVolume: 19 309 39 116 753 114 137 558 70 48 209 104

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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.26 0.93 0.93 0.54 0.93 0.93 0.56 0.93 0.93 0.32 0.90 0.90
Lanes: 1.00 1.78 0.22 1.00 1.74 0.26 1.00 1.78 0.22 1.00 1.34 0.66
Final Sat.: 492 3153 396 1028 3072 465 1060 3154 394 612 2290 1139

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Capacity Analysis Module:

Vol/Sat: 0.04 0.10 0.10 0.11 0.25 0.25 0.13 0.18 0.18 0.08 0.09 0.09
Crit Moves: ****
Green/Cycle: 0.50 0.50 0.50 0.50 0.50 0.50 0.36 0.36 0.36 0.36 0.36 0.36
Volume/Cap: 0.08 0.19 0.19 0.22 0.49 0.49 0.36 0.49 0.49 0.21 0.25 0.25
Delay/Veh: 7.8 8.3 8.3 8.6 10.0 10.0 14.5 15.1 15.1 13.7 13.5 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: 7.8 8.3 8.3 8.6 10.0 10.0 14.5 15.1 15.1 13.7 13.5 13.5
LOS by Move: A A A A B B B B B B B B
HCM2kAvgQ: 0 2 2 1 6 6 2 5 5 1 2 2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #38 Erwin St & Canoga Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 0.532
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 12.8
Optimal Cycle: 34 Level Of Service: B

Street Name: Canoga Ave Erwin 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: 10 10 10 10 10 10 12 12 12 12 12 12
Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 1 1 0

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Volume Module:

Base Vol: 120 998 66 56 1100 148 73 273 144 47 136 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: 120 998 66 56 1100 148 73 273 144 47 136 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: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97
PHF Volume: 124 1033 68 58 1139 153 76 283 149 49 141 75
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 124 1033 68 58 1139 153 76 283 149 49 141 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
FinalVolume: 124 1033 68 58 1139 153 76 283 149 49 141 75

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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.18 0.90 0.90 0.23 0.89 0.89 0.58 0.90 0.90 0.35 0.90 0.90
Lanes: 1.00 2.81 0.19 1.00 2.64 0.36 1.00 1.31 0.69 1.00 1.31 0.69
Final Sat.: 342 4821 319 433 4490 604 1104 2240 1182 665 2238 1185

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Capacity Analysis Module:

Vol/Sat: 0.36 0.21 0.21 0.13 0.25 0.25 0.07 0.13 0.13 0.07 0.06 0.06
Crit Moves: ****
Green/Cycle: 0.68 0.68 0.68 0.68 0.68 0.68 0.24 0.24 0.24 0.24 0.24 0.24
Volume/Cap: 0.53 0.31 0.31 0.20 0.37 0.37 0.29 0.53 0.53 0.31 0.27 0.27
Delay/Veh: 10.2 6.5 6.5 6.1 6.8 6.8 31.8 34.0 34.0 32.5 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: 10.2 6.5 6.5 6.1 6.8 6.8 31.8 34.0 34.0 32.5 31.2 31.2
LOS by Move: B A A A A A C C C C C C
HCM2kAvgQ: 3 5 5 1 6 6 2 7 7 2 3 3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #39 Oxnard St & Owensmouth Ave

Cycle (sec): 60 Critical Vol./Cap.(X): 0.595
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 12.2
Optimal Cycle: 35 Level Of Service: B

Street Name: Owensmouth Ave Oxnard 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: 12 12 12 12 12 12 10 10 10 10 10 10
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 0 1

Volume Module:

Base Vol: 22 187 60 90 749 80 81 597 172 170 371 61
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 22 187 60 90 749 80 81 597 172 170 371 61
User Adj: 1.00 1.00 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 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 23 198 64 95 794 85 86 633 182 180 393 65
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 23 198 64 95 794 85 86 633 182 180 393 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
FinalVolume: 23 198 64 95 794 85 86 633 182 180 393 65

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.22 0.92 0.92 0.58 0.94 0.94 0.51 0.95 0.85 0.35 0.95 0.85
Lanes: 1.00 1.51 0.49 1.00 1.81 0.19 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 412 2635 845 1108 3213 343 975 3610 1615 673 3610 1615

Capacity Analysis Module:

Vol/Sat: 0.06 0.08 0.08 0.09 0.25 0.25 0.09 0.18 0.11 0.27 0.11 0.04
Crit Moves: ****
Green/Cycle: 0.42 0.42 0.42 0.42 0.42 0.42 0.45 0.45 0.45 0.45 0.45 0.45
Volume/Cap: 0.14 0.18 0.18 0.21 0.59 0.59 0.20 0.39 0.25 0.59 0.24 0.09
Delay/Veh: 11.2 11.1 11.1 11.4 14.3 14.3 10.1 11.1 10.4 15.5 10.2 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: 11.2 11.1 11.1 11.4 14.3 14.3 10.1 11.1 10.4 15.5 10.2 9.5
LOS by Move: B B B B B B B B B B B A
HCM2kAvgQ: 0 2 2 1 7 7 1 4 2 4 2 1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #40 Oxnard St & Canoga Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 0.628
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 16.1
Optimal Cycle: 41 Level Of Service: B

Street Name: Canoga Ave Oxnard 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: 12 12 12 12 12 12 10 10 10 10 10 10
Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 1 1 0

Volume Module:

Base Vol: 122 1029 65 105 1000 162 80 365 107 84 394 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: 122 1029 65 105 1000 162 80 365 107 84 394 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: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
PHF Volume: 136 1150 73 117 1117 181 89 408 120 94 440 72
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 136 1150 73 117 1117 181 89 408 120 94 440 72
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 136 1150 73 117 1117 181 89 408 120 94 440 72

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.17 0.90 0.90 0.19 0.89 0.89 0.31 0.92 0.92 0.29 0.93 0.93
Lanes: 1.00 2.82 0.18 1.00 2.58 0.42 1.00 1.55 0.45 1.00 1.72 0.28
Final Sat.: 333 4835 305 367 4370 708 581 2697 791 559 3040 494

Capacity Analysis Module:

Vol/Sat: 0.41 0.24 0.24 0.32 0.26 0.26 0.15 0.15 0.15 0.17 0.14 0.14
Crit Moves: ****
Green/Cycle: 0.65 0.65 0.65 0.65 0.65 0.65 0.27 0.27 0.27 0.27 0.27 0.27
Volume/Cap: 0.63 0.36 0.36 0.49 0.39 0.39 0.57 0.57 0.57 0.63 0.54 0.54
Delay/Veh: 16.0 8.0 8.0 10.5 8.2 8.2 36.9 32.4 32.4 40.5 32.0 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: 16.0 8.0 8.0 10.5 8.2 8.2 36.9 32.4 32.4 40.5 32.0 32.0
LOS by Move: B A A B A A D C C D C C
HCM2kAvgQ: 4 6 6 3 7 7 3 8 8 4 8 8

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #41 Oxnard St & De Soto Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 1.811
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 77.5
Optimal Cycle: 100 Level Of Service: E

Street Name: De Soto Ave Oxnard 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: 20 20 20 20 20 20 10 10 10 10 10 10
Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 1 0 1 1 0

Volume Module:
Base Vol: 147 1106 78 88 1889 135 89 365 133 105 394 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: 147 1106 78 88 1889 135 89 365 133 105 394 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: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
PHF Volume: 164 1232 87 98 2104 150 99 406 148 117 439 79
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 164 1232 87 98 2104 150 99 406 148 117 439 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
FinalVolume: 164 1232 87 98 2104 150 99 406 148 117 439 79

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.06 0.90 0.90 0.19 0.90 0.90 0.38 1.00 0.85 0.38 0.93 0.93
Lanes: 1.00 2.80 0.20 1.00 2.80 0.20 1.00 1.00 1.00 1.00 1.69 0.31
Final Sat.: 114 4797 338 359 4793 343 714 1900 1615 714 2988 539

Capacity Analysis Module:
Vol/Sat: 1.44 0.26 0.26 0.27 0.44 0.44 0.14 0.21 0.09 0.16 0.15 0.15
Crit Moves: ****
Green/Cycle: 0.79 0.79 0.79 0.79 0.79 0.79 0.12 0.12 0.12 0.12 0.12 0.12
Volume/Cap: 1.81 0.32 0.32 0.34 0.55 0.55 1.17 1.81 0.78 1.39 1.24 1.24
Delay/Veh: 414.3 2.6 2.6 3.4 3.6 3.6 192.1 422 56.5 270.7 168 167.8
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: 414.3 2.6 2.6 3.4 3.6 3.6 192.1 422 56.5 270.7 168 167.8
LOS by Move: F A A A A A F F E F F F
HCM2kAvgQ: 15 4 4 1 9 9 7 35 6 9 17 17

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #42 Lassen St & Busway A

Cycle (sec): 50 Critical Vol./Cap.(X): 0.303
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 1.9
Optimal Cycle: 30 Level Of Service: A

Street Name: Busway A Lassen 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 Protected
Rights: Ovl Include Include Include
Min. Green: 5 5 5 5 5 5 5 5 5 5 5 5
Lanes: 0 0 1 0 0 0 0 1 0 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:
Base Vol: 0 0 0 0 0 0 0 831 0 0 782 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 0 0 0 0 831 0 0 782 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 0 0 0 0 831 0 0 782 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 0 0 0 0 831 0 0 782 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 0 0 0 0 831 0 0 782 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.95 1.00 1.00 0.95 1.00
Lanes: 0.00 1.00 0.00 0.00 1.00 0.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 0 1900 0 0 1900 0 1900 3610 1900 1900 3610 1900

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.23 0.00 0.00 0.22 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.76 0.00 0.00 0.76 0.00
Volume/Cap: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.30 0.00 0.00 0.29 0.00
Delay/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 1.9 0.0 0.0 1.9 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 0.0 0.0 0.0 0.0 1.9 0.0 0.0 1.9 0.0
LOS by Move: A A A A A A A A A A A A
HCM2kAvgQ: 0 0 0 0 0 0 0 2 0 0 2 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #43 Lassen St & Busway B

Cycle (sec): 50 Critical Vol./Cap.(X): 0.274
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 0.9
Optimal Cycle: 22 Level Of Service: A

Street Name: Busway B Lassen 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: 5 5 5 5 5 5 5 5 5 5 5 5
Lanes: 0 0 1 0 0 0 0 1 0 0 0 0 2 0 0 0 0 2 0 0

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Volume Module:
Base Vol: 0 0 0 0 0 0 0 831 0 0 782 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 0 0 0 0 831 0 0 782 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 0 0 0 0 831 0 0 782 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 0 0 0 0 831 0 0 782 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 0 0 0 0 831 0 0 782 0

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Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.95 1.00 1.00 0.95 1.00
Lanes: 0.00 1.00 0.00 0.00 1.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00
Final Sat.: 0 1900 0 0 1900 0 0 3610 0 0 3610 0

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Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.23 0.00 0.00 0.22 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.84 0.00 0.00 0.84 0.00
Volume/Cap: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.27 0.00 0.00 0.26 0.00
Delay/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.9 0.0 0.0 0.9 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 0.0 0.0 0.0 0.0 0.9 0.0 0.0 0.9 0.0
LOS by Move: A A A A A A A A A A A A
HCM2kAvgQ: 0 0 0 0 0 0 0 2 0 0 2 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #44 Lassen St & Busway C

Cycle (sec): 50 Critical Vol./Cap.(X): 0.274
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 0.9
Optimal Cycle: 22 Level Of Service: A

Street Name: Busway C Lassen 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: 5 5 5 5 5 5 5 5 5 5 5 5
Lanes: 0 0 1 0 0 0 0 1 0 0 0 0 2 0 0 0 0 2 0 0

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Volume Module:
Base Vol: 0 0 0 0 0 0 0 831 0 0 782 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 0 0 0 0 831 0 0 782 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 0 0 0 0 831 0 0 782 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 0 0 0 0 831 0 0 782 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 0 0 0 0 831 0 0 782 0

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Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.95 1.00 1.00 0.95 1.00
Lanes: 0.00 1.00 0.00 0.00 1.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00
Final Sat.: 0 1900 0 0 1900 0 0 3610 0 0 3610 0

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Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.23 0.00 0.00 0.22 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.84 0.00 0.00 0.84 0.00
Volume/Cap: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.27 0.00 0.00 0.26 0.00
Delay/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.9 0.0 0.0 0.9 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 0.0 0.0 0.0 0.0 0.9 0.0 0.0 0.9 0.0
LOS by Move: A A A A A A A A A A A A
HCM2kAvgQ: 0 0 0 0 0 0 0 2 0 0 2 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #45 Canoga Ave & Busway

Cycle (sec): 0 Critical Vol./Cap.(X): 0.000
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 0.0
Optimal Cycle: 0 Level Of Service:

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows include North Bound, South Bound, East Bound, West Bound.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #46 Canoga Ave & MOL

Cycle (sec): 0 Critical Vol./Cap.(X): 0.000
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 0.0
Optimal Cycle: 0 Level Of Service:

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows include North Bound, South Bound, East Bound, West Bound.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 De Soto Ave & Chatsworth St

Cycle (sec): 90 Critical Vol./Cap.(X): 1.037
Loss Time (sec): 12 (Y+R=5.0 sec) Average Delay (sec/veh): 49.3
Optimal Cycle: 100 Level Of Service: D

Street Name: De Soto Ave Chatsworth St
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 Ovl
Min. Green: 5 10 10 5 10 10 10 10 10 10 10 10
Lanes: 1 0 2 1 0 1 0 2 0 1 1 0 1 0 1

Volume Module:

Base Vol: 30 2285 35 100 1585 218 384 289 46 90 170 346
Growth Adj: 1.00 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 2285 35 100 1585 218 384 289 46 90 170 346
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 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 2405 37 105 1668 229 404 304 48 95 179 364
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 32 2405 37 105 1668 229 404 304 48 95 179 364
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 32 2405 37 105 1668 229 404 304 48 95 179 364

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.91 0.91 0.95 0.95 0.85 0.58 0.93 0.93 0.51 1.00 0.85
Lanes: 1.00 2.95 0.05 1.00 2.00 1.00 1.00 1.73 0.27 1.00 1.00 1.00
Final Sat.: 1805 5099 78 1805 3610 1615 1096 3049 485 963 1900 1615

Capacity Analysis Module:

Vol/Sat: 0.02 0.47 0.47 0.06 0.46 0.14 0.37 0.10 0.10 0.10 0.09 0.23
Crit Moves: ****
Green/Cycle: 0.06 0.45 0.45 0.06 0.46 0.46 0.36 0.36 0.36 0.36 0.36 0.41
Volume/Cap: 0.31 1.04 1.04 1.04 1.01 0.31 1.04 0.28 0.28 0.28 0.26 0.55
Delay/Veh: 42.7 53.5 53.5 142.2 50.3 15.8 84.5 20.9 20.9 21.2 20.8 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: 42.7 53.5 53.5 142.2 50.3 15.8 84.5 20.9 20.9 21.2 20.8 21.1
LOS by Move: D D D F D B F C C C C C
HCM2kAvgQ: 1 35 35 7 33 4 18 4 4 2 4 8

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Topanga Canyon Blvd & Devonshire St

Cycle (sec): 90 Critical Vol./Cap.(X): 1.072
Loss Time (sec): 16 (Y+R=5.0 sec) Average Delay (sec/veh): 52.7
Optimal Cycle: 100 Level Of Service: D

Street Name: Topanga Canyon Blvd Devonshire 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 Prot+Permit Split Phase Split Phase
Rights: Include Include Include Ovl
Min. Green: 10 10 10 5 10 10 5 10 5 5 10 10
Lanes: 1 0 2 1 0 1 0 1 1 0 1 0 1 0 1

Volume Module:

Base Vol: 46 2203 307 168 1284 87 136 322 27 319 271 319
Growth Adj: 1.00 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 2203 307 168 1284 87 136 322 27 319 271 319
User Adj: 1.00 1.00 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: 48 2285 318 174 1332 90 141 334 28 331 281 331
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 48 2285 318 174 1332 90 141 334 28 331 281 331
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 48 2285 318 174 1332 90 141 334 28 331 281 331

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.89 0.89 0.68 0.94 0.94 0.95 0.94 0.94 0.92 1.00 0.85
Lanes: 1.00 2.63 0.37 1.00 1.87 0.13 1.00 1.85 0.15 2.00 1.00 1.00
Final Sat.: 1805 4471 623 1299 3350 227 1805 3291 276 3502 1900 1615

Capacity Analysis Module:

Vol/Sat: 0.03 0.51 0.51 0.13 0.40 0.40 0.08 0.10 0.10 0.09 0.15 0.20
Crit Moves: ****
Green/Cycle: 0.12 0.48 0.48 0.45 0.45 0.45 0.11 0.11 0.11 0.14 0.14 0.23
Volume/Cap: 0.21 1.06 1.06 0.70 0.89 0.89 0.70 0.91 0.91 0.68 1.06 0.89
Delay/Veh: 35.9 60.9 60.9 23.9 29.4 29.4 49.3 64.7 64.7 40.7 112 55.9
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: 35.9 60.9 60.9 23.9 29.4 29.4 49.3 64.7 64.7 40.7 112 55.9
LOS by Move: D E E C C C D E E D F E
HCM2kAvgQ: 1 39 39 5 23 23 5 9 9 6 14 12

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Owensmouth Ave & Devonshire St

Cycle (sec): 90 Critical Vol./Cap.(X): 1.187
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 57.8
Optimal Cycle: 100 Level Of Service: E

Street Name: Owensmouth Ave Devonshire 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

Lanes: 0 1 0 0 1 0 0 1 0 2 0 1 1 0 2 0 1

Volume Module:

Base Vol: 113 526 267 90 92 27 16 734 34 131 974 134

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: 113 526 267 90 92 27 16 734 34 131 974 134

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: 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85

PHF Volume: 133 619 314 106 108 32 19 864 40 154 1146 158

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 133 619 314 106 108 32 19 864 40 154 1146 158

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 133 619 314 106 108 32 19 864 40 154 1146 158

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.88 0.88 0.88 0.47 0.47 0.47 0.12 0.95 0.85 0.18 0.95 0.85

Lanes: 0.12 0.59 0.29 0.43 0.44 0.13 1.00 2.00 1.00 1.00 2.00 1.00

Final Sat.: 209 973 494 381 390 114 224 3610 1615 346 3610 1615

Capacity Analysis Module:

Vol/Sat: 0.64 0.64 0.64 0.28 0.28 0.28 0.08 0.24 0.02 0.45 0.32 0.10

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: 1.19 1.19 1.19 0.52 0.52 0.52 0.22 0.64 0.07 1.19 0.85 0.26

Delay/Veh: 116.3 116 116.3 14.4 14.4 14.4 20.5 24.1 18.0 166.0 30.8 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: 116.3 116 116.3 14.4 14.4 14.4 20.5 24.1 18.0 166.0 30.8 19.7

LOS by Move: F F F B B B C C B F C B

HCM2kAvgQ: 53 53 53 5 5 5 1 11 1 10 18 3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Depot Rd & Devonshire St

Average Delay (sec/veh): 3.6 Worst Case Level Of Service: E[44.0]

Street Name: Depot Rd Devonshire St

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 1 0 0 1 1 0 0 1 0 1 0 2 0 1 1 0 2 0 1

Volume Module:

Base Vol: 18 2 75 11 2 60 64 872 27 21 992 17

Growth Adj: 1.00 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 2 75 11 2 60 64 872 27 21 992 17

User Adj: 1.00 1.00 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 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90

PHF Volume: 20 2 83 12 2 67 71 970 30 23 1103 19

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

FinalVolume: 20 2 83 12 2 67 71 970 30 23 1103 19

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: 1712 2281 485 1779 2293 552 1122 xxxx xxxxx 1000 xxxx xxxxx

Potent Cap.: 60 40 533 53 40 483 630 xxxx xxxxx 700 xxxx xxxxx

Move Cap.: 44 35 533 38 34 483 630 xxxx xxxxx 700 xxxx xxxxx

Volume/Cap: 0.46 0.06 0.16 0.32 0.07 0.14 0.11 xxxx xxxxx 0.03 xxxx xxxxx

Level Of Service Module:

2Way95thQ: xxxx xxxx 0.6 1.1 xxxx xxxxx 0.4 xxxx xxxxx 0.1 xxxx xxxxx

Control Del:xxxxx xxxxx 13.0 139.4 xxxx xxxxx 11.4 xxxx xxxxx 10.3 xxxx xxxxx

LOS by Move: * * B F * * B * * B * *

Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT

Shared Cap.: 42 xxxx xxxxx xxxx xxxxx 339 xxxx xxxx xxxxx xxxx xxxx xxxxx

SharedQueue: 1.9 xxxx xxxxx xxxxx xxxxx 0.8 xxxxx xxxx xxxxx xxxxx xxxx xxxxx

Shrd ConDel:160.1 xxxx xxxxx xxxxx xxxxx 18.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx

Shared LOS: F * * * * C * * * * *

ApproachDel: 44.0 36.6 xxxxxxx xxxxxxx

ApproachLOS: E E * *

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Canoga Ave & Devonshire St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.541
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 16.2
Optimal Cycle: 34 Level Of Service: B

Street Name: Canoga Ave Devonshire 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: 12 12 12 12 12 12 10 10 10 10 10 10
Lanes: 1 0 1 1 0 1 0 2 0 1 1 0 2 0 1

Volume Module:

Base Vol: 128 332 252 140 103 133 119 760 101 73 822 100
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: 128 332 252 140 103 133 119 760 101 73 822 100
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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 135 349 265 147 108 140 125 800 106 77 865 105
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 135 349 265 147 108 140 125 800 106 77 865 105
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 135 349 265 147 108 140 125 800 106 77 865 105

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.68 0.89 0.89 0.35 1.00 0.85 0.24 0.95 0.85 0.27 0.95 0.85
Lanes: 1.00 1.14 0.86 1.00 1.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 1292 1919 1456 661 1900 1615 464 3610 1615 513 3610 1615

Capacity Analysis Module:

Vol/Sat: 0.10 0.18 0.18 0.22 0.06 0.09 0.27 0.22 0.07 0.15 0.24 0.07
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 0.44 0.44 0.54 0.14 0.21 0.54 0.44 0.13 0.30 0.48 0.13
Delay/Veh: 17.6 19.3 19.3 22.2 16.6 17.2 18.0 14.7 12.2 13.9 15.0 12.1
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: 17.6 19.3 19.3 22.2 16.6 17.2 18.0 14.7 12.2 13.9 15.0 12.1
LOS by Move: B B B C B B B B B B B
HCM2kAvgQ: 3 7 7 4 2 3 3 8 2 2 8 2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 De Soto Ave & Devonshire St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.891
Loss Time (sec): 16 (Y+R=4.5 sec) Average Delay (sec/veh): 35.7
Optimal Cycle: 100 Level Of Service: D

Street Name: De Soto Ave Devonshire St
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 Ovl
Min. Green: 5 10 10 5 10 10 5 10 10 5 10 10
Lanes: 2 0 2 1 0 2 0 2 1 0 2 0 1 1 0 2 0 2 0 1

Volume Module:

Base Vol: 121 1828 158 186 1159 181 265 787 82 114 746 142
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: 121 1828 158 186 1159 181 265 787 82 114 746 142
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: 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98
PHF Volume: 124 1867 161 190 1184 185 271 804 84 116 762 145
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 124 1867 161 190 1184 185 271 804 84 116 762 145
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 124 1867 161 190 1184 185 271 804 84 116 762 145

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 0.90 0.90 0.92 0.89 0.89 0.92 0.94 0.94 0.92 0.95 0.85
Lanes: 2.00 2.76 0.24 2.00 2.59 0.41 2.00 1.81 0.19 2.00 2.00 1.00
Final Sat.: 3502 4717 408 3502 4397 687 3502 3224 336 3502 3610 1615

Capacity Analysis Module:

Vol/Sat: 0.04 0.40 0.40 0.05 0.27 0.27 0.08 0.25 0.25 0.03 0.21 0.09
Crit Moves: ****
Green/Cycle: 0.08 0.43 0.43 0.06 0.41 0.41 0.09 0.27 0.27 0.06 0.24 0.30
Volume/Cap: 0.42 0.91 0.91 0.91 0.66 0.66 0.88 0.91 0.91 0.60 0.88 0.30
Delay/Veh: 40.1 30.1 30.1 81.0 22.3 22.3 64.0 44.2 44.2 46.6 42.9 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: 40.1 30.1 30.1 81.0 22.3 22.3 64.0 44.2 44.2 46.6 42.9 24.6
LOS by Move: D C C F C C E D D D D C
HCM2kAvgQ: 2 24 24 5 12 12 7 17 17 3 14 3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 Topanga Canyon Blvd & Lassen St

Cycle (sec): 100 Critical Vol./Cap.(X): 1.138
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 84.5
Optimal Cycle: 100 Level Of Service: F

Street Name: Topanga Canyon Blvd Lassen St
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 Protected
Rights: Ovl Include Include Include
Min. Green: 5 10 10 5 10 10 13 13 13 5 13 13
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:

Base Vol: 84 2127 254 144 1585 26 76 301 41 337 275 149
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: 84 2127 254 144 1585 26 76 301 41 337 275 149
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: 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98
PHF Volume: 86 2166 259 147 1614 26 77 307 42 343 280 152
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 86 2166 259 147 1614 26 77 307 42 343 280 152
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 86 2166 259 147 1614 26 77 307 42 343 280 152

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 0.85 0.95 0.95 0.85 0.85 0.95 0.95 0.85 0.95 0.95 0.85
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 1805 3610 1615 1805 3610 1615 1615 3610 1615 1805 3610 1615

Capacity Analysis Module:

Vol/Sat: 0.05 0.60 0.16 0.08 0.45 0.02 0.05 0.08 0.03 0.19 0.08 0.09
Crit Moves: ****
Green/Cycle: 0.06 0.49 0.64 0.07 0.50 0.50 0.13 0.13 0.13 0.15 0.28 0.28
Volume/Cap: 0.85 1.23 0.25 1.23 0.90 0.03 0.37 0.65 0.20 1.23 0.27 0.33
Delay/Veh: 92.5 133 7.7 202.4 29.0 12.8 40.8 44.6 39.3 172.0 27.9 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: 92.5 133 7.7 202.4 29.0 12.8 40.8 44.6 39.3 172.0 27.9 28.6
LOS by Move: F F A F C B D D D F C C
HCM2kAvgQ: 5 63 3 10 27 0 3 6 1 21 4 4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 Owensmouth Ave & Lassen St

Cycle (sec): 50 Critical Vol./Cap.(X): 1.133
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 45.9
Optimal Cycle: 100 Level Of Service: D

Street Name: Owensmouth Ave Lassen 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: 10 10 10 10 10 10 18 18 18 18 18 18
Lanes: 0 1 0 1 0 0 1 0 1 0 1 0 1 0 1 0 1 0

Volume Module:

Base Vol: 112 735 384 180 271 59 39 567 148 308 592 127
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: 112 735 384 180 271 59 39 567 148 308 592 127
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: 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98
PHF Volume: 114 748 391 183 276 60 40 577 151 313 602 129
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 114 748 391 183 276 60 40 577 151 313 602 129
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: 114 748 391 183 276 60 40 577 151 313 602 129

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.77 0.77 0.77 0.55 0.55 0.55 0.31 0.92 0.92 0.32 0.92 0.92
Lanes: 0.18 1.20 0.62 0.71 1.06 0.23 1.00 1.59 0.41 1.00 1.65 0.35
Final Sat.: 265 1740 909 744 1120 244 597 2774 724 600 2892 620

Capacity Analysis Module:

Vol/Sat: 0.43 0.43 0.43 0.25 0.25 0.25 0.07 0.21 0.21 0.52 0.21 0.21
Crit Moves: ****
Green/Cycle: 0.38 0.38 0.38 0.38 0.38 0.38 0.46 0.46 0.46 0.46 0.46 0.46
Volume/Cap: 1.13 1.13 1.13 0.65 0.65 0.65 0.14 0.45 0.45 1.13 0.45 0.45
Delay/Veh: 86.9 86.9 86.9 14.7 14.7 14.7 8.0 9.4 9.4 108.3 9.4 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: 86.9 86.9 86.9 14.7 14.7 14.7 8.0 9.4 9.4 108.3 9.4 9.4
LOS by Move: F F F B B B A A A F A A
HCM2kAvgQ: 24 24 24 5 5 5 0 4 4 13 4 4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #9 Depot Rd & Lassen St

Average Delay (sec/veh): 17.0 Worst Case Level Of Service: F[555.6]

Street Name: Depot Rd Lassen St

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 1 0 0 1 0 1 1 0 1 0 1 1 0

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Volume Module:

Base Vol: 52 0 12 27 0 71 41 1117 15 19 1230 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: 52 0 12 27 0 71 41 1117 15 19 1230 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: 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98

PHF Volume: 53 0 12 28 0 73 42 1144 15 19 1260 56

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

FinalVolume: 53 0 12 28 0 73 42 1144 15 19 1260 56

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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

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Capacity Module:

Cnflct Vol: 1905 2592 580 1984 2571 658 1317 xxxx xxxxx 1160 xxxx xxxxx

Potent Cap.: 43 25 463 37 26 411 532 xxxx xxxxx 610 xxxx xxxxx

Move Cap.: 32 23 463 33 23 411 532 xxxx xxxxx 610 xxxx xxxxx

Volume/Cap: 1.65 0.00 0.03 0.83 0.00 0.18 0.08 xxxx xxxxx 0.03 xxxx xxxxx

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Level Of Service Module:

2Way95thQ: xxxx xxxx xxxxx 2.9 xxxx xxxxx 0.3 xxxx xxxxx 0.1 xxxx xxxxx

Control Del:xxxxxx xxxx xxxxx 280.5 xxxx xxxxx 12.3 xxxx xxxxx 11.1 xxxx xxxxx

LOS by Move: * * * F * * B * * B * * *

Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT

Shared Cap.: xxxx 39 xxxxx xxxx xxxxx 411 xxxx xxxx xxxxx xxxx xxxx xxxxx

SharedQueue:xxxxxx 6.9 xxxxx xxxxx xxxxx 0.6 xxxxx xxxx xxxxx xxxxx xxxx xxxxx

Shrd ConDel:xxxxxx 556 xxxxx xxxxx xxxxx 15.6 xxxxx xxxx xxxxx xxxxx xxxx xxxxx

Shared LOS: * F * * * C * * * * * * * * *

ApproachDel: 555.6 88.6 xxxxxxx xxxxxxx

ApproachLOS: F F * * * * * * * * *

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 De Soto Ave & Lassen St

Cycle (sec): 50 Critical Vol./Cap.(X): 1.063

Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 19.4

Optimal Cycle: 100 Level Of Service: B

Street Name: De Soto Ave Lassen 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: 20 20 20 20 20 20 8 8 8 8 8 8

Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 1 1 0 1 0 1 1 0

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Volume Module:

Base Vol: 157 1879 194 81 1273 91 165 904 94 99 599 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: 157 1879 194 81 1273 91 165 904 94 99 599 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: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97

PHF Volume: 162 1935 200 83 1311 94 170 931 97 102 617 97

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 162 1935 200 83 1311 94 170 931 97 102 617 97

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 162 1935 200 83 1311 94 170 931 97 102 617 97

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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.16 0.90 0.90 0.16 0.90 0.90 0.26 0.94 0.94 0.25 0.93 0.93

Lanes: 1.00 2.72 0.28 1.00 2.80 0.20 1.00 1.81 0.19 1.00 1.73 0.27

Final Sat.: 295 4636 479 295 4793 343 494 3224 335 469 3058 480

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Capacity Analysis Module:

Vol/Sat: 0.55 0.42 0.42 0.28 0.27 0.27 0.34 0.29 0.29 0.22 0.20 0.20

Crit Moves: **** ****

Green/Cycle: 0.52 0.52 0.52 0.52 0.52 0.52 0.32 0.32 0.32 0.32 0.32 0.32

Volume/Cap: 1.06 0.81 0.81 0.55 0.53 0.53 1.06 0.89 0.89 0.67 0.62 0.62

Delay/Veh: 102.9 12.0 12.0 12.3 8.3 8.3 105.9 25.1 25.1 25.7 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: 102.9 12.0 12.0 12.3 8.3 8.3 105.9 25.1 25.1 25.7 15.4 15.4

LOS by Move: F B B B A A F C C C B B

HCM2kAvgQ: 7 13 13 2 6 6 8 12 12 3 6 6

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #11 Owensmouth Ave & Marilla St
Cycle (sec): 50 Critical Vol./Cap.(X): 0.871
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 17.8
Optimal Cycle: 64 Level Of Service: B

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Owensmouth Ave and Marilla St.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume. Rows for Owensmouth Ave and Marilla St.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat. Rows for Owensmouth Ave and Marilla St.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ. Rows for Owensmouth Ave and Marilla St.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #12 Owensmouth Ave & Plummer St
Cycle (sec): 100 Critical Vol./Cap.(X): 1.342
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 91.3
Optimal Cycle: 0 Level Of Service: F

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Owensmouth Ave and Plummer St.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume. Rows for Owensmouth Ave and Plummer St.

Table with columns: Saturation Flow Module, Adjustment, Lanes, Final Sat. Rows for Owensmouth Ave and Plummer St.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, LOS by Appr, AllWayAvgQ. Rows for Owensmouth Ave and Plummer St.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #13 Canoga Ave &Plummer St

Average Delay (sec/veh): 28.7 Worst Case Level Of Service: F[284.4]

Street Name: Canoga Ave Plummer St

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 0 0 0 0 0 1 0 0 0 0 0

Volume Module:

Table with 12 columns for traffic movements and 12 rows for metrics: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module:

Table with 4 columns for movements and 4 rows for metrics: Critical Gp, FollowUpTim.

Capacity Module:

Table with 4 columns for movements and 4 rows for metrics: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module:

Table with 4 columns for movements and 4 rows for metrics: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #14 Owensmouth Ave & Nordhoff St

Cycle (sec): 50 Critical Vol./Cap.(X): 0.962

Loss Time (sec): 8 (Y+R=4.5 sec) Average Delay (sec/veh): 22.8

Optimal Cycle: 90 Level Of Service: C

Street Name: Owensmouth Ave Nordhoff 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: 8 8 8 8 8 8 17 17 17 17 17 17

Lanes: 1 0 0 1 0 1 0 0 1 0 1 0 2 0 1

Volume Module:

Table with 12 columns for traffic movements and 12 rows for metrics: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module:

Table with 12 columns for traffic movements and 12 rows for metrics: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 12 columns for traffic movements and 12 rows for metrics: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #15 Canoga Ave & Nordhoff St

Cycle (sec): 50 Critical Vol./Cap.(X): 0.749
Loss Time (sec): 8 (Y+R=4.5 sec) Average Delay (sec/veh): 13.7
Optimal Cycle: 46 Level Of Service: B

Street Name: Canoga Ave Nordhoff 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: 20 20 20 20 20 20 11 11 11 11 11 11
Lanes: 1 0 1 1 0 1 0 1 1 0 2 0 1

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Volume Module:

Base Vol: 107 730 197 105 873 85 166 945 121 130 724 113
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: 107 730 197 105 873 85 166 945 121 130 724 113
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: 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98
PHF Volume: 109 744 201 107 890 87 169 963 123 133 738 115
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 109 744 201 107 890 87 169 963 123 133 738 115
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
FinalVolume: 109 744 201 107 890 87 169 963 123 133 738 115

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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 0.94 0.94 0.30 0.95 0.85 0.20 0.95 0.85
Lanes: 1.00 1.57 0.43 1.00 1.82 0.18 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 380 2752 743 380 3247 316 576 3610 1615 388 3610 1615

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Capacity Analysis Module:

Vol/Sat: 0.29 0.27 0.27 0.28 0.27 0.27 0.29 0.27 0.08 0.34 0.20 0.07
Crit Moves: ****
Green/Cycle: 0.40 0.40 0.40 0.40 0.40 0.40 0.44 0.44 0.44 0.44 0.44 0.44
Volume/Cap: 0.72 0.68 0.68 0.70 0.69 0.69 0.67 0.61 0.17 0.78 0.46 0.16
Delay/Veh: 27.8 13.7 13.7 26.5 13.8 13.8 17.8 11.4 8.6 31.8 10.1 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: 27.8 13.7 13.7 26.5 13.8 13.8 17.8 11.4 8.6 31.8 10.1 8.5
LOS by Move: C B B C B B B A C B A
HCM2kAvgQ: 3 8 8 3 8 8 4 7 1 4 5 1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #16 De Soto Ave & Nordhoff St

Cycle (sec): 75 Critical Vol./Cap.(X): 1.078
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 55.0
Optimal Cycle: 78 Level Of Service: D

Street Name: De Soto Ave Nordhoff 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 Prot+Permit Prot+Permit Permitted
Rights: Include Include Include Include
Min. Green: 12 12 12 5 12 12 5 12 12 12 12 12
Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 2 1 0

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Volume Module:

Base Vol: 86 1739 75 90 1167 307 261 805 142 149 597 176
Growth Adj: 1.00 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 1739 75 90 1167 307 261 805 142 149 597 176
User Adj: 1.00 1.00 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: 90 1813 78 94 1217 320 272 839 148 155 623 184
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 90 1813 78 94 1217 320 272 839 148 155 623 184
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 90 1813 78 94 1217 320 272 839 148 155 623 184

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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.90 0.90 0.95 0.88 0.88 0.95 0.89 0.89 0.95 0.88 0.88
Lanes: 1.00 2.88 0.12 1.00 2.38 0.62 1.00 2.55 0.45 1.00 2.32 0.68
Final Sat.: 1805 4943 213 1805 3979 1047 1805 4312 761 1805 3870 1141

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Capacity Analysis Module:

Vol/Sat: 0.05 0.37 0.37 0.05 0.31 0.31 0.15 0.19 0.19 0.09 0.16 0.16
Crit Moves: ****
Green/Cycle: 0.16 0.38 0.38 0.29 0.29 0.29 0.18 0.18 0.18 0.16 0.18 0.18
Volume/Cap: 0.31 0.97 0.97 0.42 1.07 1.07 0.83 1.07 1.07 0.54 0.91 0.91
Delay/Veh: 28.5 37.7 37.7 21.5 72.6 72.6 45.3 81.8 81.8 31.0 43.9 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: 28.5 37.7 37.7 21.5 72.6 72.6 45.3 81.8 81.8 31.0 43.9 43.9
LOS by Move: C D D C E E D F F C D D
HCM2kAvgQ: 2 22 22 2 23 23 9 16 16 4 11 11

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #17 Parthenia St. & Owensmouth Ave.

Cycle (sec): 50 Critical Vol./Cap.(X): 0.362
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 9.8
Optimal Cycle: 31 Level Of Service: A

Street Name: Owensmouth Ave. Parthenia 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: 8 8 8 8 8 8 15 15 15 15 15 15
Lanes: 0 1 0 0 1 0 1 0 0 1 1 0 2 0 1

Volume Module:
Base Vol: 13 216 162 63 185 20 27 402 11 134 396 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: 13 216 162 63 185 20 27 402 11 134 396 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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 14 227 170 66 194 21 28 422 12 141 416 51
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 14 227 170 66 194 21 28 422 12 141 416 51
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 14 227 170 66 194 21 28 422 12 141 416 51

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.98 0.98 0.85 0.88 0.88 0.85 0.50 0.95 0.85 0.50 0.95 0.85
Lanes: 0.06 0.94 1.00 0.25 0.75 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 106 1756 1615 424 1244 1615 958 3610 1615 948 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.13 0.13 0.11 0.16 0.16 0.01 0.03 0.12 0.01 0.15 0.12 0.03
Crit Moves: ****
Green/Cycle: 0.43 0.43 0.43 0.43 0.43 0.43 0.41 0.41 0.41 0.41 0.41 0.41
Volume/Cap: 0.30 0.30 0.24 0.36 0.36 0.03 0.07 0.29 0.02 0.36 0.28 0.08
Delay/Veh: 9.5 9.5 9.2 9.9 9.9 8.2 9.1 10.0 8.8 10.8 10.0 9.1
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: 9.5 9.5 9.2 9.9 9.9 8.2 9.1 10.0 8.8 10.8 10.0 9.1
LOS by Move: A A A A A A A A A B A A
HCM2kAvgQ: 3 3 2 3 3 0 0 2 0 2 2 1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #18 Canoga Ave & Parthenia St

Cycle (sec): 50 Critical Vol./Cap.(X): 0.685
Loss Time (sec): 8 (Y+R=5.0 sec) Average Delay (sec/veh): 12.3
Optimal Cycle: 48 Level Of Service: B

Street Name: Canoga Ave Parthenia 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: 22 22 22 22 22 22 18 18 18 18 18 18
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 0 1

Volume Module:
Base Vol: 52 956 250 110 944 43 21 488 49 167 551 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: 52 956 250 110 944 43 21 488 49 167 551 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: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
PHF Volume: 54 992 259 114 979 45 22 506 51 173 572 84
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 54 992 259 114 979 45 22 506 51 173 572 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
FinalVolume: 54 992 259 114 979 45 22 506 51 173 572 84

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.20 0.92 0.92 0.17 0.94 0.94 0.38 0.95 0.85 0.42 0.95 0.85
Lanes: 1.00 1.59 0.41 1.00 1.91 0.09 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 374 2773 725 317 3429 156 713 3610 1615 802 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.14 0.36 0.36 0.36 0.29 0.29 0.03 0.14 0.03 0.22 0.16 0.05
Crit Moves: ****
Green/Cycle: 0.48 0.48 0.48 0.48 0.48 0.48 0.36 0.36 0.36 0.36 0.36 0.36
Volume/Cap: 0.30 0.75 0.75 0.75 0.60 0.60 0.08 0.39 0.09 0.60 0.44 0.14
Delay/Veh: 8.8 12.4 12.4 29.0 10.0 10.0 10.7 12.1 10.6 16.6 12.4 10.9
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: 8.8 12.4 12.4 29.0 10.0 10.0 10.7 12.1 10.6 16.6 12.4 10.9
LOS by Move: A B B C B B B B B B B
HCM2kAvgQ: 1 10 10 3 7 7 0 3 1 3 4 1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #19 De Soto Ave & Parthenia St

Cycle (sec): 50 Critical Vol./Cap.(X): 0.861
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 14.4
Optimal Cycle: 62 Level Of Service: B

Street Name: De Soto Ave Parthenia 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: 18 18 18 18 18 18 10 10 10 10 10 10
Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 2 0 1

Volume Module:

Base Vol: 61 1642 103 117 1256 73 170 624 55 90 619 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: 61 1642 103 117 1256 73 170 624 55 90 619 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: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
PHF Volume: 68 1835 115 131 1403 82 190 697 61 101 692 66
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 68 1835 115 131 1403 82 190 697 61 101 692 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
FinalVolume: 68 1835 115 131 1403 82 190 697 61 101 692 66

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.17 0.90 0.90 0.17 0.90 0.90 0.31 0.95 0.85 0.30 0.95 0.85
Lanes: 1.00 2.82 0.18 1.00 2.84 0.16 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 331 4837 303 331 4863 283 580 3610 1615 572 3610 1615

Capacity Analysis Module:

Vol/Sat: 0.21 0.38 0.38 0.40 0.29 0.29 0.33 0.19 0.04 0.18 0.19 0.04
Crit Moves: ****
Green/Cycle: 0.46 0.46 0.46 0.46 0.46 0.46 0.38 0.38 0.38 0.38 0.38 0.38
Volume/Cap: 0.45 0.83 0.83 0.86 0.63 0.63 0.86 0.51 0.10 0.46 0.50 0.11
Delay/Veh: 11.3 14.3 14.3 48.3 10.8 10.8 41.6 12.2 10.0 13.2 12.2 10.1
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: 11.3 14.3 14.3 48.3 10.8 10.8 41.6 12.2 10.0 13.2 12.2 10.1
LOS by Move: B B B D B B D B B B B
HCM2kAvgQ: 1 13 13 5 7 7 6 5 1 2 5 1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #20 Owensmouth Ave & Roscoe Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.707
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 19.3
Optimal Cycle: 49 Level Of Service: B

Street Name: Owensmouth Ave Roscoe 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: 10 10 10 10 10 10 10 10 10 10 10 10
Lanes: 0 0 1 0 0 0 0 1 0 0 1 0 2 1 0

Volume Module:

Base Vol: 58 281 143 58 244 50 55 1028 62 116 807 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: 58 281 143 58 244 50 55 1028 62 116 807 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: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
PHF Volume: 61 294 150 61 255 52 58 1075 65 121 844 86
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 61 294 150 61 255 52 58 1075 65 121 844 86
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 61 294 150 61 255 52 58 1075 65 121 844 86

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.88 0.88 0.88 0.83 0.83 0.83 0.25 0.90 0.90 0.18 0.90 0.90
Lanes: 0.12 0.58 0.30 0.16 0.70 0.14 1.00 2.83 0.17 1.00 2.72 0.28
Final Sat.: 201 974 496 259 1090 223 473 4848 292 348 4643 472

Capacity Analysis Module:

Vol/Sat: 0.30 0.30 0.30 0.23 0.23 0.23 0.12 0.22 0.22 0.35 0.18 0.18
Crit Moves: ****
Green/Cycle: 0.43 0.43 0.43 0.43 0.43 0.43 0.49 0.49 0.49 0.49 0.49 0.49
Volume/Cap: 0.71 0.71 0.71 0.55 0.55 0.55 0.25 0.45 0.45 0.71 0.37 0.37
Delay/Veh: 26.8 26.8 26.8 22.4 22.4 22.4 15.2 16.6 16.6 32.4 15.8 15.8
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: 26.8 26.8 26.8 22.4 22.4 22.4 15.2 16.6 16.6 32.4 15.8 15.8
LOS by Move: C C C C C C B B B C B B
HCM2kAvgQ: 14 14 14 9 9 9 1 8 8 4 6 6

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #21 Canoga Ave & Roscoe Blvd
Cycle (sec): 50 Critical Vol./Cap.(X): 0.913
Loss Time (sec): 8 (Y+R=5.0 sec) Average Delay (sec/veh): 16.0
Optimal Cycle: 74 Level Of Service: B

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Canoga Ave and Roscoe Blvd.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #22 De Soto Ave & Roscoe Blvd
Cycle (sec): 100 Critical Vol./Cap.(X): 0.911
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 30.4
Optimal Cycle: 69 Level Of Service: C

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for De Soto Ave and Roscoe Blvd.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #23 Saticoy St. & Owensmouth Ave.

Cycle (sec): 50 Critical Vol./Cap.(X): 0.926
Loss Time (sec): 8 (Y+R=4.5 sec) Average Delay (sec/veh): 20.5
Optimal Cycle: 77 Level Of Service: C

Street Name: Owensmouth Ave. Saticoy 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: 8 8 8 8 8 8 16 16 16 16 16 16
Lanes: 0 1 0 0 1 0 0 1 0 0 1 0 2 0 1

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Volume Module:

Base Vol: 26 420 38 100 268 43 48 1185 13 70 894 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: 26 420 38 100 268 43 48 1185 13 70 894 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: 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87
PHF Volume: 30 482 44 115 308 49 55 1361 15 80 1026 48
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 30 482 44 115 308 49 55 1361 15 80 1026 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
FinalVolume: 30 482 44 115 308 49 55 1361 15 80 1026 48

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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.96 0.96 0.85 0.62 0.62 0.62 0.20 0.95 0.85 0.20 0.95 0.85
Lanes: 0.06 0.94 1.00 0.24 0.66 0.10 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 106 1718 1615 286 767 123 374 3610 1615 374 3610 1615

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Capacity Analysis Module:

Vol/Sat: 0.28 0.28 0.03 0.40 0.40 0.40 0.15 0.38 0.01 0.21 0.28 0.03
Crit Moves: ****
Green/Cycle: 0.43 0.43 0.43 0.43 0.43 0.43 0.41 0.41 0.41 0.41 0.41 0.41
Volume/Cap: 0.65 0.65 0.06 0.93 0.93 0.93 0.36 0.93 0.02 0.53 0.70 0.07
Delay/Veh: 13.1 13.1 8.3 36.5 36.5 36.5 11.8 24.4 8.9 14.6 13.8 9.1
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: 13.1 13.1 8.3 36.5 36.5 36.5 11.8 24.4 8.9 14.6 13.8 9.1
LOS by Move: B B A D D D B C A B B A
HCM2kAvgQ: 7 7 0 12 12 12 1 16 0 2 8 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #24 Canoga Ave & Saticoy St

Cycle (sec): 50 Critical Vol./Cap.(X): 0.985
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 22.3
Optimal Cycle: 99 Level Of Service: C

Street Name: Canoga Ave Saticoy 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: 10 10 10 10 10 10 8 8 8 8 8 8
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 0 1

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Volume Module:

Base Vol: 102 1110 210 119 952 157 161 1127 58 146 816 192
Growth Adj: 1.00 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 1110 210 119 952 157 161 1127 58 146 816 192
User Adj: 1.00 1.00 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 0.98 0.98 0.98 0.98 0.98 0.98
PHF Volume: 105 1138 215 122 976 161 165 1156 59 150 837 197
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 105 1138 215 122 976 161 165 1156 59 150 837 197
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
FinalVolume: 105 1138 215 122 976 161 165 1156 59 150 837 197

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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.21 0.93 0.93 0.21 0.93 0.93 0.26 0.95 0.85 0.18 0.95 0.85
Lanes: 1.00 1.68 0.32 1.00 1.72 0.28 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 390 2963 561 390 3034 500 494 3610 1615 338 3610 1615

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Capacity Analysis Module:

Vol/Sat: 0.27 0.38 0.38 0.31 0.32 0.32 0.33 0.32 0.04 0.44 0.23 0.12
Crit Moves: ****
Green/Cycle: 0.39 0.39 0.39 0.39 0.39 0.39 0.45 0.45 0.45 0.45 0.45 0.45
Volume/Cap: 0.69 0.98 0.98 0.80 0.82 0.82 0.74 0.71 0.08 0.98 0.52 0.27
Delay/Veh: 25.2 35.7 35.7 39.2 17.9 17.9 24.1 12.6 7.9 81.7 10.1 8.8
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: 25.2 35.7 35.7 39.2 17.9 17.9 24.1 12.6 7.9 81.7 10.1 8.8
LOS by Move: C D D D B B C B A F B A
HCM2kAvgQ: 3 19 19 4 11 11 4 9 1 6 5 2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #25 De Soto Ave & Saticoy St

Cycle (sec): 75 Critical Vol./Cap.(X): 1.024
Loss Time (sec): 16 (Y+R=5.0 sec) Average Delay (sec/veh): 78.0
Optimal Cycle: 100 Level Of Service: E

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for De Soto Ave and Saticoy St.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume. Rows for De Soto Ave and Saticoy St.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat. Rows for De Soto Ave and Saticoy St.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ. Rows for De Soto Ave and Saticoy St.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #26 Valerio St. & Canoga Ave.

Cycle (sec): 50 Critical Vol./Cap.(X): 0.519
Loss Time (sec): 8 (Y+R=3.5 sec) Average Delay (sec/veh): 6.1
Optimal Cycle: 35 Level Of Service: A

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Canoga Ave. and Valerio St.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume. Rows for Canoga Ave. and Valerio St.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat. Rows for Canoga Ave. and Valerio St.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ. Rows for Canoga Ave. and Valerio St.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #27 Owensmouth Ave & Sherman Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.690
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 16.0
Optimal Cycle: 47 Level Of Service: B

Street Name: Owensmouth Ave Sherman Way
Approach: North 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: 10 10 10 10 10 10 20 20 20 20 20 20
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 0 1

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Volume Module:

Base Vol: 85 368 163 64 280 39 63 1192 43 153 1017 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: 85 368 163 64 280 39 63 1192 43 153 1017 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: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
PHF Volume: 89 385 171 67 293 41 66 1247 45 160 1064 49
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 89 385 171 67 293 41 66 1247 45 160 1064 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
FinalVolume: 89 385 171 67 293 41 66 1247 45 160 1064 49

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.45 0.91 0.91 0.24 0.93 0.93 0.23 0.95 0.85 0.18 0.95 0.85
Lanes: 1.00 1.39 0.61 1.00 1.76 0.24 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 849 2387 1057 450 3112 433 435 3610 1615 338 3610 1615

Capacity Analysis Module:

Vol/Sat: 0.10 0.16 0.16 0.15 0.09 0.09 0.15 0.35 0.03 0.47 0.29 0.03
Crit Moves: ****
Green/Cycle: 0.23 0.23 0.23 0.23 0.23 0.23 0.69 0.69 0.69 0.69 0.69 0.69
Volume/Cap: 0.45 0.69 0.69 0.64 0.40 0.40 0.22 0.50 0.04 0.69 0.43 0.04
Delay/Veh: 34.4 37.5 37.5 46.6 32.7 32.7 6.2 7.7 5.1 17.9 7.1 5.1
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: 34.4 37.5 37.5 46.6 32.7 32.7 6.2 7.7 5.1 17.9 7.1 5.1
LOS by Move: C D D D C C A A A B A A
HCM2kAvgQ: 3 9 9 3 5 5 1 10 0 4 8 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #28 Canoga Ave & Sherman Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.979
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 29.7
Optimal Cycle: 100 Level Of Service: C

Street Name: Canoga Ave Sherman Way
Approach: North 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: 10 10 10 10 10 10 10 10 10 10 10 10
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 0 1

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Volume Module:

Base Vol: 71 1120 161 85 832 65 62 1356 66 72 1132 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: 71 1120 161 85 832 65 62 1356 66 72 1132 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: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97
PHF Volume: 73 1153 166 88 857 67 64 1396 68 74 1166 85
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 73 1153 166 88 857 67 64 1396 68 74 1166 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
FinalVolume: 73 1153 166 88 857 67 64 1396 68 74 1166 85

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.22 0.93 0.93 0.09 0.94 0.94 0.10 0.95 0.85 0.10 0.95 0.85
Lanes: 1.00 1.75 0.25 1.00 1.86 0.14 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 418 3096 445 179 3312 259 181 3610 1615 181 3610 1615

Capacity Analysis Module:

Vol/Sat: 0.17 0.37 0.37 0.49 0.26 0.26 0.35 0.39 0.04 0.41 0.32 0.05
Crit Moves: ****
Green/Cycle: 0.50 0.50 0.50 0.50 0.50 0.50 0.42 0.42 0.42 0.42 0.42 0.42
Volume/Cap: 0.35 0.74 0.74 0.98 0.52 0.52 0.84 0.92 0.10 0.98 0.77 0.13
Delay/Veh: 16.1 21.6 21.6 112.5 17.1 17.1 80.3 37.1 17.7 124.7 27.4 17.9
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 21.6 21.6 112.5 17.1 17.1 80.3 37.1 17.7 124.7 27.4 17.9
LOS by Move: B C C F B B F D B F C B
HCM2kAvgQ: 2 18 18 6 10 10 4 26 1 5 18 2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #29 De Soto Ave & Sherman Way

Cycle (sec): 100 Critical Vol./Cap.(X): 1.156
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 59.8
Optimal Cycle: 100 Level Of Service: E

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for De Soto Ave and Sherman Way.

Table with columns for Volume Module, Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns for Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns for Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #30 Owensmouth Ave & Vanowen St

Cycle (sec): 50 Critical Vol./Cap.(X): 0.936
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 13.7
Optimal Cycle: 80 Level Of Service: B

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Owensmouth Ave and Vanowen St.

Table with columns for Volume Module, Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns for Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns for Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #31 Vanowen St & Canoga Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 0.958
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 24.4
Optimal Cycle: 100 Level Of Service: C

Street Name: Canoga Ave Vanowen 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: 12 12 12 12 12 12 12 12 12 12 12 12
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 1 1 0 1 0 2 0 1

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Volume Module:

Base Vol: 103 1085 262 127 861 97 113 1096 61 83 754 109
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: 103 1085 262 127 861 97 113 1096 61 83 754 109
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: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
PHF Volume: 107 1127 272 132 894 101 117 1138 63 86 783 113
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 107 1127 272 132 894 101 117 1138 63 86 783 113
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 107 1127 272 132 894 101 117 1138 63 86 783 113

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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.24 0.95 0.85 0.16 0.95 0.85 0.23 0.94 0.94 0.10 0.95 0.85
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 1.89 0.11 1.00 2.00 1.00
Final Sat.: 456 3610 1615 304 3610 1615 429 3392 189 193 3610 1615

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Capacity Analysis Module:

Vol/Sat: 0.23 0.31 0.17 0.43 0.25 0.06 0.27 0.34 0.34 0.45 0.22 0.07
Crit Moves: ****
Green/Cycle: 0.45 0.45 0.45 0.45 0.45 0.45 0.47 0.47 0.47 0.47 0.47 0.47
Volume/Cap: 0.52 0.69 0.37 0.96 0.55 0.14 0.59 0.72 0.72 0.96 0.46 0.15
Delay/Veh: 21.9 23.0 18.3 90.1 20.3 16.1 24.0 22.9 22.9 106.4 18.3 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: 21.9 23.0 18.3 90.1 20.3 16.1 24.0 22.9 22.9 106.4 18.3 15.4
LOS by Move: C C B F C B C C C F B B
HCM2kAvgQ: 3 15 6 7 11 2 4 16 16 5 9 2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #32 Vanowen St & De Soto Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 1.271
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 69.1
Optimal Cycle: 100 Level Of Service: E

Street Name: De Soto Ave Vanowen 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 Prot+Permit
Rights: Include Include Include Include
Min. Green: 12 12 12 12 12 12 12 12 5 12 12
Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 2 0 1 1 0 1 1 0

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Volume Module:

Base Vol: 59 1485 125 109 939 197 147 1237 82 114 767 151
Growth Adj: 1.00 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 1485 125 109 939 197 147 1237 82 114 767 151
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.99 0.99 0.99 0.99 0.99 0.99 0.99 0.99 0.99 0.99 0.99 0.99
PHF Volume: 60 1508 127 111 953 200 149 1256 83 116 779 153
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 60 1508 127 111 953 200 149 1256 83 116 779 153
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 60 1508 127 111 953 200 149 1256 83 116 779 153

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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.18 0.90 0.90 0.09 0.89 0.89 0.95 0.95 0.85 0.66 0.93 0.93
Lanes: 1.00 2.77 0.23 1.00 2.48 0.52 1.00 2.00 1.00 1.00 1.67 0.33
Final Sat.: 334 4727 398 178 4176 876 1805 3610 1615 1258 2941 579

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Capacity Analysis Module:

Vol/Sat: 0.18 0.32 0.32 0.62 0.23 0.23 0.08 0.35 0.05 0.09 0.26 0.26
Crit Moves: ****
Green/Cycle: 0.52 0.52 0.52 0.52 0.52 0.52 0.13 0.29 0.29 0.21 0.21 0.21
Volume/Cap: 0.34 0.61 0.61 1.19 0.44 0.44 0.62 1.19 0.18 0.69 1.24 1.24
Delay/Veh: 13.8 15.7 15.7 176.1 13.6 13.6 41.7 128 24.0 40.2 154 154.2
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: 13.8 15.7 15.7 176.1 13.6 13.6 41.7 128 24.0 40.2 154 154.2
LOS by Move: B B B F B B D F C D F F
HCM2kAvgQ: 1 12 12 8 7 7 5 35 2 4 28 28

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #33 Owensmouth Ave & Victory Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.709
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 30.8
Optimal Cycle: 50 Level Of Service: C

Street Name: Owensmouth Ave Victory 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 Prot+Permit Permitted Prot+Permit
Rights: Include Include Include Ovl
Min. Green: 5 12 12 5 12 12 10 10 10 5 10 10
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 3 0 1

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Volume Module:

Base Vol: 180 587 84 184 440 143 79 1140 93 126 1064 136
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 180 587 84 184 440 143 79 1140 93 126 1064 136
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 190 620 89 194 465 151 83 1204 98 133 1124 144
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 190 620 89 194 465 151 83 1204 98 133 1124 144
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 190 620 89 194 465 151 83 1204 98 133 1124 144

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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 0.85 0.95 0.95 0.85 0.95 0.91 0.85 0.95 0.91 0.85
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 3.00 1.00 1.00 3.00 1.00
Final Sat.: 1805 3610 1615 1805 3610 1615 1805 5187 1615 1805 5187 1615

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Capacity Analysis Module:

Vol/Sat: 0.00 0.17 0.05 0.00 0.13 0.09 0.05 0.23 0.06 0.07 0.22 0.09
Crit Moves: ****
Green/Cycle: 0.23 0.27 0.27 0.17 0.24 0.24 0.10 0.33 0.33 0.34 0.34 0.51
Volume/Cap: 0.46 0.64 0.20 0.64 0.53 0.39 0.46 0.69 0.18 0.50 0.64 0.17
Delay/Veh: 34.2 33.6 28.4 43.0 33.6 32.4 44.3 30.1 23.7 24.9 28.5 13.3
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 34.2 33.6 28.4 43.0 33.6 32.4 44.3 30.1 23.7 24.9 28.5 13.3
LOS by Move: C C C D C C D C C C C B
HCM2kAvgQ: 5 10 2 7 7 4 3 13 2 4 11 2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #34 Victory Blvd & Canoga Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 1.073
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 44.6
Optimal Cycle: 100 Level Of Service: D

Street Name: Canoga Ave Victory 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 Prot+Permit Prot+Permit
Rights: Include Include Include Ovl
Min. Green: 12 12 12 5 12 12 5 12 12 5 12 12
Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 2 1 0 1 0 3 0 1

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Volume Module:

Base Vol: 221 1174 245 90 886 120 131 1020 40 181 1052 101
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 221 1174 245 90 886 120 131 1020 40 181 1052 101
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.99 0.99 0.99 0.99 0.99 0.99 0.99 0.99 0.99 0.99 0.99 0.99
PHF Volume: 224 1191 248 91 899 122 133 1034 41 184 1067 102
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 224 1191 248 91 899 122 133 1034 41 184 1067 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
FinalVolume: 224 1191 248 91 899 122 133 1034 41 184 1067 102

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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.23 0.89 0.89 0.95 0.89 0.89 0.95 0.90 0.90 0.77 0.91 0.85
Lanes: 1.00 2.48 0.52 1.00 2.64 0.36 1.00 2.89 0.11 1.00 3.00 1.00
Final Sat.: 429 4180 872 1805 4486 608 1805 4961 195 1458 5187 1615

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Capacity Analysis Module:

Vol/Sat: 0.52 0.28 0.28 0.05 0.20 0.20 0.07 0.21 0.21 0.13 0.21 0.06
Crit Moves: ****
Green/Cycle: 0.50 0.50 0.50 0.05 0.55 0.55 0.28 0.20 0.20 0.33 0.22 0.27
Volume/Cap: 1.05 0.57 0.57 1.01 0.37 0.37 0.61 1.05 1.05 0.73 0.95 0.24
Delay/Veh: 101.7 18.1 18.1 145.4 13.0 13.0 34.9 83.5 83.5 38.0 54.6 29.0
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: 101.7 18.1 18.1 145.4 13.0 13.0 34.9 83.5 83.5 38.0 54.6 29.0
LOS by Move: F B B F B B C F F D D C
HCM2kAvgQ: 12 12 12 6 6 6 5 19 19 7 16 3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #35 Variel Ave & Victory Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.783
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 18.9
Optimal Cycle: 62 Level Of Service: B

Street Name: Variel Ave Victory 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: 12 12 12 12 12 12 10 10 10 10 10 10
Lanes: 1 0 0 0 1 0 0 0 0 0 1 0 3 0 0

Volume Module:
Base Vol: 181 0 472 0 0 0 0 1332 62 90 1119 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: 181 0 472 0 0 0 0 1332 62 90 1119 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: 189 0 493 0 0 0 0 1390 65 94 1168 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 189 0 493 0 0 0 0 1390 65 94 1168 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 189 0 493 0 0 0 0 1390 65 94 1168 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.77 1.00 0.85 1.00 1.00 1.00 1.00 0.90 0.90 0.12 0.91 1.00
Lanes: 1.00 1.00 1.00 1.00 1.00 1.00 0.00 2.87 0.13 1.00 3.00 0.00
Final Sat.: 1461 0 1615 0 0 0 0 4922 229 226 5187 0

Capacity Analysis Module:
Vol/Sat: 0.13 0.00 0.31 0.00 0.00 0.00 0.00 0.28 0.28 0.42 0.23 0.00
Crit Moves: ****
Green/Cycle: 0.39 0.00 0.39 0.00 0.00 0.00 0.00 0.53 0.53 0.53 0.53 0.00
Volume/Cap: 0.33 0.00 0.78 0.00 0.00 0.00 0.00 0.53 0.53 0.78 0.42 0.00
Delay/Veh: 21.7 0.0 33.2 0.0 0.0 0.0 0.0 15.6 15.6 46.6 14.3 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: 21.7 0.0 33.2 0.0 0.0 0.0 0.0 15.6 15.6 46.6 14.3 0.0
LOS by Move: C A C A A A A B B D B A
HCM2kAvgQ: 4 0 15 0 0 0 0 11 11 4 8 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #36 Victory Blvd & De Soto Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 1.003
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 35.3
Optimal Cycle: 100 Level Of Service: D

Street Name: De Soto Ave Victory 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 Prot+Permit Prot+Permit Permit+Prot
Rights: Include Include Include Include
Min. Green: 5 12 12 5 12 12 5 12 12 5 12 12
Lanes: 1 0 2 1 0 1 0 2 1 0 2 0 2 1 0 2 0 3 0 1

Volume Module:
Base Vol: 58 1286 451 101 810 184 342 1132 136 206 926 108
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: 58 1286 451 101 810 184 342 1132 136 206 926 108
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: 0.99 0.99 0.99 0.99 0.99 0.99 0.99 0.99 0.99 0.99 0.99 0.99
PHF Volume: 59 1299 456 102 818 186 345 1143 137 208 935 109
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 59 1299 456 102 818 186 345 1143 137 208 935 109
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
FinalVolume: 59 1299 456 102 818 186 345 1143 137 208 935 109

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.87 0.87 0.95 0.88 0.88 0.92 0.90 0.90 0.92 0.91 0.85
Lanes: 1.00 2.22 0.78 1.00 2.44 0.56 2.00 2.68 0.32 2.00 3.00 1.00
Final Sat.: 1805 3690 1294 1805 4108 933 3502 4557 547 3502 5187 1615

Capacity Analysis Module:
Vol/Sat: 0.00 0.35 0.35 0.00 0.20 0.20 0.00 0.25 0.25 0.00 0.18 0.07
Crit Moves: ****
Green/Cycle: 0.14 0.41 0.41 0.07 0.38 0.38 0.13 0.29 0.29 0.11 0.23 0.23
Volume/Cap: 0.24 0.86 0.86 0.86 0.52 0.52 0.77 0.86 0.86 0.54 0.77 0.29
Delay/Veh: 39.1 30.5 30.5 88.1 24.1 24.1 50.1 38.4 38.4 43.8 38.8 31.9
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: 39.1 30.5 30.5 88.1 24.1 24.1 50.1 38.4 38.4 43.8 38.8 31.9
LOS by Move: D C C F C C D D D D D C
HCM2kAvgQ: 2 21 21 5 9 9 7 16 16 4 12 3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #37 Erwin St & Owensmouth Ave

Cycle (sec): 60 Critical Vol./Cap.(X): 0.516
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 11.5
Optimal Cycle: 31 Level Of Service: B

Street Name: Owensmouth Ave Erwin 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: 10 10 10 10 10 10 10 10 10 10 10 10
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 1 1 0

Volume Module:

Base Vol: 68 701 64 100 577 261 119 266 26 41 391 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: 68 701 64 100 577 261 119 266 26 41 391 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: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 74 766 70 109 631 285 130 291 28 45 427 108
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 74 766 70 109 631 285 130 291 28 45 427 108
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 74 766 70 109 631 285 130 291 28 45 427 108

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.25 0.94 0.94 0.28 0.91 0.91 0.38 0.94 0.94 0.55 0.92 0.92
Lanes: 1.00 1.83 0.17 1.00 1.38 0.62 1.00 1.82 0.18 1.00 1.60 0.40
Final Sat.: 466 3265 298 523 2369 1072 720 3246 317 1053 2794 707

Capacity Analysis Module:

Vol/Sat: 0.16 0.23 0.23 0.21 0.27 0.27 0.18 0.09 0.09 0.04 0.15 0.15
Crit Moves: ****
Green/Cycle: 0.52 0.52 0.52 0.52 0.52 0.52 0.35 0.35 0.35 0.35 0.35 0.35
Volume/Cap: 0.31 0.45 0.45 0.41 0.52 0.52 0.52 0.26 0.26 0.12 0.44 0.44
Delay/Veh: 9.1 9.3 9.3 9.9 9.8 9.8 17.3 14.0 14.0 13.4 15.2 15.2
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: 9.1 9.3 9.3 9.9 9.8 9.8 17.3 14.0 14.0 13.4 15.2 15.2
LOS by Move: A A A A A A B B B B B B
HCM2kAvgQ: 1 5 5 2 6 6 3 2 2 1 4 4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #38 Erwin St & Canoga Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 0.890
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 17.6
Optimal Cycle: 95 Level Of Service: B

Street Name: Canoga Ave Erwin 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: 10 10 10 10 10 10 12 12 12 12 12 12
Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 1 1 0

Volume Module:

Base Vol: 234 1428 88 60 1111 135 119 232 192 77 241 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: 234 1428 88 60 1111 135 119 232 192 77 241 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: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97
PHF Volume: 240 1466 90 62 1141 139 122 238 197 79 247 76
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 240 1466 90 62 1141 139 122 238 197 79 247 76
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 240 1466 90 62 1141 139 122 238 197 79 247 76

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.19 0.90 0.90 0.14 0.90 0.90 0.41 0.89 0.89 0.27 0.92 0.92
Lanes: 1.00 2.83 0.17 1.00 2.67 0.33 1.00 1.09 0.91 1.00 1.53 0.47
Final Sat.: 363 4842 298 260 4551 553 777 1841 1524 515 2665 818

Capacity Analysis Module:

Vol/Sat: 0.66 0.30 0.30 0.24 0.25 0.25 0.16 0.13 0.13 0.15 0.09 0.09
Crit Moves: ****
Green/Cycle: 0.74 0.74 0.74 0.74 0.74 0.74 0.18 0.18 0.18 0.18 0.18 0.18
Volume/Cap: 0.89 0.41 0.41 0.32 0.34 0.34 0.89 0.73 0.73 0.87 0.53 0.53
Delay/Veh: 38.1 4.8 4.8 5.3 4.4 4.4 85.9 43.6 43.6 94.3 38.2 38.2
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: 38.1 4.8 4.8 5.3 4.4 4.4 85.9 43.6 43.6 94.3 38.2 38.2
LOS by Move: D A A A A A F D D F D D
HCM2kAvgQ: 9 7 7 1 5 5 6 8 8 5 5 5

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #39 Oxnard St & Owensmouth Ave

Cycle (sec): 60 Critical Vol./Cap.(X): 0.662
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 12.8
Optimal Cycle: 40 Level Of Service: B

Street Name: Owensmouth Ave Oxnard 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: 12 12 12 12 12 12 10 10 10 10 10 10
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 0 1

Volume Module:

Base Vol: 251 725 184 113 473 150 69 450 55 86 649 121
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 251 725 184 113 473 150 69 450 55 86 649 121
User Adj: 1.00 1.00 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 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 268 773 196 120 504 160 74 480 59 92 692 129
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 268 773 196 120 504 160 74 480 59 92 692 129
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: 268 773 196 120 504 160 74 480 59 92 692 129

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.37 0.92 0.92 0.25 0.92 0.92 0.23 0.95 0.85 0.39 0.95 0.85
Lanes: 1.00 1.60 0.40 1.00 1.52 0.48 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 701 2793 709 466 2642 838 441 3610 1615 747 3610 1615

Capacity Analysis Module:

Vol/Sat: 0.38 0.28 0.28 0.26 0.19 0.19 0.17 0.13 0.04 0.12 0.19 0.08
Crit Moves: ****
Green/Cycle: 0.58 0.58 0.58 0.58 0.58 0.58 0.29 0.29 0.29 0.29 0.29 0.29
Volume/Cap: 0.66 0.48 0.48 0.45 0.33 0.33 0.58 0.46 0.13 0.42 0.66 0.28
Delay/Veh: 12.7 7.6 7.6 8.4 6.7 6.7 24.5 17.8 15.8 18.6 20.3 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: 12.7 7.6 7.6 8.4 6.7 6.7 24.5 17.8 15.8 18.6 20.3 16.8
LOS by Move: B A A A A A C B B C B
HCM2kAvgQ: 5 6 6 2 4 4 2 4 1 2 7 2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #40 Oxnard St & Canoga Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 1.020
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 26.7
Optimal Cycle: 100 Level Of Service: C

Street Name: Canoga Ave Oxnard 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: 12 12 12 12 12 12 10 10 10 10 10 10
Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 1 1 0

Volume Module:

Base Vol: 172 1352 114 93 1020 150 156 403 188 124 392 123
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: 172 1352 114 93 1020 150 156 403 188 124 392 123
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: 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89
PHF Volume: 193 1521 128 105 1147 169 175 453 211 139 441 138
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 193 1521 128 105 1147 169 175 453 211 139 441 138
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
FinalVolume: 193 1521 128 105 1147 169 175 453 211 139 441 138

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.16 0.90 0.90 0.10 0.89 0.89 0.29 0.90 0.90 0.23 0.92 0.92
Lanes: 1.00 2.77 0.23 1.00 2.62 0.38 1.00 1.36 0.64 1.00 1.52 0.48
Final Sat.: 312 4726 399 196 4436 652 553 2343 1093 443 2649 831

Capacity Analysis Module:

Vol/Sat: 0.62 0.32 0.32 0.53 0.26 0.26 0.32 0.19 0.19 0.32 0.17 0.17
Crit Moves: ****
Green/Cycle: 0.61 0.61 0.61 0.61 0.61 0.61 0.31 0.31 0.31 0.31 0.31 0.31
Volume/Cap: 1.02 0.53 0.53 0.88 0.42 0.42 1.02 0.62 0.62 1.01 0.53 0.53
Delay/Veh: 90.2 11.5 11.5 63.5 10.4 10.4 108.3 30.6 30.6 114.5 29.0 29.0
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: 90.2 11.5 11.5 63.5 10.4 10.4 108.3 30.6 30.6 114.5 29.0 29.0
LOS by Move: F B B E B B F C C F C C
HCM2kAvgQ: 11 11 11 5 8 8 10 10 10 8 8 8

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #41 Oxnard St & De Soto Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 0.695
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 18.0
Optimal Cycle: 47 Level Of Service: B

Street Name: De Soto Ave Oxnard 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: 20 20 20 20 20 20 10 10 10 10 10 10
Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 1 1 0

Volume Module:

Base Vol: 90 1602 173 47 1157 145 233 509 152 36 168 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: 90 1602 173 47 1157 145 233 509 152 36 168 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: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97
PHF Volume: 93 1648 178 48 1190 149 240 524 156 37 173 36
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 93 1648 178 48 1190 149 240 524 156 37 173 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
FinalVolume: 93 1648 178 48 1190 149 240 524 156 37 173 36

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.14 0.90 0.90 0.09 0.89 0.89 0.62 1.00 0.85 0.20 0.93 0.93
Lanes: 1.00 2.71 0.29 1.00 2.67 0.33 1.00 1.00 1.00 1.00 1.66 0.34
Final Sat.: 268 4611 498 163 4531 568 1178 1900 1615 380 2910 606

Capacity Analysis Module:

Vol/Sat: 0.35 0.36 0.36 0.30 0.26 0.26 0.20 0.28 0.10 0.10 0.06 0.06
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: 0.67 0.69 0.69 0.58 0.51 0.51 0.51 0.69 0.24 0.25 0.15 0.15
Delay/Veh: 28.4 17.3 17.3 24.5 14.6 14.6 21.5 25.4 18.3 19.0 17.5 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: 28.4 17.3 17.3 24.5 14.6 14.6 21.5 25.4 18.3 19.0 17.5 17.5
LOS by Move: C B B C B B C C B B B B
HCM2kAvgQ: 3 15 15 2 9 9 6 13 3 1 2 2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #42 Lassen St & Busway A

Cycle (sec): 50 Critical Vol./Cap.(X): 0.493
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 12.8
Optimal Cycle: 73 Level Of Service: B

Street Name: Busway A Lassen 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 Protected
Rights: Ovl Include Include Include
Min. Green: 5 5 5 5 5 5 5 5 5 5 5 5
Lanes: 0 0 1 0 0 0 0 1 0 0 1 1 0 2 0 1

Volume Module:

Base Vol: 0 0 0 0 0 0 0 0 1131 0 0 1353 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 0 0 0 0 0 1131 0 0 1353 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 0 0 0 0 0 1131 0 0 1353 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 0 0 0 0 0 1131 0 0 1353 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 0 0 0 0 0 1131 0 0 1353 0

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.95 1.00 1.00 0.95 1.00
Lanes: 0.00 1.00 0.00 0.00 1.00 0.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 0 1900 0 0 1900 0 1900 3610 1900 1900 3610 1900

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.31 0.00 0.00 0.37 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.35 0.00 0.00 0.76 0.00
Volume/Cap: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.91 0.00 0.00 0.49 0.00
Delay/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 25.1 0.0 0.0 2.4 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 0.0 0.0 0.0 0.0 25.1 0.0 0.0 2.4 0.0
LOS by Move: A A A A A A A C A A A A
HCM2kAvgQ: 0 0 0 0 0 0 0 0 13 0 0 5 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #43 Lassen St & Busway B

Cycle (sec): 50 Critical Vol./Cap.(X): 0.446
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 1.1
Optimal Cycle: 28 Level Of Service: A

Street Name: Busway B Lassen 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: 5 5 5 5 5 5 5 5 5 5 5 5
Lanes: 0 0 1 0 0 0 0 1 0 0 0 0 2 0 0 0 0 2 0 0

Volume Module:
Base Vol: 0 0 0 0 0 0 0 1131 0 0 1353 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 0 0 0 0 1131 0 0 1353 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 0 0 0 0 1131 0 0 1353 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 0 0 0 0 1131 0 0 1353 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 0 0 0 0 1131 0 0 1353 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.95 1.00 1.00 0.95 1.00
Lanes: 0.00 1.00 1.00 0.00 0.00 1.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00
Final Sat.: 0 1900 0 0 1900 0 0 3610 0 0 3610 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.31 0.00 0.00 0.37 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.84 0.00 0.00 0.84 0.00
Volume/Cap: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.37 0.00 0.00 0.45 0.00
Delay/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 1.0 0.0 0.0 1.1 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 1.0 0.0 0.0 1.1 0.0
LOS by Move: A A A A A A A A A A A A
HCM2kAvgQ: 0 0 0 0 0 0 0 3 0 0 3 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #44 Lassen St & Busway C

Cycle (sec): 50 Critical Vol./Cap.(X): 0.446
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 1.1
Optimal Cycle: 28 Level Of Service: A

Street Name: Busway C Lassen 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: 5 5 5 5 5 5 5 5 5 5 5 5
Lanes: 0 0 1 0 0 0 0 1 0 0 0 0 2 0 0 0 0 2 0 0

Volume Module:
Base Vol: 0 0 0 0 0 0 0 1131 0 0 1353 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 0 0 0 0 1131 0 0 1353 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 0 0 0 0 1131 0 0 1353 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 0 0 0 0 1131 0 0 1353 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 0 0 0 0 1131 0 0 1353 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.95 1.00 1.00 0.95 1.00
Lanes: 0.00 1.00 1.00 0.00 0.00 1.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00
Final Sat.: 0 1900 0 0 1900 0 0 3610 0 0 3610 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.31 0.00 0.00 0.37 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.84 0.00 0.00 0.84 0.00
Volume/Cap: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.37 0.00 0.00 0.45 0.00
Delay/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 1.0 0.0 0.0 1.1 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 1.0 0.0 0.0 1.1 0.0
LOS by Move: A A A A A A A A A A A A
HCM2kAvgQ: 0 0 0 0 0 0 0 3 0 0 3 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #45 Canoga Ave & Busway

Cycle (sec): 0 Critical Vol./Cap.(X): 0.000
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 0.0
Optimal Cycle: 0 Level Of Service:

Street Name: Canoga Ave Busway
Approach: North 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 10 0 0 10 0 0 0 0 5 0 0
Lanes: 0 0 1 0 1 0 0 0 0 0 0 0

Volume Module:
Base Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Growth Adj: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Initial Bse: 0 0 0 0 0 0 0 0 0 0 0 0
User Adj: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
PHF Adj: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
PHF Volume: 0 0 0 0 0 0 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PCE Adj: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
MLF Adj: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
FinalVolume: 0 0 0 0 0 0 0 0 0 0 0 0

Saturation Flow Module:
Sat/Lane: 0 0 0 0 0 0 0 0 0 0 0 0
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Final Sat.: 0 0 0 0 0 0 0 0 0 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Crit Moves:
Green/Cycle: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Volume/Cap: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Delay/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
LOS by Move:
HCM2kAvgQ: 0 0 0 0 0 0 0 0 0 0 0 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #46 Canoga Ave & MOL

Cycle (sec): 0 Critical Vol./Cap.(X): 0.000
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 0.0
Optimal Cycle: 0 Level Of Service:

Street Name: Canoga Ave MOL
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Protected Permitted Protected
Rights: Include Include Include Include
Min. Green: 0 10 10 5 10 0 0 0 0 0 5 0 10
Lanes: 0 0 2 1 0 1 0 2 0 0 0 0 0 0 1

Volume Module:
Base Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Growth Adj: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Initial Bse: 0 0 0 0 0 0 0 0 0 0 0 0 0
User Adj: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
PHF Adj: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
PHF Volume: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
PCE Adj: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
MLF Adj: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
FinalVolume: 0 0 0 0 0 0 0 0 0 0 0 0 0

Saturation Flow Module:
Sat/Lane: 0 0 0 0 0 0 0 0 0 0 0 0 0
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Final Sat.: 0 0 0 0 0 0 0 0 0 0 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Crit Moves:
Green/Cycle: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Volume/Cap: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Delay/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
LOS by Move:
HCM2kAvgQ: 0 0 0 0 0 0 0 0 0 0 0 0 0

Note: Queue reported is the number of cars per lane.

ALTERNATIVE 1

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

 Intersection #1 De Soto Ave & Chatsworth St

 Cycle (sec): 90 Critical Vol./Cap.(X): 1.431
 Loss Time (sec): 12 (Y+R=5.0 sec) Average Delay (sec/veh): 117.0
 Optimal Cycle: 100 Level Of Service: F

Street Name:	De Soto Ave			Chatsworth St			West Bound		
	North Bound	South Bound	East Bound	West Bound	South Bound	East Bound	West Bound	West Bound	
Approach:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	
Control:	Protected	Protected	Permitted	Permitted					
Rights:	Include	Include	Include	Ovl					
Min. Green:	5 10 10	5 10 10	10 10 10	10 10 10					
Lanes:	1 0 2 1 0	1 0 2 0 1	1 0 1 1 0	1 0 1 0 1					

Volume Module:

Base Vol:	164 1726	95	177 2213	776	336 704	146	88 314	160
Growth Adj:	1.00 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 1726	95	177 2213	776	336 704	146	88 314	160
User Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00
PHF Adj:	0.95 0.95	0.95	0.95 0.95	0.95	0.95 0.95	0.95	0.95 0.95	0.95
PHF Volume:	173 1817	100	186 2329	817	354 741	154	93 331	168
Reduct Vol:	0 0 0	0	0 0 0	0	0 0 0	0	0 0 0	0
Reduced Vol:	173 1817	100	186 2329	817	354 741	154	93 331	168
PCE Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00
MLF Adj:	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:	173 1817	100	186 2329	817	354 741	154	93 331	168

Saturation Flow Module:

Sat/Lane:	1900 1900	1900	1900 1900	1900	1900 1900	1900	1900 1900	1900
Adjustment:	0.95 0.90	0.90	0.95 0.95	0.85	0.37 0.93	0.93	0.17 1.00	0.85
Lanes:	1.00 2.84	0.16	1.00 2.00	1.00	1.00 1.66	0.34	1.00 1.00	1.00
Final Sat.:	1805 4877	268	1805 3610	1615	709 2912	604	319 1900	1615

Capacity Analysis Module:

Vol/Sat:	0.10 0.37	0.37	0.10 0.65	0.51	0.50 0.25	0.25	0.29 0.17	0.10
Crit Moves:	****		****	****				
Green/Cycle:	0.07 0.41	0.41	0.11 0.45	0.45	0.35 0.35	0.35	0.35 0.35	0.46
Volume/Cap:	1.43 0.92	0.92	0.92 1.43	1.12	1.43 0.73	0.73	0.83 0.50	0.23
Delay/Veh:	276.7 32.4	32.4	80.6 222	96.7	244.9 27.9	27.9	65.6 23.7	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:	276.7 32.4	32.4	80.6 222	96.7	244.9 27.9	27.9	65.6 23.7	14.7
LOS by Move:	F C C	C	F F F	F	C C C	C	E C B	B
HCM2kAvgQ:	13 23	23	9 80	37	25 13	13	5 7	3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

 Intersection #2 Topanga Canyon Blvd & Devonshire St

 Cycle (sec): 90 Critical Vol./Cap.(X): 1.357
 Loss Time (sec): 16 (Y+R=5.0 sec) Average Delay (sec/veh): 187.7
 Optimal Cycle: 100 Level Of Service: F

Street Name:	Topanga Canyon Blvd			Devonshire St			West Bound		
	North Bound	South Bound	East Bound	West Bound	South Bound	East Bound	West Bound	West Bound	
Approach:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	
Control:	Permitted	Prot+Permit	Split Phase	Split Phase					
Rights:	Include	Include	Include	Ovl					
Min. Green:	10 10 10	5 10 10	5 10 5	5 10 10					
Lanes:	1 0 2 1 0	1 0 1 1 0	1 0 1 1 0	2 0 1 0 1					

Volume Module:

Base Vol:	67 1479	139	144 2096	82	260 582	62	185 517	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:	67 1479	139	144 2096	82	260 582	62	185 517	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:	71 1557	146	152 2206	86	274 613	65	195 544	174
Reduct Vol:	0 0 0	0	0 0 0	0	0 0 0	0	0 0 0	0
Reduced Vol:	71 1557	146	152 2206	86	274 613	65	195 544	174
PCE Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00
MLF Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00
FinalVolume:	71 1557	146	152 2206	86	274 613	65	195 544	174

Saturation Flow Module:

Sat/Lane:	1900 1900	1900	1900 1900	1900	1900 1900	1900	1900 1900	1900
Adjustment:	0.95 0.90	0.90	0.95 0.94	0.94	0.95 0.94	0.94	0.92 1.00	0.85
Lanes:	1.00 2.74	0.26	1.00 1.92	0.08	1.00 1.81	0.19	2.00 1.00	1.00
Final Sat.:	1805 4680	440	1805 3453	135	1805 3217	343	3502 1900	1615

Capacity Analysis Module:

Vol/Sat:	0.04 0.33	0.33	0.08 0.64	0.64	0.15 0.19	0.19	0.06 0.29	0.11
Crit Moves:	****		****	****				
Green/Cycle:	0.11 0.41	0.41	0.41 0.41	0.41	0.12 0.12	0.12	0.18 0.18	0.29
Volume/Cap:	0.35 0.80	0.80	0.56 1.57	1.57	1.25 1.57	1.57	0.30 1.57	0.37
Delay/Veh:	38.1 25.5	25.5	23.7 286	286.1	183.7 307	306.6	32.1 306	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:	38.1 25.5	25.5	23.7 286	286.1	183.7 307	306.6	32.1 306	26.1
LOS by Move:	D C C	C	C F F	F	F F F	F	C F C	C
HCM2kAvgQ:	2 17	17	4 88	88	17 27	27	3 41	4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Owensmouth Ave & Devonshire St

Cycle (sec): 90 Critical Vol./Cap.(X): 1.488
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 89.0
Optimal Cycle: 100 Level Of Service: F

Street Name: Owensmouth Ave Devonshire 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

Lanes: 0 1 0 0 1 0 0 1 0 2 0 1 1 0 2 0 1

Volume Module:

Base Vol: 77 143 293 198 342 21 19 797 61 370 926 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: 77 143 293 198 342 21 19 797 61 370 926 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: 81 151 308 208 360 22 20 839 64 389 975 65

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 81 151 308 208 360 22 20 839 64 389 975 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

FinalVolume: 81 151 308 208 360 22 20 839 64 389 975 65

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.77 0.77 0.77 0.54 0.54 0.54 0.21 0.95 0.85 0.26 0.95 0.85

Lanes: 0.15 0.28 0.57 0.35 0.61 0.04 1.00 2.00 1.00 1.00 2.00 1.00

Final Sat.: 220 409 838 362 625 38 405 3610 1615 500 3610 1615

Capacity Analysis Module:

Vol/Sat: 0.37 0.37 0.37 0.58 0.58 0.58 0.05 0.23 0.04 0.78 0.27 0.04

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: 0.95 0.95 0.95 1.49 1.49 1.49 0.09 0.44 0.08 1.49 0.52 0.08

Delay/Veh: 52.5 52.5 52.5 260.2 260 260.2 10.9 13.5 10.7 260.3 14.2 10.7

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: 52.5 52.5 52.5 260.2 260 260.2 10.9 13.5 10.7 260.3 14.2 10.7

LOS by Move: D D D F F F B B B F B B

HCM2kAvgQ: 20 20 20 42 42 42 0 8 1 28 9 1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Depot Rd & Devonshire St

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: F[220.5]

Street Name: Depot Rd Devonshire St

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 1 0 0 1 1 0 0 1 0 1 0 2 0 1 1 0 2 0 1

Volume Module:

Base Vol: 1 4 7 0 2 0 2 1319 14 1 1316 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: 1 4 7 0 2 0 2 1319 14 1 1316 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: 1 4 7 0 2 0 2 1388 15 1 1385 13

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

FinalVolume: 1 4 7 0 2 0 2 1388 15 1 1385 13

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: 2088 2793 694 2088 2795 693 1398 xxxx xxxxx 1403 xxxx xxxxx

Potent Cap.: 31 19 390 31 19 391 495 xxxx xxxxx 493 xxxx xxxxx

Move Cap.: 28 19 390 25 19 391 495 xxxx xxxxx 493 xxxx xxxxx

Volume/Cap: 0.04 0.22 0.02 0.00 0.11 0.00 0.00 xxxx xxxxx 0.00 xxxx xxxxx

Level Of Service Module:

2Way95thQ: xxxx xxxx 0.1 xxxx xxxx xxxxx 0.0 xxxx xxxxx 0.0 xxxx xxxxx

Control Del:xxxxx xxxx 14.4 xxxxx xxxx xxxxx 12.3 xxxx xxxxx 12.3 xxxx xxxxx

LOS by Move: * * B * * * B * * B * * *

Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT

Shared Cap.: 20 xxxx xxxxx xxxx xxxx 19 xxxx xxxx xxxxx xxxx xxxx xxxxx

SharedQueue: 0.8 xxxx xxxxx xxxxx xxxx 0.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx

Shrd ConDel:238.5 xxxxx xxxxx xxxxx xxxx 220.5 xxxxx xxxx xxxxx xxxxx xxxx xxxxx

Shared LOS: F * * * * F * * * * *

ApproachDel: 107.8 220.5 xxxxxx xxxxxx

ApproachLOS: F F * *

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Canoga Ave & Devonshire St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.976
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 24.0
 Optimal Cycle: 100 Level Of Service: C

Street Name: Canoga Ave Devonshire 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:	12	12	12	12	12	12	10	10	10	10	10	10		
Lanes:	1	0	1	1	0	1	0	1	1	1	0	2	0	1

Volume Module:

Base Vol:	141	130	356	181	409	198	71	873	205	205	940	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:	141	130	356	181	409	198	71	873	205	205	940	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:	148	137	375	191	431	208	75	919	216	216	989	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	137	375	191	431	208	75	919	216	216	989	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
FinalVolume:	148	137	375	191	431	208	75	919	216	216	989	157

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.17	0.85	0.85	0.35	1.00	0.85	0.24	0.95	0.85	0.26	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	326	1606	1606	674	1900	1615	452	3610	1615	498	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.46	0.09	0.23	0.28	0.23	0.13	0.17	0.25	0.13	0.43	0.27	0.10
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:	0.98	0.18	0.50	0.60	0.49	0.28	0.37	0.57	0.30	0.98	0.62	0.22
Delay/Veh:	88.8	14.0	17.1	21.1	16.9	14.9	17.8	19.2	16.3	77.9	19.9	15.6
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:	88.8	14.0	17.1	21.1	16.9	14.9	17.8	19.2	16.3	77.9	19.9	15.6
LOS by Move:	F	B	B	C	B	B	B	B	B	E	B	B
HCM2kAvgQ:	8	2	8	5	8	4	2	10	4	10	12	3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 De Soto Ave & Devonshire St

Cycle (sec): 90 Critical Vol./Cap.(X): 1.145
 Loss Time (sec): 16 (Y+R=4.5 sec) Average Delay (sec/veh): 78.8
 Optimal Cycle: 100 Level Of Service: E

Street Name: De Soto Ave Devonshire St
 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			Ovl					
Min. Green:	5	10	10	5	10	10	5	10	10	5	10	10			
Lanes:	2	0	2	1	0	2	0	2	1	0	2	0	2	0	1

Volume Module:

Base Vol:	231	1456	164	129	1916	122	325	1096	136	298	952	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:	231	1456	164	129	1916	122	325	1096	136	298	952	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:	0.95	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	1533	173	136	2017	128	342	1154	143	314	1002	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	243	1533	173	136	2017	128	342	1154	143	314	1002	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	243	1533	173	136	2017	128	342	1154	143	314	1002	113

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	0.92	0.90	0.90	0.92	0.93	0.93	0.92	0.95	0.85
Lanes:	2.00	2.70	0.30	2.00	2.82	0.18	2.00	1.78	0.22	2.00	2.00	1.00
Final Sat.:	3502	4592	517	3502	4833	308	3502	3160	392	3502	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.07	0.33	0.33	0.04	0.42	0.42	0.10	0.37	0.37	0.09	0.28	0.07
Crit Moves:	****			****			****			****		
Green/Cycle:	0.06	0.36	0.36	0.06	0.36	0.36	0.10	0.32	0.32	0.08	0.29	0.35
Volume/Cap:	1.14	0.92	0.92	0.64	1.14	1.14	0.95	1.14	1.14	1.14	0.95	0.20
Delay/Veh:	148.6	34.9	34.9	47.7	101	100.7	73.4	107	106.7	140.8	47.2	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:	148.6	34.9	34.9	47.7	101	100.7	73.4	107	106.7	140.8	47.2	20.3
LOS by Move:	F	C	C	D	F	F	E	F	F	F	D	C
HCM2kAvgQ:	8	21	21	3	38	38	8	33	33	10	19	2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 Topanga Canyon Blvd & Lassen St

Cycle (sec): 150 Critical Vol./Cap.(X): 1.478
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 196.4
 Optimal Cycle: 100 Level Of Service: F

Street Name: Topanga Canyon Blvd Lassen St
 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			Protected					
Rights:	Ovl			Include			Include			Include					
Min. Green:	5	10	10	5	10	10	13	13	13	5	13	13			
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1

Volume Module:

Base Vol:	41	1591	280	72	2314	15	93	573	42	644	153	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:	41	1591	280	72	2314	15	93	573	42	644	153	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:	43	1675	295	76	2436	16	98	603	44	678	161	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	1675	295	76	2436	16	98	603	44	678	161	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
FinalVolume:	43	1675	295	76	2436	16	98	603	44	678	161	47

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.85	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1615	3610	1615	1805	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.02	0.46	0.18	0.04	0.67	0.01	0.06	0.17	0.03	0.38	0.04	0.03
Crit Moves:	****			****			****			****		
Green/Cycle:	0.05	0.42	0.66	0.05	0.42	0.42	0.13	0.13	0.13	0.24	0.37	0.37
Volume/Cap:	0.48	1.09	0.28	0.84	1.59	0.02	0.47	1.29	0.21	1.59	0.12	0.08
Delay/Veh:	50.2	82.0	7.2	94.1	298	16.8	41.9	187	39.4	315.2	21.1	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:	50.2	82.0	7.2	94.1	298	16.8	41.9	187	39.4	315.2	21.1	20.8
LOS by Move:	D	F	A	F	F	B	D	F	D	F	C	C
HCM2kAvgQ:	2	41	4	4	98	0	3	21	1	53	2	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 Owensmouth Ave & Lassen St

Cycle (sec): 50 Critical Vol./Cap.(X): 1.378
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 97.8
 Optimal Cycle: 100 Level Of Service: F

Street Name: Owensmouth Ave Lassen 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:	10	10	10	10	10	10	18	18	18	18	18	18			
Lanes:	0	1	0	1	0	0	1	0	1	0	1	0	1	1	0

Volume Module:

Base Vol:	73	368	305	64	660	26	16	661	154	422	771	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:	73	368	305	64	660	26	16	661	154	422	771	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:	77	387	321	67	695	27	17	696	162	444	812	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	387	321	67	695	27	17	696	162	444	812	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
FinalVolume:	77	387	321	67	695	27	17	696	162	444	812	80

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.57	0.57	0.57	0.64	0.64	0.64	0.28	0.92	0.92	0.29	0.94	0.94
Lanes:	0.19	0.99	0.82	0.17	1.76	0.07	1.00	1.62	0.38	1.00	1.82	0.18
Final Sat.:	214	1077	893	206	2124	84	532	2846	663	557	3243	320

Capacity Analysis Module:

Vol/Sat:	0.36	0.36	0.36	0.33	0.33	0.33	0.03	0.24	0.24	0.80	0.25	0.25
Crit Moves:	****			****			****			****		
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.58	0.58	0.58	0.58	0.58	0.58
Volume/Cap:	1.38	1.38	1.38	1.25	1.25	1.25	0.05	0.42	0.42	1.38	0.43	0.43
Delay/Veh:	199.5	199	199.5	145.1	145	145.1	4.7	6.0	6.0	199.1	6.1	6.1
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:	199.5	199	199.5	145.1	145	145.1	4.7	6.0	6.0	199.1	6.1	6.1
LOS by Move:	F	F	F	F	F	F	A	A	A	F	A	A
HCM2kAvgQ:	23	23	23	20	20	20	0	4	4	4	24	4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

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

Intersection #9 Depot Rd & Lassen St

Average Delay (sec/veh): 2.9 Worst Case Level Of Service: F[74.4]

Street Name: Depot Rd Lassen St

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 1 0 0 1 0 1 0 1 0 1 1 0

Volume Module:
Base Vol: 9 1 21 31 0 25 58 910 16 11 936 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: 9 1 21 31 0 25 58 910 16 11 936 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: 9 1 22 33 0 26 61 958 17 12 985 48
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 9 1 22 33 0 26 61 958 17 12 985 48

Critical Gap Module:
Critical Gp: 7.5 6.5 6.9 7.5 6.5 6.9 4.1 xxxx xxxxxx 4.1 xxxx xxxxxx
FollowUpTim: 3.5 4.0 3.3 3.5 4.0 3.3 2.2 xxxx xxxxxx 2.2 xxxx xxxxxx

Capacity Module:
Cnflct Vol: 1604 2145 487 1634 2129 517 1034 xxxx xxxxxx 975 xxxx xxxxxx
Potent Cap.: 72 49 532 68 50 509 680 xxxx xxxxxx 716 xxxx xxxxxx
Move Cap.: 63 44 532 59 45 509 680 xxxx xxxxxx 716 xxxx xxxxxx
Volume/Cap: 0.15 0.02 0.04 0.55 0.00 0.05 0.09 xxxx xxxxxx 0.02 xxxx xxxxxx

Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxxx 2.2 xxxx xxxxxx 0.3 xxxx xxxxxx 0.0 xxxx xxxxxx
Control Del:xxxxx xxxx xxxxxx 124.3 xxxx xxxxxx 10.8 xxxx xxxxxx 10.1 xxxx xxxxxx
LOS by Move: * * * F * * B * * B * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx 151 xxxxxx xxxx xxxxxx 509 xxxx xxxx xxxxxx xxxx xxxx xxxxxx
SharedQueue:xxxxx 0.8 xxxxxx xxxxxx xxxxxx 0.2 xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx
Shrd ConDel:xxxxx 35.4 xxxxxx xxxxxx xxxxxx 12.5 xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx
Shared LOS: * E * * * B * * * * *
ApproachDel: 35.4 74.4 xxxxxxxx xxxxxxxx
ApproachLOS: E F * *

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

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

Intersection #10 De Soto Ave & Lassen St

Cycle (sec): 50 Critical Vol./Cap.(X): 1.290
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 60.3
Optimal Cycle: 100 Level Of Service: E

Street Name: De Soto Ave Lassen 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: 20 20 20 20 20 20 8 8 8 8 8 8
Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 1 1 0 1 0 1 1 0

Volume Module:
Base Vol: 149 1524 126 164 2098 248 124 956 135 197 928 118
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: 149 1524 126 164 2098 248 124 956 135 197 928 118
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: 0.95 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 1604 133 173 2208 261 131 1006 142 207 977 124
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 157 1604 133 173 2208 261 131 1006 142 207 977 124
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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 1604 133 173 2208 261 131 1006 142 207 977 124

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.20 0.90 0.90 0.20 0.90 0.90 0.18 0.93 0.93 0.18 0.93 0.93
Lanes: 1.00 2.77 0.23 1.00 2.68 0.32 1.00 1.75 0.25 1.00 1.77 0.23
Final Sat.: 380 4738 392 380 4564 540 346 3103 438 346 3148 400

Capacity Analysis Module:
Vol/Sat: 0.41 0.34 0.34 0.45 0.48 0.48 0.38 0.32 0.32 0.60 0.31 0.31
Crit Moves: ****
Green/Cycle: 0.40 0.40 0.40 0.40 0.40 0.40 0.44 0.44 0.44 0.44 0.44 0.44
Volume/Cap: 1.03 0.85 0.85 1.14 1.21 1.21 0.86 0.74 0.74 1.36 0.71 0.71
Delay/Veh: 96.7 17.1 17.1 129.1 114 114.1 48.1 13.5 13.5 213.6 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: 96.7 17.1 17.1 129.1 114 114.1 48.1 13.5 13.5 213.6 12.9 12.9
LOS by Move: F B B F F F D B B F B B
HCM2kAvgQ: 7 12 12 9 37 37 5 10 10 12 9 9

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #11 Owensmouth Ave & Marilla St

Cycle (sec): 50 Critical Vol./Cap.(X): 0.918
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 20.7
Optimal Cycle: 75 Level Of Service: C

Street Name: Owensmouth Ave Marilla 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: 8 8 8 8 8 8 14 14 14 14 14 14
Lanes: 0 1 0 1 0 0 1 0 0 1 0 1

Volume Module:

Base Vol: 37 386 24 541 465 143 52 156 27 9 113 370
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: 37 386 24 541 465 143 52 156 27 9 113 370
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: 39 406 25 569 489 151 55 164 28 9 119 389
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 39 406 25 569 489 151 55 164 28 9 119 389
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
FinalVolume: 39 406 25 569 489 151 55 164 28 9 119 389

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.78 0.78 0.78 0.60 0.60 0.60 0.68 0.98 0.98 0.62 1.00 0.85
Lanes: 0.16 1.73 0.11 0.94 0.81 0.25 1.00 0.85 0.15 1.00 1.00 1.00
Final Sat.: 246 2567 160 1074 923 284 1284 1584 274 1169 1900 1615

Capacity Analysis Module:

Vol/Sat: 0.16 0.16 0.16 0.53 0.53 0.53 0.04 0.10 0.10 0.01 0.06 0.24
Crit Moves: ****
Green/Cycle: 0.56 0.56 0.56 0.56 0.56 0.56 0.28 0.28 0.28 0.28 0.28 0.28
Volume/Cap: 0.28 0.28 0.28 0.95 0.95 0.95 0.15 0.37 0.37 0.03 0.22 0.86
Delay/Veh: 5.8 5.8 5.8 24.7 24.7 24.7 13.7 14.9 14.9 13.1 14.0 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: 5.8 5.8 5.8 24.7 24.7 24.7 13.7 14.9 14.9 13.1 14.0 32.5
LOS by Move: A A A C C C B B B B B C
HCM2kAvgQ: 2 2 2 15 15 15 1 3 3 0 2 9

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #12 Owensmouth Ave & Plummer St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.845
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 23.8
Optimal Cycle: 0 Level Of Service: C

Street Name: Owensmouth Ave Plummer St
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 1 0 0 1 0 1 0 0 1 1 0 2 0 1

Volume Module:

Base Vol: 41 361 25 32 332 67 68 154 25 52 148 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: 41 361 25 32 332 67 68 154 25 52 148 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: 43 380 26 34 349 71 72 162 26 55 156 48
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 43 380 26 34 349 71 72 162 26 55 156 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
FinalVolume: 43 380 26 34 349 71 72 162 26 55 156 48

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: 0.10 0.90 1.00 0.09 0.91 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 51 449 541 44 454 539 381 805 436 380 803 435

Capacity Analysis Module:

Vol/Sat: 0.85 0.85 0.05 0.77 0.77 0.13 0.19 0.20 0.06 0.14 0.19 0.11
Crit Moves: ****
Delay/Veh: 36.2 36.2 9.4 28.7 28.7 10.0 13.3 12.9 10.7 12.8 12.8 11.2
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: 36.2 36.2 9.4 28.7 28.7 10.0 13.3 12.9 10.7 12.8 12.8 11.2
LOS by Move: E E A D D A B B B B B
ApproachDel: 34.6 25.8 12.8 12.5
Delay Adj: 1.00 1.00 1.00 1.00
ApprAdjDel: 34.6 25.8 12.8 12.5
LOS by Appr: D D B B
AllWayAvgQ: 3.7 3.7 0.0 2.6 2.6 0.1 0.2 0.2 0.1 0.1 0.2 0.1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

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

Intersection #13 Canoga Ave &Plummer St

Average Delay (sec/veh): 4.3 Worst Case Level Of Service: D[27.3]

Street Name: Canoga Ave Plummer St

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 0 0 0 0 0 1 0 0 0 0 0

Volume Module:
Base Vol: 215 761 0 0 650 72 17 0 202 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: 215 761 0 0 650 72 17 0 202 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: 226 801 0 0 684 76 18 0 213 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 226 801 0 0 684 76 18 0 213 0 0 0

Critical Gap Module:
Critical Gp: 4.1 xxxxx xxxxx xxxxx xxxxx xxxxx 6.4 xxxxx 6.2 xxxxx xxxxx xxxxx
FollowUpTim: 2.2 xxxxx xxxxx xxxxx xxxxx xxxxx 3.5 xxxxx 3.3 xxxxx xxxxx xxxxx

Capacity Module:
Cnflct Vol: 760 xxxxx xxxxx xxxxx xxxxx xxxxx 1976 xxxxx 722 xxxxx xxxxx xxxxx
Potent Cap.: 861 xxxxx xxxxx xxxxx xxxxx xxxxx 69 xxxxx 430 xxxxx xxxxx xxxxx
Move Cap.: 861 xxxxx xxxxx xxxxx xxxxx xxxxx 55 xxxxx 430 xxxxx xxxxx xxxxx
Volume/Cap: 0.26 xxxxx xxxxx xxxxx xxxxx xxxxx 0.33 xxxxx 0.49 xxxxx xxxxx xxxxx

Level Of Service Module:
2Way95thQ: 1.1 xxxxx xxxxx xxxxx xxxxx xxxxx 1.2 xxxxx 2.7 xxxxx xxxxx xxxxx
Control Del: 10.7 xxxxx xxxxx xxxxx xxxxx xxxxx 99.2 xxxxx 21.3 xxxxx xxxxx xxxxx
LOS by Move: B * * * * * 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
Shrd ConDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: *
ApproachDel: xxxxxxx xxxxxxx 27.3 xxxxxxx
ApproachLOS: * * * * * D * * * * *

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

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

Intersection #14 Owensmouth Ave & Nordhoff St

Cycle (sec): 50 Critical Vol./Cap.(X): 0.906
Loss Time (sec): 8 (Y+R=4.5 sec) Average Delay (sec/veh): 17.3
Optimal Cycle: 72 Level Of Service: B

Street Name: Owensmouth Ave Nordhoff 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: 8 8 8 8 8 8 17 17 17 17 17 17
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0 2 0 1

Volume Module:
Base Vol: 51 218 122 81 279 37 62 806 43 149 728 136
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 51 218 122 81 279 37 62 806 43 149 728 136
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 54 229 128 85 294 39 65 848 45 157 766 143
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 54 229 128 85 294 39 65 848 45 157 766 143
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
FinalVolume: 54 229 128 85 294 39 65 848 45 157 766 143

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.37 0.95 0.95 0.37 0.98 0.98 0.36 0.99 0.99 0.15 0.95 0.85
Lanes: 1.00 0.64 0.36 1.00 0.88 0.12 1.00 0.95 0.05 1.00 2.00 1.00
Final Sat.: 699 1152 645 699 1647 218 675 1789 95 279 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.08 0.20 0.20 0.12 0.18 0.18 0.10 0.47 0.47 0.56 0.21 0.09
Crit Moves: ****
Green/Cycle: 0.22 0.22 0.22 0.22 0.22 0.22 0.62 0.62 0.62 0.62 0.62 0.62
Volume/Cap: 0.35 0.91 0.91 0.55 0.81 0.81 0.16 0.76 0.76 0.91 0.34 0.14
Delay/Veh: 17.9 42.8 42.8 21.7 30.1 30.1 4.2 9.9 9.9 50.6 4.7 4.0
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 42.8 42.8 21.7 30.1 30.1 4.2 9.9 9.9 50.6 4.7 4.0
LOS by Move: B D D C C C A A A D A A
HCM2kAvgQ: 1 10 10 2 8 8 1 12 12 5 3 1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #15 Canoga Ave & Nordhoff St
Cycle (sec): 50 Critical Vol./Cap.(X): 1.679
Loss Time (sec): 8 (Y+R=4.5 sec) Average Delay (sec/veh): 54.1
Optimal Cycle: 100 Level Of Service: D

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Canoga Ave and Nordhoff St.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #16 De Soto Ave & Nordhoff St
Cycle (sec): 75 Critical Vol./Cap.(X): 1.109
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 154.5
Optimal Cycle: 100 Level Of Service: F

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for De Soto Ave and Nordhoff St.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #17 Parthenia St. & Owensmouth Ave.

Cycle (sec): 50 Critical Vol./Cap.(X): 0.635
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 10.9
Optimal Cycle: 37 Level Of Service: B

Street Name: Owensmouth Ave. Parthenia 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: 8 8 8 8 8 8 15 15 15 15 15 15
Lanes: 0 1 0 0 1 0 1 0 0 1 1 0 2 0 1

Volume Module:
Base Vol: 10 241 254 92 309 79 41 424 25 241 554 109
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: 10 241 254 92 309 79 41 424 25 241 554 109
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: 11 254 267 97 325 83 43 446 26 254 583 115
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 11 254 267 97 325 83 43 446 26 254 583 115
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
FinalVolume: 11 254 267 97 325 83 43 446 26 254 583 115

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.98 0.98 0.85 0.86 0.86 0.85 0.39 0.95 0.85 0.49 0.95 0.85
Lanes: 0.04 0.96 1.00 0.23 0.77 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 74 1793 1615 376 1262 1615 745 3610 1615 922 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.14 0.14 0.17 0.26 0.26 0.05 0.06 0.12 0.02 0.28 0.16 0.07
Crit Moves: ****
Green/Cycle: 0.41 0.41 0.41 0.41 0.41 0.41 0.43 0.43 0.43 0.43 0.43 0.43
Volume/Cap: 0.35 0.35 0.41 0.63 0.63 0.13 0.13 0.28 0.04 0.63 0.37 0.16
Delay/Veh: 10.5 10.5 11.0 13.9 13.9 9.4 8.7 9.2 8.2 14.4 9.7 8.7
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: 10.5 10.5 11.0 13.9 13.9 9.4 8.7 9.2 8.2 14.4 9.7 8.7
LOS by Move: B B B B B A A A A B A A
HCM2kAvgQ: 3 3 3 6 6 1 1 3 0 4 3 1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #18 Canoga Ave & Parthenia St

Cycle (sec): 50 Critical Vol./Cap.(X): 1.091
Loss Time (sec): 8 (Y+R=5.0 sec) Average Delay (sec/veh): 33.1
Optimal Cycle: 100 Level Of Service: C

Street Name: Canoga Ave Parthenia 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: 22 22 22 22 22 22 18 18 18 18 18 18
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 0 1

Volume Module:
Base Vol: 29 703 186 82 1048 14 95 629 117 361 802 294
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 29 703 186 82 1048 14 95 629 117 361 802 294
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 31 740 196 86 1103 15 100 662 123 380 844 309
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 31 740 196 86 1103 15 100 662 123 380 844 309
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 31 740 196 86 1103 15 100 662 123 380 844 309

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.18 0.92 0.92 0.22 0.95 0.95 0.24 0.95 0.85 0.33 0.95 0.85
Lanes: 1.00 1.58 0.42 1.00 1.97 0.03 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 346 2766 732 409 3555 47 447 3610 1615 627 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.09 0.27 0.27 0.21 0.31 0.31 0.22 0.18 0.08 0.61 0.23 0.19
Crit Moves: ****
Green/Cycle: 0.44 0.44 0.44 0.44 0.44 0.44 0.40 0.40 0.40 0.40 0.40 0.40
Volume/Cap: 0.20 0.61 0.61 0.48 0.71 0.71 0.56 0.46 0.19 1.52 0.58 0.48
Delay/Veh: 9.3 11.4 11.4 12.0 12.8 12.8 15.6 11.3 9.9 266.3 12.4 11.7
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: 9.3 11.4 11.4 12.0 12.8 12.8 15.6 11.3 9.9 266.3 12.4 11.7
LOS by Move: A B B B B B A B A F B B
HCM2kAvgQ: 1 7 7 2 9 9 2 4 1 24 6 4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #19 De Soto Ave & Parthenia St
Cycle (sec): 50 Critical Vol./Cap.(X): 1.712
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 104.3
Optimal Cycle: 100 Level Of Service: F

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for De Soto Ave and Parthenia St.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume. Rows for De Soto Ave and Parthenia St.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat. Rows for De Soto Ave and Parthenia St.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ. Rows for De Soto Ave and Parthenia St.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #20 Owensmouth Ave & Roscoe Blvd
Cycle (sec): 100 Critical Vol./Cap.(X): 1.007
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 28.9
Optimal Cycle: 100 Level Of Service: C

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Owensmouth Ave and Roscoe Blvd.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume. Rows for Owensmouth Ave and Roscoe Blvd.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat. Rows for Owensmouth Ave and Roscoe Blvd.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ. Rows for Owensmouth Ave and Roscoe Blvd.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

 Intersection #21 Canoga Ave & Roscoe Blvd

Cycle (sec): 50 Critical Vol./Cap.(X): 1.068
 Loss Time (sec): 8 (Y+R=5.0 sec) Average Delay (sec/veh): 25.8
 Optimal Cycle: 100 Level Of Service: C

Street Name: Canoga Ave Roscoe 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:	22	22	22	22	22	22	17	17	17	17	17	17	
Lanes:	1	0	1	1	0	1	1	0	1	0	2	1	0

Volume Module:
 Base Vol: 93 769 104 81 1380 104 160 1117 51 166 1198 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: 93 769 104 81 1380 104 160 1117 51 166 1198 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: 98 809 109 85 1453 109 168 1176 54 175 1261 133
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 98 809 109 85 1453 109 168 1176 54 175 1261 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
 FinalVolume: 98 809 109 85 1453 109 168 1176 54 175 1261 133

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.18 0.93 0.93 0.22 0.94 0.94 0.20 0.90 0.90 0.20 0.90 0.90
 Lanes: 1.00 1.76 0.24 1.00 1.86 0.14 1.00 2.87 0.13 1.00 2.71 0.29
 Final Sat.: 346 3123 422 422 3323 250 380 4926 225 380 4628 487

Capacity Analysis Module:
 Vol/Sat: 0.28 0.26 0.26 0.20 0.44 0.44 0.44 0.24 0.24 0.46 0.27 0.27
 Crit Moves: ****
 Green/Cycle: 0.44 0.44 0.44 0.44 0.44 0.44 0.40 0.40 0.40 0.40 0.40 0.40
 Volume/Cap: 0.64 0.59 0.59 0.46 0.99 0.99 1.11 0.60 0.60 1.15 0.68 0.68
 Delay/Veh: 20.0 11.2 11.2 11.6 35.0 35.0 119.9 12.3 12.3 133.9 13.3 13.3
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 20.0 11.2 11.2 11.6 35.0 35.0 119.9 12.3 12.3 133.9 13.3 13.3
 LOS by Move: C B B B C C F B B F B B
 HCM2kAvgQ: 3 6 6 2 21 21 8 6 6 9 8 8

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

 Intersection #22 De Soto Ave & Roscoe Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.979
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 34.3
 Optimal Cycle: 100 Level Of Service: C

Street Name: De Soto Ave Roscoe 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			Prot+Permit			Permit+Prot			Prot+Permit					
Rights:	Include			Include			Include			Include					
Min. Green:	5	12	12	5	12	12	5	12	12	5	12	12			
Lanes:	2	0	2	1	0	2	0	2	1	0	2	0	2	1	0

Volume Module:
 Base Vol: 63 1002 47 84 1572 181 386 657 24 131 1035 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: 63 1002 47 84 1572 181 386 657 24 131 1035 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: 66 1055 49 88 1655 191 406 692 25 138 1089 51
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 66 1055 49 88 1655 191 406 692 25 138 1089 51
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 66 1055 49 88 1655 191 406 692 25 138 1089 51

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.92 0.90 0.90 0.92 0.90 0.90 0.92 0.91 0.91 0.92 0.90 0.90
 Lanes: 2.00 2.87 0.13 2.00 2.69 0.31 2.00 2.89 0.11 2.00 2.87 0.13
 Final Sat.: 3502 4920 231 3502 4582 528 3502 4979 182 3502 4922 228

Capacity Analysis Module:
 Vol/Sat: 0.00 0.21 0.21 0.00 0.36 0.36 0.00 0.14 0.14 0.00 0.22 0.22
 Crit Moves: ****
 Green/Cycle: 0.09 0.37 0.37 0.09 0.41 0.41 0.17 0.28 0.28 0.10 0.25 0.25
 Volume/Cap: 0.21 0.58 0.58 0.29 0.88 0.88 0.68 0.50 0.50 0.39 0.88 0.88
 Delay/Veh: 42.5 25.6 25.6 43.3 32.3 32.3 42.0 30.3 30.3 42.8 43.7 43.7
 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: 42.5 25.6 25.6 43.3 32.3 32.3 42.0 30.3 30.3 42.8 43.7 43.7
 LOS by Move: D C C D C C D C C D D D
 HCM2kAvgQ: 1 10 10 2 23 23 7 7 7 2 16 16

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #23 Saticoy St. & Owensmouth Ave.

Cycle (sec): 50 Critical Vol./Cap.(X): 1.434
Loss Time (sec): 8 (Y+R=4.5 sec) Average Delay (sec/veh): 53.0
Optimal Cycle: 100 Level Of Service: D

Street Name: Owensmouth Ave. Saticoy 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: 8 8 8 8 8 8 16 16 16 16 16 16
Lanes: 0 1 0 0 1 0 0 1 0 0 1 0 2 0 1

Volume Module:
Base Vol: 51 180 62 66 440 57 58 1316 58 207 1316 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: 51 180 62 66 440 57 58 1316 58 207 1316 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: 54 189 65 69 463 60 61 1385 61 218 1385 85
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 54 189 65 69 463 60 61 1385 61 218 1385 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
FinalVolume: 54 189 65 69 463 60 61 1385 61 218 1385 85

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.65 0.65 0.85 0.86 0.86 0.86 0.14 0.95 0.85 0.14 0.95 0.85
Lanes: 0.22 0.78 1.00 0.12 0.78 0.10 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 274 967 1615 192 1283 166 258 3610 1615 258 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.20 0.20 0.04 0.36 0.36 0.36 0.24 0.38 0.04 0.84 0.38 0.05
Crit Moves: ****
Green/Cycle: 0.25 0.25 0.25 0.25 0.25 0.25 0.59 0.59 0.59 0.59 0.59 0.59
Volume/Cap: 0.78 0.78 0.16 1.43 1.43 1.43 0.40 0.65 0.06 1.43 0.65 0.09
Delay/Veh: 29.1 29.1 14.8 227.4 227 227.4 7.3 7.6 4.4 238.9 7.6 4.5
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: 29.1 29.1 14.8 227.4 227 227.4 7.3 7.6 4.4 238.9 7.6 4.5
LOS by Move: C C B F F F A A A F A A
HCM2kAvgQ: 6 6 1 34 34 34 1 9 0 14 9 1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #24 Canoga Ave & Saticoy St

Cycle (sec): 50 Critical Vol./Cap.(X): 1.189
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 44.9
Optimal Cycle: 100 Level Of Service: D

Street Name: Canoga Ave Saticoy 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: 10 10 10 10 10 10 8 8 8 8 8 8
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 0 1

Volume Module:
Base Vol: 129 805 103 136 1364 92 134 1099 216 172 1345 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: 129 805 103 136 1364 92 134 1099 216 172 1345 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 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 136 847 108 143 1436 97 141 1157 227 181 1416 188
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 136 847 108 143 1436 97 141 1157 227 181 1416 188
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 136 847 108 143 1436 97 141 1157 227 181 1416 188

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.22 0.93 0.93 0.22 0.94 0.94 0.17 0.95 0.85 0.17 0.95 0.85
Lanes: 1.00 1.77 0.23 1.00 1.87 0.13 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 422 3146 403 422 3351 226 317 3610 1615 317 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.32 0.27 0.27 0.34 0.43 0.43 0.44 0.32 0.14 0.57 0.39 0.12
Crit Moves: ****
Green/Cycle: 0.36 0.36 0.36 0.36 0.36 0.36 0.48 0.48 0.48 0.48 0.48 0.48
Volume/Cap: 0.89 0.75 0.75 0.94 1.19 1.19 0.93 0.67 0.29 1.19 0.82 0.24
Delay/Veh: 58.5 16.5 16.5 71.2 109 109.2 63.7 11.0 8.1 145.8 14.3 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: 58.5 16.5 16.5 71.2 109 109.2 63.7 11.0 8.1 145.8 14.3 7.8
LOS by Move: E B B E F F E B A F B A
HCM2kAvgQ: 5 9 9 6 32 32 5 8 2 9 13 2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

 Intersection #25 De Soto Ave & Saticoy St

Cycle (sec): 75 Critical Vol./Cap.(X): 1.222
 Loss Time (sec): 16 (Y+R=5.0 sec) Average Delay (sec/veh): 151.9
 Optimal Cycle: 100 Level Of Service: F

Street Name:	De Soto Ave			Saticoy St		
	North Bound	South Bound	East Bound	West Bound	West Bound	West Bound
Approach:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Prot+Permit	Prot+Permit	Permitted		
Rights:	Include	Include	Include	Include		
Min. Green:	10 10 10	5 10 10	5 10 10	10 10 10		
Lanes:	1 0 2 1 0	1 0 2 1 0	1 0 2 0 1	1 0 2 0 1		

Volume Module:

Base Vol:	149 921 177	117 1570 191	162 1162 117	201 1593 79
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	149 921 177	117 1570 191	162 1162 117	201 1593 79
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	0.95 0.95 0.95	0.95 0.95 0.95	0.95 0.95 0.95	0.95 0.95 0.95
PHF Volume:	157 969 186	123 1653 201	171 1223 123	212 1677 83
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	157 969 186	123 1653 201	171 1223 123	212 1677 83
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	157 969 186	123 1653 201	171 1223 123	212 1677 83

Saturation Flow Module:

Sat/Lane:	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900
Adjustment:	0.95 0.89 0.89	0.95 0.90 0.90	0.55 0.95 0.85	0.95 0.95 0.85
Lanes:	1.00 2.52 0.48	1.00 2.67 0.33	1.00 2.00 1.00	1.00 2.00 1.00
Final Sat.:	1805 4246 816	1805 4550 554	1046 3610 1615	1805 3610 1615

Capacity Analysis Module:

Vol/Sat:	0.09 0.23 0.23	0.07 0.36 0.36	0.16 0.34 0.08	0.12 0.46 0.05
Crit Moves:		****	****	****
Green/Cycle:	0.13 0.30 0.30	0.26 0.26 0.26	0.26 0.26 0.26	0.13 0.33 0.33
Volume/Cap:	0.65 0.76 0.76	0.47 1.41 1.41	0.77 1.29 0.29	0.88 1.41 0.16
Delay/Veh:	37.1 26.0 26.0	23.5 218 217.6	37.0 166 22.5	60.6 215 17.9
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:	37.1 26.0 26.0	23.5 218 217.6	37.0 166 22.5	60.6 215 17.9
LOS by Move:	D C C	C F F	D F C	E F B
HCM2kAvgQ:	5 11 11	3 42 42	6 35 2	8 54 1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

 Intersection #26 Valerio St. & Canoga Ave.

Cycle (sec): 50 Critical Vol./Cap.(X): 0.870
 Loss Time (sec): 8 (Y+R=3.5 sec) Average Delay (sec/veh): 14.0
 Optimal Cycle: 64 Level Of Service: B

Street Name:	Canoga Ave.			Valerio St.		
	North Bound	South Bound	East Bound	West Bound	West Bound	West Bound
Approach:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted		
Rights:	Include	Include	Include	Include		
Min. Green:	19 19 19	19 19 19	8 8 8	8 8 8		
Lanes:	1 0 1 1 0	1 0 1 1 0	1 0 0 1 0	0 1 0 0 1		

Volume Module:

Base Vol:	40 903 25	63 1627 31	42 100 29	113 263 126
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:	40 903 25	63 1627 31	42 100 29	113 263 126
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:	42 951 26	66 1713 33	44 105 31	119 277 133
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	42 951 26	66 1713 33	44 105 31	119 277 133
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
FinalVolume:	42 951 26	66 1713 33	44 105 31	119 277 133

Saturation Flow Module:

Sat/Lane:	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900
Adjustment:	0.14 0.95 0.95	0.24 0.95 0.95	0.30 0.97 0.97	0.85 0.85 0.85
Lanes:	1.00 1.95 0.05	1.00 1.96 0.04	1.00 0.78 0.22	0.30 0.70 1.00
Final Sat.:	272 3499 97	462 3532 67	568 1423 413	484 1127 1615

Capacity Analysis Module:

Vol/Sat:	0.15 0.27 0.27	0.14 0.48 0.48	0.08 0.07 0.07	0.25 0.25 0.08
Crit Moves:		****		****
Green/Cycle:	0.56 0.56 0.56	0.56 0.56 0.56	0.28 0.28 0.28	0.28 0.28 0.28
Volume/Cap:	0.28 0.49 0.49	0.26 0.87 0.87	0.28 0.26 0.26	0.87 0.87 0.29
Delay/Veh:	6.8 6.9 6.9	6.2 13.9 13.9	14.9 14.2 14.2	33.4 33.4 14.4
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:	6.8 6.9 6.9	6.2 13.9 13.9	14.9 14.2 14.2	33.4 33.4 14.4
LOS by Move:	A A A	A B B	B B B	C C B
HCM2kAvgQ:	1 5 5	1 16 16	1 2 2	9 9 2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

 Intersection #27 Owensmouth Ave & Sherman Way

Cycle (sec): 100 Critical Vol./Cap.(X): 1.333
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 57.7
 Optimal Cycle: 100 Level Of Service: E

Street Name: Owensmouth Ave Sherman Way
 Approach: North 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:	10	10	10	10	10	10	20	20	20	20	20	20				
Lanes:	1	0	1	1	0	1	1	0	2	0	1	1	0	2	0	1

Volume Module:
 Base Vol: 82 166 130 64 630 45 57 1152 107 382 1510 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: 82 166 130 64 630 45 57 1152 107 382 1510 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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
 PHF Volume: 86 175 137 67 663 47 60 1213 113 402 1589 37
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 86 175 137 67 663 47 60 1213 113 402 1589 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
 FinalVolume: 86 175 137 67 663 47 60 1213 113 402 1589 37

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.27 0.89 0.89 0.39 0.94 0.94 0.13 0.95 0.85 0.21 0.95 0.85
 Lanes: 1.00 1.12 0.88 1.00 1.87 0.13 1.00 2.00 1.00 1.00 2.00 1.00
 Final Sat.: 509 1891 1481 737 3336 238 239 3610 1615 391 3610 1615

Capacity Analysis Module:
 Vol/Sat: 0.17 0.09 0.09 0.09 0.20 0.20 0.25 0.34 0.07 1.03 0.44 0.02
 Crit Moves: ****
 Green/Cycle: 0.15 0.15 0.15 0.15 0.15 0.15 0.77 0.77 0.77 0.77 0.77 0.77
 Volume/Cap: 1.14 0.62 0.62 0.61 1.33 1.33 0.33 0.44 0.09 1.33 0.57 0.03
 Delay/Veh: 187.5 42.2 42.2 49.6 205 204.8 4.5 4.1 2.9 182.2 5.0 2.7
 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: 187.5 42.2 42.2 49.6 205 204.8 4.5 4.1 2.9 182.2 5.0 2.7
 LOS by Move: F D D D F F A A A F A A
 HCM2kAvgQ: 6 6 6 3 25 25 1 7 1 27 11 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

 Intersection #28 Canoga Ave & Sherman Way

Cycle (sec): 100 Critical Vol./Cap.(X): 1.665
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 60.2
 Optimal Cycle: 100 Level Of Service: E

Street Name: Canoga Ave Sherman Way
 Approach: North 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:	10	10	10	10	10	10	10	10	10	10	10	10				
Lanes:	1	0	1	1	0	1	1	0	2	0	1	1	0	2	0	1

Volume Module:
 Base Vol: 61 870 122 136 1365 156 82 1218 51 188 1645 145
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 61 870 122 136 1365 156 82 1218 51 188 1645 145
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
 PHF Volume: 64 916 128 143 1437 164 86 1282 54 198 1732 153
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 64 916 128 143 1437 164 86 1282 54 198 1732 153
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 64 916 128 143 1437 164 86 1282 54 198 1732 153

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.11 0.93 0.93 0.11 0.94 0.94 0.07 0.95 0.85 0.13 0.95 0.85
 Lanes: 1.00 1.75 0.25 1.00 1.79 0.21 1.00 2.00 1.00 1.00 2.00 1.00
 Final Sat.: 204 3109 436 204 3191 365 139 3610 1615 238 3610 1615

Capacity Analysis Module:
 Vol/Sat: 0.31 0.29 0.29 0.70 0.45 0.45 0.62 0.36 0.03 0.83 0.48 0.09
 Crit Moves: ****
 Green/Cycle: 0.42 0.42 0.42 0.42 0.42 0.42 0.50 0.50 0.50 0.50 0.50 0.50
 Volume/Cap: 0.75 0.70 0.70 1.67 1.07 1.07 1.20 0.71 0.07 1.67 0.96 0.19
 Delay/Veh: 54.2 25.3 25.3 373.8 73.8 73.8 194.2 20.8 13.0 358.4 37.1 13.9
 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: 54.2 25.3 25.3 373.8 73.8 73.8 194.2 20.8 13.0 358.4 37.1 13.9
 LOS by Move: D C C F E E F C B F D B
 HCM2kAvgQ: 3 15 15 13 38 38 7 17 1 17 33 3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

 Intersection #29 De Soto Ave & Sherman Way

Cycle (sec): 100 Critical Vol./Cap.(X): 1.273
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 86.9
 Optimal Cycle: 100 Level Of Service: F

Street Name: De Soto Ave Sherman Way
 Approach: 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: 10 10 10 10 10 10 5 12 12 5 12 12
 Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 2 1 0

Volume Module:
 Base Vol: 91 1114 182 145 1545 200 131 1306 82 229 1864 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: 91 1114 182 145 1545 200 131 1306 82 229 1864 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: 96 1173 192 153 1626 211 138 1375 86 241 1962 173
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 96 1173 192 153 1626 211 138 1375 86 241 1962 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
 FinalVolume: 96 1173 192 153 1626 211 138 1375 86 241 1962 173

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.08 0.89 0.89 0.13 0.89 0.89 0.95 0.90 0.90 0.95 0.90 0.90
 Lanes: 1.00 2.58 0.42 1.00 2.66 0.34 1.00 2.82 0.18 1.00 2.76 0.24
 Final Sat.: 154 4365 713 243 4514 584 1805 4837 304 1805 4710 414

Capacity Analysis Module:
 Vol/Sat: 0.62 0.27 0.27 0.63 0.36 0.36 0.08 0.28 0.28 0.13 0.42 0.42
 Crit Moves: ****
 Green/Cycle: 0.49 0.49 0.49 0.49 0.49 0.49 0.06 0.26 0.26 0.12 0.33 0.33
 Volume/Cap: 1.26 0.55 0.55 1.27 0.73 0.73 1.27 1.08 1.08 1.08 1.27 1.27
 Delay/Veh: 214.8 17.8 17.8 198.2 21.2 21.2 223.9 85.7 85.7 126.7 161 161.5
 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: 214.8 17.8 17.8 198.2 21.2 21.2 223.9 85.7 85.7 126.7 161 161.5
 LOS by Move: F B B F C C F F F F F F
 HCM2kAvgQ: 8 11 11 11 17 17 10 26 26 13 47 47

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

 Intersection #30 Owensmouth Ave & Vanowen St

Cycle (sec): 50 Critical Vol./Cap.(X): 1.019
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 22.3
 Optimal Cycle: 100 Level Of Service: C

Street Name: Owensmouth Ave Vanowen 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: 10 10 10 10 10 10 10 10 10 10 10 10
 Lanes: 1 0 2 0 1 1 0 1 1 0 1 0 2 0 1

Volume Module:
 Base Vol: 66 207 153 105 816 123 99 1052 110 208 890 103
 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: 66 207 153 105 816 123 99 1052 110 208 890 103
 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: 69 218 161 111 859 129 104 1107 116 219 937 108
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 69 218 161 111 859 129 104 1107 116 219 937 108
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 69 218 161 111 859 129 104 1107 116 219 937 108

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.29 0.95 0.85 0.61 0.93 0.93 0.26 0.95 0.85 0.20 0.95 0.85
 Lanes: 1.00 2.00 1.00 1.00 1.74 0.26 1.00 2.00 1.00 1.00 2.00 1.00
 Final Sat.: 555 3610 1615 1155 3074 463 496 3610 1615 380 3610 1615

Capacity Analysis Module:
 Vol/Sat: 0.13 0.06 0.10 0.10 0.28 0.28 0.21 0.31 0.07 0.58 0.26 0.07
 Crit Moves: ****
 Green/Cycle: 0.27 0.27 0.27 0.27 0.27 0.27 0.57 0.57 0.57 0.57 0.57 0.57
 Volume/Cap: 0.46 0.22 0.36 0.35 1.02 1.02 0.37 0.54 0.13 1.02 0.46 0.12
 Delay/Veh: 17.2 14.1 15.1 15.2 51.8 51.8 6.8 7.1 5.1 77.1 6.5 5.1
 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: 17.2 14.1 15.1 15.2 51.8 51.8 6.8 7.1 5.1 77.1 6.5 5.1
 LOS by Move: B B B B D D A A A E A A
 HCM2kAvgQ: 2 2 2 2 16 16 1 6 1 9 5 1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #31 Vanowen St & Canoga Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 1.183
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 34.6
 Optimal Cycle: 100 Level Of Service: C

Street Name: Canoga Ave Vanowen 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:	12	12	12	12	12	12	12	12	12	12	12	12				
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	46	872	68	95	1172	74	66	934	88	241	1054	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:	46	872	68	95	1172	74	66	934	88	241	1054	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:	48	918	72	100	1234	78	69	983	93	254	1109	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	918	72	100	1234	78	69	983	93	254	1109	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
FinalVolume:	48	918	72	100	1234	78	69	983	93	254	1109	175

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.12	0.95	0.85	0.12	0.95	0.85	0.19	0.94	0.94	0.20	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.83	0.17	1.00	2.00	1.00
Final Sat.:	235	3610	1615	235	3610	1615	364	3256	307	382	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.21	0.25	0.04	0.42	0.34	0.05	0.19	0.30	0.30	0.66	0.31	0.11
Crit Moves:	****			****			****			****		
Green/Cycle:	0.36	0.36	0.36	0.36	0.36	0.36	0.56	0.56	0.56	0.56	0.56	0.56
Volume/Cap:	0.57	0.71	0.12	1.18	0.95	0.13	0.34	0.54	0.54	1.18	0.55	0.19
Delay/Veh:	35.0	29.4	21.6	187.5	46.2	21.7	12.9	14.1	14.1	141.7	14.2	10.9
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:	35.0	29.4	21.6	187.5	46.2	21.7	12.9	14.1	14.1	141.7	14.2	10.9
LOS by Move:	D	C	C	F	D	C	B	B	B	F	B	B
HCM2kAvgQ:	2	14	1	7	25	2	2	11	11	16	11	3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #32 Vanowen St & De Soto Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 1.333
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 102.0
 Optimal Cycle: 100 Level Of Service: F

Street Name: De Soto Ave Vanowen 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			Prot+Permit					
Rights:	Include			Include			Include			Include					
Min. Green:	12	12	12	12	12	12	12	12	12	5	12	12			
Lanes:	1	0	2	1	0	1	0	2	1	0	1	0	1	1	0

Volume Module:

Base Vol:	58	1131	138	157	1771	232	97	1156	66	263	1219	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:	58	1131	138	157	1771	232	97	1156	66	263	1219	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:	61	1191	145	165	1864	244	102	1217	69	277	1283	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	1191	145	165	1864	244	102	1217	69	277	1283	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
FinalVolume:	61	1191	145	165	1864	244	102	1217	69	277	1283	169

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.10	0.90	0.90	0.13	0.89	0.89	0.95	0.95	0.85	0.70	0.93	0.93
Lanes:	1.00	2.67	0.33	1.00	2.65	0.35	1.00	2.00	1.00	1.00	1.77	0.23
Final Sat.:	184	4549	555	241	4508	591	1805	3610	1615	1328	3131	414

Capacity Analysis Module:

Vol/Sat:	0.33	0.26	0.26	0.68	0.41	0.41	0.06	0.34	0.04	0.21	0.41	0.41
Crit Moves:	****			****			****			****		
Green/Cycle:	0.46	0.46	0.46	0.46	0.46	0.46	0.13	0.28	0.28	0.27	0.27	0.27
Volume/Cap:	0.72	0.57	0.57	1.49	0.90	0.90	0.42	1.20	0.15	0.88	1.49	1.49
Delay/Veh:	45.8	18.2	18.2	287.6	27.8	27.8	37.0	133	24.5	52.7	260	259.8
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:	45.8	18.2	18.2	287.6	27.8	27.8	37.0	133	24.5	52.7	260	259.8
LOS by Move:	D	B	B	F	C	C	D	F	C	D	F	F
HCM2kAvgQ:	3	10	10	13	24	24	3	34	1	11	53	53

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #33 Owensmouth Ave & Victory Blvd
Cycle (sec): 100 Critical Vol./Cap.(X): 0.923
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 32.8
Optimal Cycle: 80 Level Of Service: C

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Owensmouth Ave and Victory Blvd.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #34 Victory Blvd & Canoga Ave
Cycle (sec): 120 Critical Vol./Cap.(X): 1.319
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 82.8
Optimal Cycle: 100 Level Of Service: F

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Canoga Ave and Victory Blvd.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

 Intersection #35 Variel Ave & Victory Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.676
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 15.6
 Optimal Cycle: 45 Level Of Service: B

Street Name: Variel Ave Victory 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:	12	12	12	12	12	12	10	10	10	10	10	10							
Lanes:	1	0	0	0	1	0	0	0	0	0	0	2	1	0	1	0	3	0	0

Volume Module:
 Base Vol: 139 0 360 0 0 0 0 1419 48 79 1184 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: 139 0 360 0 0 0 0 1419 48 79 1184 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: 146 0 379 0 0 0 0 1494 51 83 1246 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 146 0 379 0 0 0 0 1494 51 83 1246 0
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 146 0 379 0 0 0 0 1494 51 83 1246 0

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.77 1.00 0.85 1.00 1.00 1.00 1.00 0.91 0.91 0.11 0.91 1.00
 Lanes: 1.00 1.00 1.00 1.00 1.00 1.00 0.00 2.90 0.10 1.00 3.00 1.00
 Final Sat.: 1461 0 1615 0 0 0 0 4992 169 215 5187 0

Capacity Analysis Module:
 Vol/Sat: 0.10 0.00 0.23 0.00 0.00 0.00 0.00 0.30 0.30 0.39 0.24 0.00
 Crit Moves: ****
 Green/Cycle: 0.35 0.00 0.35 0.00 0.00 0.00 0.00 0.57 0.57 0.57 0.57 0.00
 Volume/Cap: 0.29 0.00 0.68 0.00 0.00 0.00 0.00 0.52 0.52 0.68 0.42 0.00
 Delay/Veh: 24.0 0.0 31.1 0.0 0.0 0.0 0.0 13.2 13.2 28.9 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: 24.0 0.0 31.1 0.0 0.0 0.0 0.0 13.2 13.2 28.9 12.1 0.0
 LOS by Move: C A C A A A A B B C B A
 HCM2kAvgQ: 3 0 11 0 0 0 0 11 11 3 8 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

 Intersection #36 Victory Blvd & De Soto Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 1.137
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 60.1
 Optimal Cycle: 100 Level Of Service: E

Street Name: De Soto Ave Victory 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			Prot+Permit			Prot+Permit			Permit+Prot										
Rights:	Include			Include			Include			Include										
Min. Green:	5	12	12	5	12	12	5	12	12	5	12	12								
Lanes:	1	0	2	1	0	1	0	2	1	0	2	0	2	1	0	2	0	3	0	1

Volume Module:
 Base Vol: 83 1096 198 123 1793 213 86 1219 58 614 1647 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: 83 1096 198 123 1793 213 86 1219 58 614 1647 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: 87 1154 208 129 1887 224 91 1283 61 646 1734 107
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 87 1154 208 129 1887 224 91 1283 61 646 1734 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
 FinalVolume: 87 1154 208 129 1887 224 91 1283 61 646 1734 107

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.95 0.89 0.89 0.95 0.90 0.90 0.92 0.90 0.90 0.92 0.91 0.85
 Lanes: 1.00 2.54 0.46 1.00 2.68 0.32 2.00 2.86 0.14 2.00 3.00 1.00
 Final Sat.: 1805 4292 775 1805 4562 542 3502 4917 234 3502 5187 1615

Capacity Analysis Module:
 Vol/Sat: 0.00 0.27 0.27 0.00 0.41 0.41 0.00 0.26 0.26 0.00 0.33 0.07
 Crit Moves: ****
 Green/Cycle: 0.09 0.34 0.34 0.09 0.38 0.38 0.05 0.24 0.24 0.21 0.36 0.36
 Volume/Cap: 0.54 0.79 0.79 0.79 1.09 1.09 0.48 1.09 1.09 0.88 0.94 0.19
 Delay/Veh: 47.1 32.4 32.4 67.0 79.7 79.7 48.0 90.9 90.9 50.2 40.9 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: 47.1 32.4 32.4 67.0 79.7 79.7 48.0 90.9 90.9 50.2 40.9 22.3
 LOS by Move: D C C E E E D F F D D C
 HCM2kAvgQ: 3 16 16 6 36 36 2 24 24 13 24 2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

 Intersection #37 Erwin St & Owensmouth Ave

Cycle (sec): 60 Critical Vol./Cap.(X): 0.574
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 12.4
 Optimal Cycle: 34 Level Of Service: B

Street Name: Owensmouth Ave Erwin 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:	10	10	10	10	10	10	10	10	10	10	10	10	
Lanes:	1	0	1	1	0	1	1	0	1	0	1	1	0

Volume Module:
 Base Vol: 21 346 43 130 843 128 154 625 78 53 234 117
 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: 21 346 43 130 843 128 154 625 78 53 234 117
 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: 22 364 45 137 887 135 162 658 82 56 246 123
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 22 364 45 137 887 135 162 658 82 56 246 123
 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
 FinalVolume: 22 364 45 137 887 135 162 658 82 56 246 123

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.20 0.93 0.93 0.51 0.93 0.93 0.52 0.93 0.93 0.26 0.90 0.90
 Lanes: 1.00 1.78 0.22 1.00 1.74 0.26 1.00 1.78 0.22 1.00 1.33 0.67
 Final Sat.: 380 3156 392 967 3071 466 980 3155 394 485 2286 1143

Capacity Analysis Module:
 Vol/Sat: 0.06 0.12 0.12 0.14 0.29 0.29 0.17 0.21 0.21 0.12 0.11 0.11
 Crit Moves: ****
 Green/Cycle: 0.50 0.50 0.50 0.50 0.50 0.50 0.36 0.36 0.36 0.36 0.36 0.36
 Volume/Cap: 0.12 0.23 0.23 0.28 0.57 0.57 0.46 0.57 0.57 0.32 0.30 0.30
 Delay/Veh: 8.1 8.4 8.4 8.9 10.9 10.9 15.5 16.0 16.0 14.8 13.8 13.8
 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: 8.1 8.4 8.4 8.9 10.9 10.9 15.5 16.0 16.0 14.8 13.8 13.8
 LOS by Move: A A A A B B B B B B B
 HCM2kAvgQ: 0 2 2 2 8 8 3 7 7 1 3 3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

 Intersection #38 Erwin St & Canoga Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 0.891
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 17.1
 Optimal Cycle: 95 Level Of Service: B

Street Name: Canoga Ave Erwin 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:	10	10	10	10	10	10	12	12	12	12	12	12		
Lanes:	1	0	2	1	0	1	0	2	1	0	1	0	1	0

Volume Module:
 Base Vol: 149 1238 82 69 1364 184 91 339 179 58 169 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: 149 1238 82 69 1364 184 91 339 179 58 169 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: 157 1303 86 73 1436 194 96 357 188 61 178 94
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 157 1303 86 73 1436 194 96 357 188 61 178 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
 FinalVolume: 157 1303 86 73 1436 194 96 357 188 61 178 94

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.13 0.90 0.90 0.17 0.89 0.89 0.48 0.90 0.90 0.22 0.90 0.90
 Lanes: 1.00 2.81 0.19 1.00 2.64 0.36 1.00 1.31 0.69 1.00 1.31 0.69
 Final Sat.: 238 4821 319 317 4488 605 908 2240 1183 426 2242 1181

Capacity Analysis Module:
 Vol/Sat: 0.66 0.27 0.27 0.23 0.32 0.32 0.11 0.16 0.16 0.14 0.08 0.08
 Crit Moves: ****
 Green/Cycle: 0.74 0.74 0.74 0.74 0.74 0.74 0.18 0.18 0.18 0.18 0.18 0.18
 Volume/Cap: 0.89 0.36 0.36 0.31 0.43 0.43 0.59 0.89 0.89 0.80 0.44 0.44
 Delay/Veh: 48.5 4.6 4.6 5.1 5.0 5.0 43.3 55.3 55.3 83.3 37.1 37.1
 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: 48.5 4.6 4.6 5.1 5.0 5.0 43.3 55.3 55.3 83.3 37.1 37.1
 LOS by Move: D A A A A A D E E F D D
 HCM2kAvgQ: 7 6 6 1 7 7 4 12 12 4 4 4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #39 Oxnard St & Owensmouth Ave

Cycle (sec): 60 Critical Vol./Cap.(X): 0.813
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 14.8
Optimal Cycle: 58 Level Of Service: B

Street Name: Owensmouth Ave Oxnard 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: 12 12 12 12 12 12 10 10 10 10 10 10
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 0 1

Volume Module:
Base Vol: 27 232 74 112 929 99 100 740 213 211 460 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: 27 232 74 112 929 99 100 740 213 211 460 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: 28 244 78 118 978 104 105 779 224 222 484 80
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 28 244 78 118 978 104 105 779 224 222 484 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
FinalVolume: 28 244 78 118 978 104 105 779 224 222 484 80

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.18 0.92 0.92 0.55 0.94 0.94 0.46 0.95 0.85 0.29 0.95 0.85
Lanes: 1.00 1.52 0.48 1.00 1.81 0.19 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 338 2638 842 1051 3217 343 866 3610 1615 555 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.08 0.09 0.09 0.11 0.30 0.30 0.12 0.22 0.14 0.40 0.13 0.05
Crit Moves: ****
Green/Cycle: 0.37 0.37 0.37 0.37 0.37 0.37 0.49 0.49 0.49 0.49 0.49 0.49
Volume/Cap: 0.22 0.25 0.25 0.30 0.81 0.81 0.25 0.44 0.28 0.81 0.27 0.10
Delay/Veh: 13.7 13.1 13.1 13.7 20.8 20.8 9.1 10.0 9.2 29.6 9.0 8.2
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 13.1 13.1 13.7 20.8 20.8 9.1 10.0 9.2 29.6 9.0 8.2
LOS by Move: B B B B C C A B A C A A
HCM2kAvgQ: 1 2 2 2 12 12 1 5 3 6 3 1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #40 Oxnard St & Canoga Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 0.967
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 22.4
Optimal Cycle: 100 Level Of Service: C

Street Name: Canoga Ave Oxnard 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: 12 12 12 12 12 12 10 10 10 10 10 10
Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 1 1 0

Volume Module:
Base Vol: 151 1276 81 130 1240 201 99 453 133 104 489 79
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 151 1276 81 130 1240 201 99 453 133 104 489 79
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 159 1343 85 137 1305 212 104 477 140 109 515 83
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 159 1343 85 137 1305 212 104 477 140 109 515 83
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 159 1343 85 137 1305 212 104 477 140 109 515 83

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.13 0.90 0.90 0.14 0.89 0.89 0.27 0.92 0.92 0.26 0.93 0.93
Lanes: 1.00 2.82 0.18 1.00 2.58 0.42 1.00 1.55 1.00 1.00 1.72 0.28
Final Sat.: 238 4833 307 270 4370 708 516 2696 791 491 3043 492

Capacity Analysis Module:
Vol/Sat: 0.67 0.28 0.28 0.51 0.30 0.30 0.20 0.18 0.18 0.22 0.17 0.17
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: 0.97 0.40 0.40 0.74 0.43 0.43 0.88 0.77 0.77 0.97 0.73 0.73
Delay/Veh: 74.8 6.8 6.8 24.1 7.0 7.0 83.6 40.4 40.4 112.1 39.1 39.1
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: 74.8 6.8 6.8 24.1 7.0 7.0 83.6 40.4 40.4 112.1 39.1 39.1
LOS by Move: E A A C A A F D D F D D
HCM2kAvgQ: 8 7 7 4 8 8 6 11 11 6 10 10

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #41 Oxnard St & De Soto Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 2.140
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 88.4
Optimal Cycle: 100 Level Of Service: F

Street Name: De Soto Ave Oxnard 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: 20 20 20 20 20 20 10 10 10 10 10 10
Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 1 1 0

Volume Module:
Base Vol: 182 1371 97 109 2342 167 110 453 165 130 489 88
Growth Adj: 1.00 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 1371 97 109 2342 167 110 453 165 130 489 88
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 192 1443 102 115 2465 176 116 477 174 137 515 93
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 192 1443 102 115 2465 176 116 477 174 137 515 93
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 192 1443 102 115 2465 176 116 477 174 137 515 93

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.06 0.90 0.90 0.14 0.90 0.90 0.24 1.00 0.85 0.24 0.93 0.93
Lanes: 1.00 2.80 0.20 1.00 2.80 0.20 1.00 1.00 1.00 1.00 1.69 0.31
Final Sat.: 116 4796 339 262 4793 342 465 1900 1615 465 2989 538

Capacity Analysis Module:
Vol/Sat: 1.66 0.30 0.30 0.44 0.51 0.51 0.25 0.25 0.11 0.29 0.17 0.17
Crit Moves: ****
Green/Cycle: 0.77 0.77 0.77 0.77 0.77 0.77 0.14 0.14 0.14 0.14 0.14 0.14
Volume/Cap: 2.14 0.39 0.39 0.57 0.66 0.66 1.45 1.83 0.78 1.71 1.25 1.25
Delay/Veh: 558.3 3.4 3.4 7.8 5.2 5.2 296.9 425 53.8 405.7 168 168.5
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: 558.3 3.4 3.4 7.8 5.2 5.2 296.9 425 53.8 405.7 168 168.5
LOS by Move: F A A A A A F F D F F F
HCM2kAvgQ: 19 5 5 2 13 13 10 41 7 12 20 20

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #42 Lassen St & Busway A

Cycle (sec): 50 Critical Vol./Cap.(X): 0.395
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 2.1
Optimal Cycle: 33 Level Of Service: A

Street Name: Busway A Lassen 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 Protected
Rights: Ovl Include Include Include
Min. Green: 5 5 5 5 5 5 5 5 5 5 5 5
Lanes: 0 0 1 0 0 0 0 1 0 0 1 1 0 2 0 1

Volume Module:
Base Vol: 0 0 0 0 0 0 0 1030 0 0 970 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 0 0 0 0 1030 0 0 970 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 0 0 0 0 1084 0 0 1021 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 0 0 0 0 1084 0 0 1021 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 0 0 0 0 1084 0 0 1021 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.95 1.00 1.00 0.95 1.00
Lanes: 0.00 1.00 0.00 0.00 1.00 0.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 0 1900 0 0 1900 0 1900 3610 1900 1900 3610 1900

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.30 0.00 0.00 0.28 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.76 0.00 0.00 0.76 0.00
Volume/Cap: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.40 0.00 0.00 0.37 0.00
Delay/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 2.2 0.0 0.0 2.1 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 2.2 0.0 0.0 2.1 0.0
LOS by Move: A A A A A A A A A A A A
HCM2kAvgQ: 0 0 0 0 0 0 0 3 0 0 3 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #43 Lassen St & Busway B

Cycle (sec): 50 Critical Vol./Cap.(X): 0.358
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 1.0
Optimal Cycle: 25 Level Of Service: A

Street Name: Busway B Lassen 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: 5 5 5 5 5 5 5 5 5 5 5 5
Lanes: 0 0 1 0 0 0 0 1 0 0 0 0 2 0 0 0 0 2 0 0

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Volume Module:

Base Vol: 0 0 0 0 0 0 0 1030 0 0 970 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 0 0 0 0 1030 0 0 970 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 0 0 0 0 1084 0 0 1021 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 0 0 0 0 1084 0 0 1021 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 0 0 0 0 1084 0 0 1021 0

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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.95 1.00 1.00 0.95 1.00
Lanes: 0.00 1.00 0.00 0.00 1.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00
Final Sat.: 0 1900 0 0 1900 0 0 3610 0 0 3610 0

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Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.30 0.00 0.00 0.28 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.84 0.00 0.00 0.84 0.00
Volume/Cap: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.36 0.00 0.00 0.34 0.00
Delay/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 1.0 0.0 0.0 1.0 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 1.0 0.0 0.0 1.0 0.0
LOS by Move: A A A A A A A A A A A A
HCM2kAvgQ: 0 0 0 0 0 0 0 2 0 0 2 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #44 Lassen St & Busway C

Cycle (sec): 50 Critical Vol./Cap.(X): 0.358
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 1.0
Optimal Cycle: 25 Level Of Service: A

Street Name: Busway C Lassen 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: 5 5 5 5 5 5 5 5 5 5 5 5
Lanes: 0 0 1 0 0 0 0 1 0 0 0 0 2 0 0 0 0 2 0 0

-----|-----|-----|-----|

Volume Module:

Base Vol: 0 0 0 0 0 0 0 1030 0 0 970 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 0 0 0 0 1030 0 0 970 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 0 0 0 0 1084 0 0 1021 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 0 0 0 0 1084 0 0 1021 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 0 0 0 0 1084 0 0 1021 0

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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.95 1.00 1.00 0.95 1.00
Lanes: 0.00 1.00 0.00 0.00 1.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00
Final Sat.: 0 1900 0 0 1900 0 0 3610 0 0 3610 0

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Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.30 0.00 0.00 0.28 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.84 0.00 0.00 0.84 0.00
Volume/Cap: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.36 0.00 0.00 0.34 0.00
Delay/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 1.0 0.0 0.0 1.0 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 1.0 0.0 0.0 1.0 0.0
LOS by Move: A A A A A A A A A A A A
HCM2kAvgQ: 0 0 0 0 0 0 0 2 0 0 2 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #45 Canoga Ave & Busway

Cycle (sec): 0 Critical Vol./Cap.(X): 0.617
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 3.8
Optimal Cycle: 40 Level Of Service: A

Street Name: Canoga Ave Busway
Approach: North 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 10 0 0 10 0 0 0 0 5 0 0
Lanes: 0 0 1 0 1 0 0 1 0 0 0 0

Volume Module:

Base Vol: 0 779 0 0 722 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: 0 779 0 0 722 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: 0 820 0 0 760 0 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 820 0 0 760 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
FinalVolume: 0 820 0 0 760 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 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 1.00 1.00 0.00 1.00 0.00 0.00 0.00 0.00 1.00 0.00 0.00
Final Sat.: 0 1900 1900 0 1900 0 0 0 0 1900 0 0

Capacity Analysis Module:

Vol/Sat: 0.00 0.43 0.00 0.00 0.40 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.70 0.00 0.00 0.70 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Volume/Cap: 0.00 0.62 0.00 0.00 0.57 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Delay/Veh: 0.0 4.0 0.0 0.0 3.6 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 4.0 0.0 0.0 3.6 0.0 0.0 0.0 0.0 0.0 0.0 0.0
LOS by Move: A A A A A A A A A A A A
HCM2kAvgQ: 0 6 0 0 6 0 0 0 0 0 0 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #46 Canoga Ave & MOL

Cycle (sec): 0 Critical Vol./Cap.(X): 0.576
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 19.5
Optimal Cycle: 100 Level Of Service: B

Street Name: Canoga Ave MOL
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Protected Permitted Protected
Rights: Include Include Include Include
Min. Green: 0 10 10 5 10 0 0 0 0 0 5 0 10
Lanes: 0 0 2 1 0 1 0 2 0 0 0 0 0 0 1

Volume Module:

Base Vol: 0 1162 15 0 1628 0 0 0 0 15 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 1162 15 0 1628 0 0 0 0 15 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 1223 16 0 1714 0 0 0 0 16 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 1223 16 0 1714 0 0 0 0 16 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 1223 16 0 1714 0 0 0 0 16 0 0

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 0.91 0.91 1.00 0.95 1.00 1.00 1.00 1.00 0.95 1.00 1.00
Lanes: 0.00 2.96 0.04 1.00 2.00 0.00 0.00 0.00 0.00 1.00 0.00 1.00
Final Sat.: 0 5111 66 1900 3610 0 0 0 0 1805 0 1900

Capacity Analysis Module:

Vol/Sat: 0.00 0.24 0.24 0.00 0.47 0.00 0.00 0.00 0.00 0.01 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.28 0.28 0.00 0.79 0.00 0.00 0.00 0.00 0.05 0.00 0.00
Volume/Cap: 0.00 0.86 0.86 0.00 0.60 0.00 0.00 0.00 0.00 0.17 0.00 0.00
Delay/Veh: 0.0 39.8 39.8 0.0 4.6 0.0 0.0 0.0 0.0 46.5 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 39.8 39.8 0.0 4.6 0.0 0.0 0.0 0.0 46.5 0.0 0.0
LOS by Move: A D D A A A A A A D A A
HCM2kAvgQ: 0 16 16 0 11 0 0 0 0 1 0 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

 Intersection #1 De Soto Ave & Chatsworth St

 Cycle (sec): 90 Critical Vol./Cap.(X): 1.350
 Loss Time (sec): 12 (Y+R=5.0 sec) Average Delay (sec/veh): 150.6
 Optimal Cycle: 100 Level Of Service: F

Street Name:	De Soto Ave			Chatsworth St			West Bound		
	North Bound	South Bound	East Bound	West Bound	South Bound	East Bound	West Bound	West Bound	
Approach:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	
Control:	Protected	Protected	Permitted	Permitted					
Rights:	Include	Include	Include	Ovl					
Min. Green:	5 10 10	5 10 10	10 10 10	10 10 10					
Lanes:	1 0 2 1 0	1 0 2 0 1	1 0 1 1 0	1 0 1 0 1					

Volume Module:

Base Vol:	38 2856	44 125 1981	273 480 361	58 113 213	433
Growth Adj:	1.00 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 2856	44 125 1981	273 480 361	58 113 213	433
User Adj:	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00
PHF Adj:	0.95 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 3006	46 132 2085	287 505 380	61 119 224	456
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0	0
Reduced Vol:	40 3006	46 132 2085	287 505 380	61 119 224	456
PCE Adj:	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00
MLF Adj:	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:	40 3006	46 132 2085	287 505 380	61 119 224	456

Saturation Flow Module:

Sat/Lane:	1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900
Adjustment:	0.95 0.91	0.91 0.95 0.95	0.85 0.52 0.93	0.93 0.45 1.00	0.85
Lanes:	1.00 2.95	0.05 1.00 2.00	1.00 1.00 1.72	0.28 1.00 1.00	1.00
Final Sat.:	1805 5098	79 1805 3610	1615 996 3045	489 849 1900	1615

Capacity Analysis Module:

Vol/Sat:	0.02 0.59	0.59 0.07 0.58	0.18 0.51 0.12	0.12 0.14 0.12	0.28
Crit Moves:	****	****	****	****	****
Green/Cycle:	0.06 0.44	0.44 0.06 0.44	0.44 0.38 0.38	0.38 0.38 0.38	0.43
Volume/Cap:	0.40 1.35	1.35 1.31 1.33	0.41 1.35 0.33	0.33 0.37 0.31	0.66
Delay/Veh:	43.6 187	187.1 237.4 176	17.8 203.6 20.2	20.2 21.2 20.2	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:	43.6 187	187.1 237.4 176	17.8 203.6 20.2	20.2 21.2 20.2	22.6
LOS by Move:	D F F	F F F	B F C	C C C	C
HCM2kAvgQ:	2 68	68 10 65	6 32 5	5 3 4	11

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

 Intersection #2 Topanga Canyon Blvd & Devonshire St

 Cycle (sec): 90 Critical Vol./Cap.(X): 1.309
 Loss Time (sec): 16 (Y+R=5.0 sec) Average Delay (sec/veh): 136.1
 Optimal Cycle: 100 Level Of Service: F

Street Name:	Topanga Canyon Blvd			Devonshire St			West Bound		
	North Bound	South Bound	East Bound	West Bound	South Bound	East Bound	West Bound	West Bound	
Approach:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	
Control:	Permitted	Prot+Permit	Split Phase	Split Phase					
Rights:	Include	Include	Include	Ovl					
Min. Green:	10 10 10	5 10 10	5 10 5	5 10 10					
Lanes:	1 0 2 1 0	1 0 1 1 0	1 0 1 1 0	2 0 1 0 1					

Volume Module:

Base Vol:	58 2754	384 210 1605	109 170 403	34 399 339	399
Growth Adj:	1.00 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 2754	384 210 1605	109 170 403	34 399 339	399
User Adj:	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00
PHF Adj:	0.95 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 2899	404 221 1689	115 179 424	36 420 357	420
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0	0
Reduced Vol:	61 2899	404 221 1689	115 179 424	36 420 357	420
PCE Adj:	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00
MLF Adj:	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:	61 2899	404 221 1689	115 179 424	36 420 357	420

Saturation Flow Module:

Sat/Lane:	1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900
Adjustment:	0.95 0.89	0.89 0.34 0.94	0.94 0.95 0.94	0.94 0.92 1.00	0.85
Lanes:	1.00 2.63	0.37 1.00 1.87	0.13 1.00 1.84	0.16 2.00 1.00	1.00
Final Sat.:	1805 4470	623 648 3347	227 1805 3289	277 3502 1900	1615

Capacity Analysis Module:

Vol/Sat:	0.03 0.65	0.65 0.34 0.50	0.50 0.10 0.13	0.13 0.12 0.19	0.26
Crit Moves:	****	****	****	****	****
Green/Cycle:	0.11 0.48	0.48 0.46 0.46	0.46 0.11 0.11	0.11 0.14 0.14	0.23
Volume/Cap:	0.30 1.35	1.35 0.89 1.10	1.10 0.89 1.16	1.16 0.86 1.35	1.13
Delay/Veh:	37.7 183	182.9 45.0 77.5	77.5 75.0 137	136.8 52.3 218	121.5
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:	37.7 183	182.9 45.0 77.5	77.5 75.0 137	136.8 52.3 218	121.5
LOS by Move:	D F F	D E E	E F F	D F F	F
HCM2kAvgQ:	2 73	73 9 41	41 8 14	14 9 24	21

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Owensmouth Ave & Devonshire St

Cycle (sec): 90 Critical Vol./Cap.(X): 1.414
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 90.5
Optimal Cycle: 100 Level Of Service: F

Street Name: Owensmouth Ave Devonshire 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: 10 10 10 0 10 10 10 10 10 10 10 10

Lanes: 0 0 1 0 0 0 0 1 0 2 0 1 1 0 2 0 1

Volume Module:

Base Vol: 141 658 334 113 115 34 20 918 43 164 1218 168

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 141 658 334 113 115 34 20 918 43 164 1218 168

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95

PHF Volume: 148 693 352 119 121 36 21 966 45 173 1282 177

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 148 693 352 119 121 36 21 966 45 173 1282 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

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 148 693 352 119 121 36 21 966 45 173 1282 177

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.88 0.88 0.88 0.40 0.40 0.40 0.11 0.95 0.85 0.16 0.95 0.85

Lanes: 0.12 0.59 0.29 0.43 0.44 0.13 1.00 2.00 1.00 1.00 2.00 1.00

Final Sat.: 207 966 490 328 334 99 207 3610 1615 302 3610 1615

Capacity Analysis Module:

Vol/Sat: 0.72 0.72 0.72 0.36 0.36 0.36 0.10 0.27 0.03 0.57 0.36 0.11

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: 1.41 1.41 1.41 0.71 0.71 0.71 0.25 0.66 0.07 1.41 0.88 0.27

Delay/Veh: 215.5 216 215.5 23.4 23.4 23.4 19.4 23.0 16.5 254.4 31.2 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: 215.5 216 215.5 23.4 23.4 23.4 19.4 23.0 16.5 254.4 31.2 18.2

LOS by Move: F F F C C C B C B F C B

HCM2kAvgQ: 77 77 77 7 7 7 1 12 1 13 21 3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Depot Rd & Devonshire St

Average Delay (sec/veh): 10.1 Worst Case Level Of Service: F[142.9]

Street Name: Depot Rd Devonshire St

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 1 0 0 1 1 0 0 1 0 1 0 2 0 1 1 0 2 0 1

Volume Module:

Base Vol: 23 3 94 14 3 75 80 1090 34 26 1240 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: 23 3 94 14 3 75 80 1090 34 26 1240 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: 24 3 99 15 3 79 84 1147 36 27 1305 22

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

FinalVolume: 24 3 99 15 3 79 84 1147 36 27 1305 22

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: 2025 2698 574 2104 2712 653 1327 xxxx xxxxx 1183 xxxx xxxxx

Potent Cap.: 35 22 467 30 21 415 527 xxxx xxxxx 597 xxxx xxxxx

Move Cap.: 21 17 467 17 17 415 527 xxxx xxxxx 597 xxxx xxxxx

Volume/Cap: 1.18 0.18 0.21 0.84 0.18 0.19 0.16 xxxx xxxxx 0.05 xxxx xxxxx

Level Of Service Module:

2Way95thQ: xxxx xxxx 0.8 2.2 xxxx xxxxx 0.6 xxxx xxxxx 0.1 xxxx xxxxx

Control Del:xxxxx xxxx 14.8 458.6 xxxx xxxxx 13.1 xxxx xxxxx 11.3 xxxx xxxxx

LOS by Move: * * B F * * B * * B * *

Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT

Shared Cap.: 20 xxxx xxxxx xxxx xxxxx 219 xxxx xxxx xxxxx xxxx xxxx xxxxx

SharedQueue: 3.7 xxxx xxxxx xxxxx xxxxx 1.6 xxxxx xxxx xxxxx xxxxx xxxx xxxxx

Shrd ConDel:606.4 xxxx xxxxx xxxxx xxxxx 31.0 xxxxx xxxx xxxxx xxxxx xxxx xxxxx

Shared LOS: F * * * * D * * * * *

ApproachDel: 142.9 96.1 xxxxxx xxxxxx

ApproachLOS: F F * *

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Canoga Ave & Devonshire St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.945
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 21.7
Optimal Cycle: 100 Level Of Service: C

Street Name: Canoga Ave Devonshire 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: 12 12 12 12 12 12 10 10 10 10 10 10
Lanes: 1 0 1 1 0 1 0 2 0 1 1 0 2 0 1

Volume Module:

Base Vol: 160 415 315 175 129 166 149 950 126 91 1028 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: 160 415 315 175 129 166 149 950 126 91 1028 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: 168 437 332 184 136 175 157 1000 133 96 1082 132
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 168 437 332 184 136 175 157 1000 133 96 1082 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
FinalVolume: 168 437 332 184 136 175 157 1000 133 96 1082 132

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.65 0.89 0.89 0.26 1.00 0.85 0.17 0.95 0.85 0.20 0.95 0.85
Lanes: 1.00 1.14 0.86 1.00 1.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 1232 1919 1456 496 1900 1615 320 3610 1615 374 3610 1615

Capacity Analysis Module:

Vol/Sat: 0.14 0.23 0.23 0.37 0.07 0.11 0.49 0.28 0.08 0.26 0.30 0.08
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: 0.35 0.58 0.58 0.95 0.18 0.28 0.95 0.53 0.16 0.49 0.58 0.16
Delay/Veh: 19.6 22.1 22.1 75.2 18.0 18.8 74.3 14.8 11.5 16.0 15.4 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: 19.6 22.1 22.1 75.2 18.0 18.8 74.3 14.8 11.5 16.0 15.4 11.5
LOS by Move: B C C E B B E B B B B B
HCM2kAvgQ: 3 9 9 9 2 3 8 10 2 2 11 2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 De Soto Ave & Devonshire St

Cycle (sec): 90 Critical Vol./Cap.(X): 1.149
Loss Time (sec): 16 (Y+R=4.5 sec) Average Delay (sec/veh): 90.0
Optimal Cycle: 100 Level Of Service: F

Street Name: De Soto Ave Devonshire St
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 Ovl
Min. Green: 5 10 10 5 10 10 5 10 10 5 10 10
Lanes: 2 0 2 1 0 2 0 2 1 0 2 0 1 1 0 2 0 2 0 1

Volume Module:

Base Vol: 151 2285 198 233 1449 226 331 984 103 143 933 178
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: 151 2285 198 233 1449 226 331 984 103 143 933 178
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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 159 2405 208 245 1525 238 348 1036 108 151 982 187
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 159 2405 208 245 1525 238 348 1036 108 151 982 187
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
FinalVolume: 159 2405 208 245 1525 238 348 1036 108 151 982 187

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 0.90 0.90 0.92 0.89 0.89 0.92 0.94 0.94 0.92 0.95 0.85
Lanes: 2.00 2.76 0.24 2.00 2.60 0.40 2.00 1.81 0.19 2.00 2.00 1.00
Final Sat.: 3502 4716 409 3502 4397 686 3502 3222 337 3502 3610 1615

Capacity Analysis Module:

Vol/Sat: 0.05 0.51 0.51 0.07 0.35 0.35 0.10 0.32 0.32 0.04 0.27 0.12
Crit Moves: ****
Green/Cycle: 0.07 0.43 0.43 0.06 0.43 0.43 0.09 0.27 0.27 0.06 0.24 0.30
Volume/Cap: 0.67 1.18 1.18 1.18 0.82 0.82 1.13 1.18 1.18 0.77 1.13 0.39
Delay/Veh: 47.9 110 109.7 160.2 25.3 25.3 132.0 123 122.7 59.3 107 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: 47.9 110 109.7 160.2 25.3 25.3 132.0 123 122.7 59.3 107 25.4
LOS by Move: D F F F C C F F F E F C
HCM2kAvgQ: 4 47 47 8 18 18 11 31 31 4 25 4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 Topanga Canyon Blvd & Lassen St

Cycle (sec): 150 Critical Vol./Cap.(X): 1.471
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 183.1
 Optimal Cycle: 100 Level Of Service: F

Street Name: Topanga Canyon Blvd Lassen St
 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			Protected					
Rights:	Ovl			Include			Include			Include					
Min. Green:	5	10	10	5	10	10	13	13	13	5	13	13			
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1

Volume Module:
 Base Vol: 105 2659 318 180 1981 33 95 376 51 421 344 186
 Growth Adj: 1.00 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 2659 318 180 1981 33 95 376 51 421 344 186
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
 PHF Volume: 111 2799 335 189 2085 35 100 396 54 443 362 196
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 111 2799 335 189 2085 35 100 396 54 443 362 196
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 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: 111 2799 335 189 2085 35 100 396 54 443 362 196

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.95 0.95 0.85 0.95 0.95 0.85 0.85 0.95 0.95 0.85 0.95 0.95 0.85
 Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00
 Final Sat.: 1805 3610 1615 1805 3610 1615 1615 3610 1615 1805 3610 1615

Capacity Analysis Module:
 Vol/Sat: 0.06 0.78 0.21 0.10 0.58 0.02 0.06 0.11 0.03 0.25 0.10 0.12
 Crit Moves: ****
 Green/Cycle: 0.05 0.49 0.64 0.07 0.50 0.50 0.13 0.13 0.13 0.15 0.28 0.28
 Volume/Cap: 1.15 1.59 0.32 1.59 1.15 0.04 0.48 0.84 0.26 1.59 0.35 0.43
 Delay/Veh: 185.5 292 8.2 346.1 99.6 12.7 42.0 55.6 39.8 322.4 28.6 29.7
 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: 185.5 292 8.2 346.1 99.6 12.7 42.0 55.6 39.8 322.4 28.6 29.7
 LOS by Move: F F A F F B D E D F C C
 HCM2kAvgQ: 8 112 5 16 54 1 3 9 2 35 5 5

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 Owensmouth Ave & Lassen St

Cycle (sec): 50 Critical Vol./Cap.(X): 1.868
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 188.2
 Optimal Cycle: 100 Level Of Service: F

Street Name: Owensmouth Ave Lassen 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:	10	10	10	10	10	10	18	18	18	18	18	18			
Lanes:	0	1	0	1	0	0	1	0	1	0	1	0	1	1	0

Volume Module:
 Base Vol: 140 919 480 225 339 74 49 709 185 385 740 159
 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: 140 919 480 225 339 74 49 709 185 385 740 159
 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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
 PHF Volume: 147 967 505 237 357 78 52 746 195 405 779 167
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 147 967 505 237 357 78 52 746 195 405 779 167
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 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: 147 967 505 237 357 78 52 746 195 405 779 167

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.65 0.65 0.65 0.57 0.57 0.57 0.23 0.92 0.92 0.23 0.92 0.92
 Lanes: 0.18 1.20 0.62 0.71 1.06 0.23 1.00 1.59 0.41 1.00 1.65 0.35
 Final Sat.: 224 1471 768 770 1160 253 441 2774 724 445 2891 621

Capacity Analysis Module:
 Vol/Sat: 0.66 0.66 0.66 0.31 0.31 0.31 0.12 0.27 0.27 0.91 0.27 0.27
 Crit Moves: ****
 Green/Cycle: 0.35 0.35 0.35 0.35 0.35 0.35 0.49 0.49 0.49 0.49 0.49 0.49
 Volume/Cap: 1.87 1.87 1.87 0.87 0.87 0.87 0.24 0.55 0.55 1.87 0.55 0.55
 Delay/Veh: 411.2 411 411.2 26.1 26.1 26.1 8.0 9.4 9.4 420.5 9.4 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: 411.2 411 411.2 26.1 26.1 26.1 8.0 9.4 9.4 420.5 9.4 9.4
 LOS by Move: F F F C C C A A A F A A
 HCM2kAvgQ: 63 63 63 9 9 9 1 6 6 31 6 6

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

 Intersection #9 Depot Rd & Lassen St

 Average Delay (sec/veh): 98.3 Worst Case Level Of Service: F[3316.3]

 Street Name: Depot Rd Lassen St
 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 1 0 0 1 0 1 0 1 0 1 1 0
 Volume Module:
 Base Vol: 65 0 15 34 0 89 51 1396 19 24 1538 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: 65 0 15 34 0 89 51 1396 19 24 1538 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: 68 0 16 36 0 94 54 1469 20 25 1619 73
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 FinalVolume: 68 0 16 36 0 94 54 1469 20 25 1619 73
 Critical Gap Module:
 Critical Gp: 7.5 6.5 6.9 7.5 6.5 6.9 4.1 xxxx xxxxxx 4.1 xxxx xxxxxx
 FollowUpTim: 3.5 4.0 3.3 3.5 4.0 3.3 2.2 xxxx xxxxxx 2.2 xxxx xxxxxx
 Capacity Module:
 Cnflct Vol: 2447 3329 745 2548 3303 846 1692 xxxx xxxxxx 1489 xxxx xxxxxx
 Potent Cap.: 16 8 361 14 9 310 382 xxxx xxxxxx 457 xxxx xxxxxx
 Move Cap.: 10 7 361 11 7 310 382 xxxx xxxxxx 457 xxxx xxxxxx
 Volume/Cap: 6.95 0.00 0.04 3.18 0.00 0.30 0.14 xxxx xxxxxx 0.06 xxxx xxxxxx
 Level Of Service Module:
 2Way95thQ: xxxx xxxx xxxxxx 5.5 xxxx xxxxxx 0.5 xxxx xxxxxx 0.2 xxxx xxxxxx
 Control Del:xxxxx xxxx xxxxxx 1649 xxxx xxxxxx 15.9 xxxx xxxxxx 13.3 xxxx xxxxxx
 LOS by Move: * * * F * * C * * B * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: xxxx 12 xxxxxx xxxx xxxxxx 310 xxxx xxxx xxxxxx xxxx xxxx xxxxxx
 SharedQueue:xxxxx 11.7 xxxxxx xxxxxx xxxxxx 1.2 xxxxxx xxxx xxxxxx xxxxxx xxxxxx xxxxxx
 Shrd ConDel:xxxxx 3316 xxxxxx xxxxxx xxxxxx 21.6 xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx
 Shared LOS: * F * * * C * * * * * * *
 ApproachDel: 3316.3 471.4 xxxxxxxx xxxxxxxx
 ApproachLOS: F F * *

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

 Intersection #10 De Soto Ave & Lassen St

 Cycle (sec): 50 Critical Vol./Cap.(X): 1.359
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 67.1
 Optimal Cycle: 100 Level Of Service: E

 Street Name: De Soto Ave Lassen 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: 20 20 20 20 20 20 8 8 8 8 8 8
 Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 1 1 0 1 0 1 1 0
 Volume Module:
 Base Vol: 196 2349 243 101 1591 114 206 1130 118 124 749 118
 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: 196 2349 243 101 1591 114 206 1130 118 124 749 118
 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: 0.95 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 2473 256 106 1675 120 217 1189 124 131 788 124
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 206 2473 256 106 1675 120 217 1189 124 131 788 124
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 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: 206 2473 256 106 1675 120 217 1189 124 131 788 124
 Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.18 0.90 0.90 0.18 0.90 0.90 0.21 0.94 0.94 0.20 0.93 0.93
 Lanes: 1.00 2.72 0.28 1.00 2.80 0.20 1.00 1.81 0.19 1.00 1.73 0.27
 Final Sat.: 350 4635 479 350 4792 343 393 3223 337 374 3056 481
 Capacity Analysis Module:
 Vol/Sat: 0.59 0.53 0.53 0.30 0.35 0.35 0.55 0.37 0.37 0.35 0.26 0.26
 Crit Moves: ****
 Green/Cycle: 0.43 0.43 0.43 0.43 0.43 0.43 0.41 0.41 0.41 0.41 0.41 0.41
 Volume/Cap: 1.36 1.23 1.23 0.70 0.80 0.80 1.36 0.91 0.91 0.86 0.64 0.64
 Delay/Veh: 212.3 121 121.1 25.1 14.5 14.5 211.5 22.8 22.8 49.4 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: 212.3 121 121.1 25.1 14.5 14.5 211.5 22.8 22.8 49.4 12.9 12.9
 LOS by Move: F F F C B B F C C D B B
 HCM2kAvgQ: 12 42 42 3 11 11 13 15 15 5 7 7

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

 Intersection #11 Owensmouth Ave & Marilla St

 Cycle (sec): 50 Critical Vol./Cap.(X): 1.003
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 30.3
 Optimal Cycle: 100 Level Of Service: C

Street Name:	Owensmouth Ave			Marilla St		
	North Bound	South Bound	East Bound	West Bound	West Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	8 8 8	8 8 8	14 14 14	14 14 14	14 14 14	14 14 14
Lanes:	0 1 0 1 0	0 1 0 1 0	1 0 0 1 0	1 0 1 0 1	1 0 1 0 1	1 0 1 0 1

Volume Module:

Base Vol:	29 845	26 313 403	34 118 148	21 9 323	720
Growth Adj:	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00
Initial Bse:	29 845	26 313 403	34 118 148	21 9 323	720
User Adj:	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00
PHF Adj:	0.95 0.95	0.95 0.95 0.95	0.95 0.95 0.95	0.95 0.95 0.95	0.95
PHF Volume:	31 889	27 329 424	36 124 156	22 9 340	758
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0	0
Reduced Vol:	31 889	27 329 424	36 124 156	22 9 340	758
PCE Adj:	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00
MLF Adj:	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:	31 889	27 329 424	36 124 156	22 9 340	758

Saturation Flow Module:

Sat/Lane:	1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900
Adjustment:	0.87 0.87	0.87 0.56 0.56	0.56 0.50 0.98	0.98 0.64 1.00	0.85
Lanes:	0.06 1.88	0.06 0.83 1.08	0.09 1.00 0.88	0.12 1.00 1.00	1.00
Final Sat.:	106 3089	95 883 1136	96 952 1632	232 1212 1900	1615

Capacity Analysis Module:

Vol/Sat:	0.29 0.29	0.29 0.37 0.37	0.37 0.13 0.10	0.10 0.01 0.18	0.47
Crit Moves:		****		****	****
Green/Cycle:	0.37 0.37	0.37 0.37 0.37	0.47 0.47 0.47	0.47 0.47 0.47	0.47
Volume/Cap:	0.77 0.77	0.77 1.00 1.00	1.00 0.28 0.20	0.20 0.02 0.38	1.00
Delay/Veh:	17.0 17.0	17.0 48.5 48.5	48.5 8.5 7.9	7.9 7.1 8.9	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:	17.0 17.0	17.0 48.5 48.5	48.5 8.5 7.9	7.9 7.1 8.9	46.8
LOS by Move:	B B	B D D	D A A	A A A	D
HCM2kAvgQ:	9 9	9 13 13	13 1 2	2 0 4	20

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

 Intersection #12 Owensmouth Ave & Plummer St

 Cycle (sec): 100 Critical Vol./Cap.(X): 1.671
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 157.5
 Optimal Cycle: 0 Level Of Service: F

Street Name:	Owensmouth Ave			Plummer St		
	North Bound	South Bound	East Bound	West Bound	West Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Stop Sign	Stop Sign	Stop Sign	Stop Sign
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 1 0 0 1	0 1 0 0 1	1 0 2 0 1	1 0 2 0 1	1 0 2 0 1	1 0 2 0 1

Volume Module:

Base Vol:	24 743	40 100 300	16 28 173	40 11 239	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:	24 743	40 100 300	16 28 173	40 11 239	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:	0.95 0.95	0.95 0.95 0.95	0.95 0.95 0.95	0.95 0.95 0.95	0.95
PHF Volume:	25 782	42 105 316	17 29 182	42 12 252	68
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0	0
Reduced Vol:	25 782	42 105 316	17 29 182	42 12 252	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
FinalVolume:	25 782	42 105 316	17 29 182	42 12 252	68

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:	0.03 0.97	1.00 0.25 0.75	1.00 1.00 2.00	1.00 1.00 2.00	1.00
Final Sat.:	15 468	514 117 350	510 368 776	419 378 800	433

Capacity Analysis Module:

Vol/Sat:	1.67 1.67	0.08 0.90 0.90	0.03 0.08 0.23	0.10 0.03 0.31	0.16
Crit Moves:	****	****	****	****	****
Delay/Veh:	329.4 329	10.0 47.9 47.9	9.8 12.9 14.3	11.8 12.2 15.2	12.2
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:	329.4 329	10.0 47.9 47.9	9.8 12.9 14.3	11.8 12.2 15.2	12.2
LOS by Move:	F F	B E E	A B B	B C B	B
ApproachDel:	313.6	46.5	13.7	14.5	
Delay Adj:	1.00	1.00	1.00	1.00	
ApprAdjDel:	313.6	46.5	13.7	14.5	
LOS by Appr:	F	E	B	B	
AllWayAvgQ:	42.9 42.9	0.1 4.9 4.9	0.0 0.1 0.3	0.1 0.0 0.4	0.2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #13 Canoga Ave &Plummer St

Average Delay (sec/veh): 102.5 Worst Case Level Of Service: F[1037.8]

Street Name: Canoga Ave Plummer St

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 0 0 0 0 0 1 0 0 0 0 0

Volume Module:
Base Vol: 208 1096 0 0 1083 145 88 0 186 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: 208 1096 0 0 1083 145 88 0 186 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: 219 1154 0 0 1140 153 93 0 196 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 219 1154 0 0 1140 153 93 0 196 0 0 0

Critical Gap Module:
Critical Gp: 4.1 xxxxx xxxxx xxxxx xxxxx xxxxx 6.4 xxxxx 6.2 xxxxx xxxxx xxxxx
FollowUpTim: 2.2 xxxxx xxxxx xxxxx xxxxx xxxxx 3.5 xxxxx 3.3 xxxxx xxxxx xxxxx

Capacity Module:
Cnflct Vol: 1293 xxxxx xxxxx xxxxx xxxxx xxxxx 2808 xxxxx 1216 xxxxx xxxxx xxxxx
Potent Cap.: 543 xxxxx xxxxx xxxxx xxxxx xxxxx 20 xxxxx 223 xxxxx xxxxx xxxxx
Move Cap.: 543 xxxxx xxxxx xxxxx xxxxx xxxxx 14 xxxxx 223 xxxxx xxxxx xxxxx
Volume/Cap: 0.40 xxxxx xxxxx xxxxx xxxxx xxxxx 6.62 xxxxx 0.88 xxxxx xxxxx xxxxx

Level Of Service Module:
2Way95thQ: 1.9 xxxxx xxxxx xxxxx xxxxx xxxxx 12.6 xxxxx 7.0 xxxxx xxxxx xxxxx
Control Del: 16.0 xxxxx xxxxx xxxxx xxxxx xxxxx 3066 xxxxx 78.4 xxxxx xxxxx xxxxx
LOS by Move: C * * * * * F * F * * *
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
Shrd ConDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * * * * * * * * * * * *
ApproachDel: xxxxxxx xxxxxxx 1037.8 xxxxxxx
ApproachLOS: * * F *

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #14 Owensmouth Ave & Nordhoff St

Cycle (sec): 50 Critical Vol./Cap.(X): 1.107
Loss Time (sec): 8 (Y+R=4.5 sec) Average Delay (sec/veh): 43.0
Optimal Cycle: 100 Level Of Service: D

Street Name: Owensmouth Ave Nordhoff 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: 8 8 8 8 8 8 17 17 17 17 17 17
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0 2 0 1

Volume Module:
Base Vol: 44 246 85 153 209 60 28 1206 43 160 948 138
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: 44 246 85 153 209 60 28 1206 43 160 948 138
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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 46 259 89 161 220 63 29 1269 45 168 998 145
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 46 259 89 161 220 63 29 1269 45 168 998 145
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 46 259 89 161 220 63 29 1269 45 168 998 145

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.47 0.96 0.96 0.47 0.97 0.97 0.28 1.00 1.00 0.12 0.95 0.85
Lanes: 1.00 0.74 0.26 1.00 0.78 0.22 1.00 0.97 1.03 1.00 2.00 1.00
Final Sat.: 884 1357 469 884 1427 410 536 1825 65 228 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.05 0.19 0.19 0.18 0.15 0.15 0.06 0.70 0.70 0.74 0.28 0.09
Crit Moves: ****
Green/Cycle: 0.17 0.17 0.17 0.17 0.17 0.17 0.67 0.67 0.67 0.67 0.67 0.67
Volume/Cap: 0.30 1.11 1.11 1.06 0.89 0.89 0.08 1.04 1.04 1.11 0.41 0.13
Delay/Veh: 19.2 103 103.2 109.6 46.0 46.0 3.0 45.2 45.2 112.7 3.9 3.1
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: 19.2 103 103.2 109.6 46.0 46.0 3.0 45.2 45.2 112.7 3.9 3.1
LOS by Move: B F F F D D A D D F A A
HCM2kAvgQ: 1 14 14 7 8 8 0 35 35 8 4 1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #15 Canoga Ave & Nordhoff St
Cycle (sec): 50 Critical Vol./Cap.(X): 1.101
Loss Time (sec): 8 (Y+R=4.5 sec) Average Delay (sec/veh): 28.1
Optimal Cycle: 100 Level Of Service: C

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Canoga Ave (North/South Bound) and Nordhoff St (East/West Bound).

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume. Rows for Canoga Ave and Nordhoff St.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat. Rows for Canoga Ave and Nordhoff St.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ. Rows for Canoga Ave and Nordhoff St.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #16 De Soto Ave & Nordhoff St
Cycle (sec): 75 Critical Vol./Cap.(X): 1.260
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 146.8
Optimal Cycle: 100 Level Of Service: F

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for De Soto Ave (North/South Bound) and Nordhoff St (East/West Bound).

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume. Rows for De Soto Ave and Nordhoff St.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat. Rows for De Soto Ave and Nordhoff St.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ. Rows for De Soto Ave and Nordhoff St.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #17 Parthenia St. & Owensmouth Ave.

Cycle (sec): 50 Critical Vol./Cap.(X): 0.502
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 10.2
Optimal Cycle: 31 Level Of Service: B

Street Name: Owensmouth Ave. Parthenia 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: 8 8 8 8 8 8 15 15 15 15 15 15
Lanes: 0 1 0 0 1 0 1 0 0 1 1 0 2 0 1

Volume Module:
Base Vol: 16 270 203 79 231 25 34 503 14 168 495 61
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 16 270 203 79 231 25 34 503 14 168 495 61
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 17 284 214 83 243 26 36 529 15 177 521 64
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 17 284 214 83 243 26 36 529 15 177 521 64
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 17 284 214 83 243 26 36 529 15 177 521 64

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.98 0.98 0.85 0.84 0.84 0.85 0.43 0.95 0.85 0.43 0.95 0.85
Lanes: 0.06 0.94 1.00 0.25 0.75 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 104 1749 1615 409 1195 1615 823 3610 1615 811 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.16 0.16 0.13 0.20 0.20 0.02 0.04 0.15 0.01 0.22 0.14 0.04
Crit Moves: ****
Green/Cycle: 0.41 0.41 0.41 0.41 0.41 0.41 0.43 0.43 0.43 0.43 0.43 0.43
Volume/Cap: 0.40 0.40 0.33 0.50 0.50 0.04 0.10 0.34 0.02 0.50 0.33 0.09
Delay/Veh: 10.9 10.9 10.5 11.7 11.7 9.0 8.5 9.5 8.1 11.4 9.5 8.4
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 10.9 10.5 11.7 11.7 9.0 8.5 9.5 8.1 11.4 9.5 8.4
LOS by Move: B B B B B A A A A B A A
HCM2kAvgQ: 4 4 3 4 4 0 0 3 0 3 3 1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #18 Canoga Ave & Parthenia St

Cycle (sec): 50 Critical Vol./Cap.(X): 0.959
Loss Time (sec): 8 (Y+R=5.0 sec) Average Delay (sec/veh): 21.2
Optimal Cycle: 89 Level Of Service: C

Street Name: Canoga Ave Parthenia 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: 22 22 22 22 22 22 18 18 18 18 18 18
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 0 1

Volume Module:
Base Vol: 65 1195 313 138 1180 54 26 610 61 209 689 101
Growth Adj: 1.00 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 1195 313 138 1180 54 26 610 61 209 689 101
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 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 1258 329 145 1242 57 27 642 64 220 725 106
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 68 1258 329 145 1242 57 27 642 64 220 725 106
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
FinalVolume: 68 1258 329 145 1242 57 27 642 64 220 725 106

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.17 0.92 0.92 0.17 0.94 0.94 0.28 0.95 0.85 0.33 0.95 0.85
Lanes: 1.00 1.58 0.42 1.00 1.91 0.09 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 321 2772 726 321 3428 157 528 3610 1615 625 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.21 0.45 0.45 0.45 0.36 0.36 0.05 0.18 0.04 0.35 0.20 0.07
Crit Moves: ****
Green/Cycle: 0.47 0.47 0.47 0.47 0.47 0.47 0.37 0.37 0.37 0.37 0.37 0.37
Volume/Cap: 0.45 0.96 0.96 0.96 0.77 0.77 0.14 0.48 0.11 0.96 0.55 0.18
Delay/Veh: 10.9 26.4 26.4 72.4 13.0 13.0 10.9 12.5 10.5 63.3 13.0 10.9
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: 10.9 26.4 26.4 72.4 13.0 13.0 10.9 12.5 10.5 63.3 13.0 10.9
LOS by Move: B C C E B B B B E B B
HCM2kAvgQ: 1 19 19 6 11 11 0 5 1 8 5 1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #19 De Soto Ave & Parthenia St

Cycle (sec): 50 Critical Vol./Cap.(X): 1.074
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 33.9
Optimal Cycle: 100 Level Of Service: C

Street Name: De Soto Ave Parthenia 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: 18 18 18 18 18 18 10 10 10 10 10 10
Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 2 0 1

Volume Module:

Base Vol: 76 2053 129 146 1570 91 213 780 69 113 774 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: 76 2053 129 146 1570 91 213 780 69 113 774 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: 80 2161 136 154 1653 96 224 821 73 119 815 78
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 80 2161 136 154 1653 96 224 821 73 119 815 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
FinalVolume: 80 2161 136 154 1653 96 224 821 73 119 815 78

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.19 0.90 0.90 0.19 0.90 0.90 0.26 0.95 0.85 0.26 0.95 0.85
Lanes: 1.00 2.82 0.18 1.00 2.84 0.16 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 365 4836 304 365 4864 282 492 3610 1615 488 3610 1615

Capacity Analysis Module:

Vol/Sat: 0.22 0.45 0.45 0.42 0.34 0.34 0.46 0.23 0.04 0.24 0.23 0.05
Crit Moves: ****
Green/Cycle: 0.42 0.42 0.42 0.42 0.42 0.42 0.42 0.42 0.42 0.42 0.42 0.42
Volume/Cap: 0.53 1.07 1.07 1.01 0.82 0.82 1.07 0.54 0.11 0.57 0.53 0.11
Delay/Veh: 14.4 57.5 57.5 91.1 15.5 15.5 97.8 11.1 8.8 14.9 11.1 8.8
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: 14.4 57.5 57.5 91.1 15.5 15.5 97.8 11.1 8.8 14.9 11.1 8.8
LOS by Move: B E E F B B F B A B B A
HCM2kAvgQ: 2 26 26 7 12 12 9 6 1 2 6 1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #20 Owensmouth Ave & Roscoe Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.126
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 39.5
Optimal Cycle: 100 Level Of Service: D

Street Name: Owensmouth Ave Roscoe 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: 10 10 10 10 10 10 10 10 10 10 10 10
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: 73 351 179 73 305 63 69 1285 78 145 1009 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: 73 351 179 73 305 63 69 1285 78 145 1009 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: 77 369 188 77 321 66 73 1353 82 153 1062 108
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 77 369 188 77 321 66 73 1353 82 153 1062 108
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 77 369 188 77 321 66 73 1353 82 153 1062 108

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.81 0.81 0.81 0.69 0.69 0.69 0.19 0.90 0.90 0.13 0.90 0.90
Lanes: 0.12 0.58 0.30 0.17 0.69 0.14 1.00 2.83 0.17 1.00 2.72 0.28
Final Sat.: 186 894 456 218 913 189 357 4846 294 245 4641 474

Capacity Analysis Module:

Vol/Sat: 0.41 0.41 0.41 0.35 0.35 0.35 0.20 0.28 0.28 0.62 0.23 0.23
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: 1.13 1.13 1.13 0.96 0.96 0.96 0.37 0.50 0.50 1.13 0.41 0.41
Delay/Veh: 109.3 109 109.3 61.4 61.4 61.4 13.7 14.0 14.0 137.5 13.1 13.1
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: 109.3 109 109.3 61.4 61.4 61.4 13.7 14.0 14.0 137.5 13.1 13.1
LOS by Move: F F F E E E B B B F B B
HCM2kAvgQ: 32 32 32 19 19 19 2 10 10 10 8 8

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #21 Canoga Ave & Roscoe Blvd

Cycle (sec): 50 Critical Vol./Cap.(X): 1.137
Loss Time (sec): 8 (Y+R=5.0 sec) Average Delay (sec/veh): 29.8
Optimal Cycle: 100 Level Of Service: C

Street Name: Canoga Ave Roscoe 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: 22 22 22 22 22 22 17 17 17 17 17 17
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 1 0

Volume Module:
Base Vol: 60 1320 214 161 1150 101 111 1298 139 168 1026 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: 60 1320 214 161 1150 101 111 1298 139 168 1026 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: 0.95 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 1389 225 169 1211 106 117 1366 146 177 1080 141
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 63 1389 225 169 1211 106 117 1366 146 177 1080 141
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 63 1389 225 169 1211 106 117 1366 146 177 1080 141

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.18 0.93 0.93 0.18 0.94 0.94 0.20 0.90 0.90 0.20 0.89 0.89
Lanes: 1.00 1.72 0.28 1.00 1.84 0.16 1.00 2.71 0.29 1.00 2.65 0.35
Final Sat.: 346 3041 493 346 3279 288 380 4615 494 380 4510 589

Capacity Analysis Module:
Vol/Sat: 0.18 0.46 0.46 0.49 0.37 0.37 0.31 0.30 0.30 0.47 0.24 0.24
Crit Moves: ****
Green/Cycle: 0.44 0.44 0.44 0.44 0.44 0.44 0.40 0.40 0.40 0.40 0.40 0.40
Volume/Cap: 0.42 1.04 1.04 1.11 0.84 0.84 0.77 0.74 0.74 1.16 0.60 0.60
Delay/Veh: 11.4 47.4 47.4 120.8 16.6 16.6 33.9 14.3 14.3 138.7 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: 11.4 47.4 47.4 120.8 16.6 16.6 33.9 14.3 14.3 138.7 12.3 12.3
LOS by Move: B D D F B B C B B F B B
HCM2kAvgQ: 1 24 24 8 13 13 4 9 9 9 6 6

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #22 De Soto Ave & Roscoe Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.066
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 37.0
Optimal Cycle: 100 Level Of Service: D

Street Name: De Soto Ave Roscoe 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 Prot+Permit Permit+Prot Prot+Permit
Rights: Include Include Include Include
Min. Green: 5 12 12 5 12 12 5 12 12 5 12 12
Lanes: 2 0 2 1 0 2 0 2 1 0 2 0 2 1 0

Volume Module:
Base Vol: 165 1725 140 198 1379 109 236 1323 19 76 1055 120
Growth Adj: 1.00 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 1725 140 198 1379 109 236 1323 19 76 1055 120
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 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 1816 147 208 1452 115 248 1393 20 80 1111 126
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 174 1816 147 208 1452 115 248 1393 20 80 1111 126
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 174 1816 147 208 1452 115 248 1393 20 80 1111 126

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 0.90 0.90 0.92 0.90 0.90 0.92 0.91 0.91 0.92 0.90 0.90
Lanes: 2.00 2.77 0.23 2.00 2.78 0.22 2.00 2.96 0.04 2.00 2.69 0.31
Final Sat.: 3502 4745 385 3502 4754 376 3502 5103 73 3502 4587 522

Capacity Analysis Module:
Vol/Sat: 0.00 0.38 0.38 0.00 0.31 0.31 0.00 0.27 0.27 0.00 0.24 0.24
Crit Moves: ****
Green/Cycle: 0.11 0.42 0.42 0.07 0.42 0.42 0.12 0.30 0.30 0.05 0.27 0.27
Volume/Cap: 0.46 0.91 0.91 0.91 0.73 0.73 0.59 0.91 0.91 0.46 0.89 0.89
Delay/Veh: 42.7 32.9 32.9 81.2 25.5 25.5 44.0 41.4 41.4 48.1 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: 42.7 32.9 32.9 81.2 25.5 25.5 44.0 41.4 41.4 48.1 42.5 42.5
LOS by Move: D C C F C C D D D D D D
HCM2kAvgQ: 3 25 25 6 16 16 5 19 19 2 17 17

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #23 Saticoy St. & Owensmouth Ave.

Cycle (sec): 50 Critical Vol./Cap.(X): 1.136
Loss Time (sec): 8 (Y+R=4.5 sec) Average Delay (sec/veh): 53.6
Optimal Cycle: 100 Level Of Service: D

Street Name: Owensmouth Ave. Saticoy 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: 8 8 8 8 8 8 16 16 16 16 16 16
Lanes: 0 1 0 0 1 0 0 1 0 0 1 0 2 0 1

Volume Module:
Base Vol: 33 525 48 125 335 54 60 1481 16 88 1118 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: 33 525 48 125 335 54 60 1481 16 88 1118 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: 35 553 51 132 353 57 63 1559 17 93 1177 56
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 35 553 51 132 353 57 63 1559 17 93 1177 56
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 35 553 51 132 353 57 63 1559 17 93 1177 56

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.96 0.96 0.85 0.55 0.55 0.55 0.21 0.95 0.85 0.21 0.95 0.85
Lanes: 0.06 0.94 1.00 0.24 0.65 0.11 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 107 1707 1615 252 675 109 401 3610 1615 401 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.32 0.32 0.03 0.52 0.52 0.52 0.16 0.43 0.01 0.23 0.33 0.03
Crit Moves: ****
Green/Cycle: 0.46 0.46 0.46 0.46 0.46 0.46 0.38 0.38 0.38 0.38 0.38 0.38
Volume/Cap: 0.70 0.70 0.07 1.14 1.14 1.14 0.41 1.14 0.03 0.61 0.86 0.09
Delay/Veh: 13.5 13.5 7.6 97.6 97.6 97.6 13.2 86.1 9.7 19.4 19.8 10.0
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: 13.5 13.5 7.6 97.6 97.6 97.6 13.2 86.1 9.7 19.4 19.8 10.0
LOS by Move: B B A F F F B F A B B B
HCM2kAvgQ: 9 9 0 21 21 21 1 29 0 2 12 1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #24 Canoga Ave & Saticoy St

Cycle (sec): 50 Critical Vol./Cap.(X): 1.345
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 83.5
Optimal Cycle: 100 Level Of Service: F

Street Name: Canoga Ave Saticoy 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: 10 10 10 10 10 10 8 8 8 8 8 8
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 0 1

Volume Module:
Base Vol: 128 1388 263 149 1190 196 201 1409 73 183 1020 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: 128 1388 263 149 1190 196 201 1409 73 183 1020 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: 135 1461 277 157 1253 206 212 1483 77 193 1074 253
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 135 1461 277 157 1253 206 212 1483 77 193 1074 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
FinalVolume: 135 1461 277 157 1253 206 212 1483 77 193 1074 253

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.22 0.93 0.93 0.22 0.93 0.93 0.17 0.95 0.85 0.17 0.95 0.85
Lanes: 1.00 1.68 0.32 1.00 1.72 0.28 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 414 2962 561 414 3034 500 333 3610 1615 321 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.33 0.49 0.49 0.38 0.41 0.41 0.64 0.41 0.05 0.60 0.30 0.16
Crit Moves: ****
Green/Cycle: 0.37 0.37 0.37 0.37 0.37 0.37 0.47 0.47 0.47 0.47 0.47 0.47
Volume/Cap: 0.89 1.34 1.34 1.03 1.13 1.13 1.34 0.87 0.10 1.27 0.63 0.33
Delay/Veh: 56.6 176 176.2 97.7 82.8 82.8 204.5 16.8 7.3 175.3 10.6 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: 56.6 176 176.2 97.7 82.8 82.8 204.5 16.8 7.3 175.3 10.6 8.5
LOS by Move: E F F F F F F B A F B A
HCM2kAvgQ: 5 46 46 7 27 27 12 15 1 11 8 3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #25 De Soto Ave & Saticoy St

Cycle (sec): 75 Critical Vol./Cap.(X): 1.276
Loss Time (sec): 16 (Y+R=5.0 sec) Average Delay (sec/veh): 186.4
Optimal Cycle: 100 Level Of Service: F

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for De Soto Ave and Saticoy St.

Table with columns for Volume Module, Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns for Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns for Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #26 Valerio St. & Canoga Ave.

Cycle (sec): 50 Critical Vol./Cap.(X): 0.686
Loss Time (sec): 8 (Y+R=3.5 sec) Average Delay (sec/veh): 7.9
Optimal Cycle: 41 Level Of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Canoga Ave. and Valerio St.

Table with columns for Volume Module, Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns for Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns for Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

 Intersection #27 Owensmouth Ave & Sherman Way

Cycle (sec): 100 Critical Vol./Cap.(X): 1.156
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 40.3
 Optimal Cycle: 100 Level Of Service: D

Street Name: Owensmouth Ave Sherman Way
 Approach: North 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:	10	10	10	10	10	10	20	20	20	20	20	20				
Lanes:	1	0	1	1	0	1	1	0	2	0	1	1	0	2	0	1

Volume Module:
 Base Vol: 106 460 204 80 350 49 79 1490 54 191 1271 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: 106 460 204 80 350 49 79 1490 54 191 1271 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: 112 484 215 84 368 52 83 1568 57 201 1338 62
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 112 484 215 84 368 52 83 1568 57 201 1338 62
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 112 484 215 84 368 52 83 1568 57 201 1338 62

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.29 0.91 0.91 0.23 0.93 0.93 0.17 0.95 0.85 0.12 0.95 0.85
 Lanes: 1.00 1.39 0.61 1.00 1.75 0.25 1.00 2.00 1.00 1.00 2.00 1.00
 Final Sat.: 547 2386 1058 431 3110 435 323 3610 1615 234 3610 1615

Capacity Analysis Module:
 Vol/Sat: 0.20 0.20 0.20 0.20 0.12 0.12 0.26 0.43 0.04 0.86 0.37 0.04
 Crit Moves: ****
 Green/Cycle: 0.18 0.18 0.18 0.18 0.18 0.18 0.74 0.74 0.74 0.74 0.74 0.74
 Volume/Cap: 1.16 1.16 1.16 1.11 0.67 0.67 0.35 0.58 0.05 1.16 0.50 0.05
 Delay/Veh: 182.9 129 128.9 178.3 41.5 41.5 5.3 6.1 3.4 129.1 5.3 3.4
 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: 182.9 129 128.9 178.3 41.5 41.5 5.3 6.1 3.4 129.1 5.3 3.4
 LOS by Move: F F F F D D A A A F A A
 HCM2kAvgQ: 8 21 21 6 8 8 1 12 0 13 9 1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

 Intersection #28 Canoga Ave & Sherman Way

Cycle (sec): 100 Critical Vol./Cap.(X): 1.462
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 114.1
 Optimal Cycle: 100 Level Of Service: F

Street Name: Canoga Ave Sherman Way
 Approach: North 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:	10	10	10	10	10	10	10	10	10	10	10	10				
Lanes:	1	0	1	1	0	1	1	0	2	0	1	1	0	2	0	1

Volume Module:
 Base Vol: 89 1400 201 106 1040 81 78 1695 83 90 1415 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: 89 1400 201 106 1040 81 78 1695 83 90 1415 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: 94 1474 212 112 1095 85 82 1784 87 95 1489 109
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 94 1474 212 112 1095 85 82 1784 87 95 1489 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
 FinalVolume: 94 1474 212 112 1095 85 82 1784 87 95 1489 109

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.17 0.93 0.93 0.07 0.94 0.94 0.12 0.95 0.85 0.12 0.95 0.85
 Lanes: 1.00 1.75 0.25 1.00 1.86 0.14 1.00 2.00 1.00 1.00 2.00 1.00
 Final Sat.: 315 3097 445 131 3312 258 226 3610 1615 226 3610 1615

Capacity Analysis Module:
 Vol/Sat: 0.30 0.48 0.48 0.85 0.33 0.33 0.36 0.49 0.05 0.42 0.41 0.07
 Crit Moves: ****
 Green/Cycle: 0.58 0.58 0.58 0.58 0.58 0.58 0.34 0.34 0.34 0.34 0.34 0.34
 Volume/Cap: 0.51 0.82 0.82 1.46 0.57 0.57 1.07 1.46 0.16 1.24 1.22 0.20
 Delay/Veh: 14.8 19.4 19.4 287.2 13.4 13.4 157.9 246 23.3 213.7 140 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: 14.8 19.4 19.4 287.2 13.4 13.4 157.9 246 23.3 213.7 140 23.7
 LOS by Move: B B B F B B F F C F F C
 HCM2kAvgQ: 3 24 24 10 12 12 6 66 2 7 44 2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #29 De Soto Ave & Sherman Way

Cycle (sec): 100 Critical Vol./Cap.(X): 1.739
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 180.9
Optimal Cycle: 100 Level Of Service: F

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for De Soto Ave and Sherman Way.

Table with columns for Volume Module: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns for Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns for Capacity Analysis Module: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #30 Owensmouth Ave & Vanowen St

Cycle (sec): 50 Critical Vol./Cap.(X): 1.380
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 28.9
Optimal Cycle: 100 Level Of Service: C

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Owensmouth Ave and Vanowen St.

Table with columns for Volume Module: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns for Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns for Capacity Analysis Module: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #31 Vanowen St & Canoga Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 1.699
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 55.1
Optimal Cycle: 100 Level Of Service: E

Street Name: Canoga Ave Vanowen 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: 12 12 12 12 12 12 12 12 12 12 12 12
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 1 1 0 1 0 2 0 1

Volume Module:
Base Vol: 129 1356 328 159 1076 121 141 1370 76 104 943 136
Growth Adj: 1.00 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 1356 328 159 1076 121 141 1370 76 104 943 136
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 136 1427 345 167 1133 127 148 1442 80 109 993 143
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 136 1427 345 167 1133 127 148 1442 80 109 993 143
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
FinalVolume: 136 1427 345 167 1133 127 148 1442 80 109 993 143

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.18 0.95 0.85 0.10 0.95 0.85 0.11 0.94 0.94 0.11 0.95 0.85
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 1.89 0.11 1.00 2.00 1.00
Final Sat.: 334 3610 1615 189 3610 1615 218 3393 188 218 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.41 0.40 0.21 0.88 0.31 0.08 0.68 0.43 0.43 0.50 0.27 0.09
Crit Moves: ****
Green/Cycle: 0.52 0.52 0.52 0.52 0.52 0.52 0.40 0.40 0.40 0.40 0.40 0.40
Volume/Cap: 0.78 0.76 0.41 1.70 0.60 0.15 1.70 1.06 1.06 1.25 0.69 0.22
Delay/Veh: 39.6 20.9 15.0 378.1 17.4 12.6 388.6 72.3 72.3 208.9 26.2 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: 39.6 20.9 15.0 378.1 17.4 12.6 388.6 72.3 72.3 208.9 26.2 19.9
LOS by Move: D C B F B B F E E F C B
HCM2kAvgQ: 5 19 7 15 13 2 14 36 36 8 14 3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #32 Vanowen St & De Soto Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 1.734
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 167.6
Optimal Cycle: 100 Level Of Service: F

Street Name: De Soto Ave Vanowen 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 Prot+Permit
Rights: Include Include Include Include
Min. Green: 12 12 12 12 12 12 12 12 5 12 12
Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 2 0 1 1 0 1 1 0

Volume Module:
Base Vol: 74 1856 156 136 1174 246 184 1546 103 143 959 189
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: 74 1856 156 136 1174 246 184 1546 103 143 959 189
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: 0.95 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 1954 164 143 1236 259 194 1627 108 151 1009 199
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 78 1954 164 143 1236 259 194 1627 108 151 1009 199
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 78 1954 164 143 1236 259 194 1627 108 151 1009 199

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.12 0.90 0.90 0.08 0.89 0.89 0.95 0.95 0.85 0.59 0.93 0.93
Lanes: 1.00 2.77 0.23 1.00 2.48 0.52 1.00 2.00 1.00 1.00 1.67 0.33
Final Sat.: 222 4727 397 156 4177 875 1805 3610 1615 1120 2940 579

Capacity Analysis Module:
Vol/Sat: 0.35 0.41 0.41 0.92 0.30 0.30 0.11 0.45 0.07 0.13 0.34 0.34
Crit Moves: ****
Green/Cycle: 0.54 0.54 0.54 0.54 0.54 0.54 0.13 0.27 0.27 0.19 0.19 0.19
Volume/Cap: 0.64 0.76 0.76 1.69 0.54 0.54 0.80 1.69 0.25 0.81 1.81 1.81
Delay/Veh: 25.7 17.2 17.2 375.8 13.5 13.5 55.5 347 26.2 53.4 409 409.1
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: 25.7 17.2 17.2 375.8 13.5 13.5 55.5 347 26.2 53.4 409 409.1
LOS by Move: C B B F B B E F C D F F
HCM2kAvgQ: 3 18 18 13 10 10 7 67 2 6 54 54

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #33 Owensmouth Ave & Victory Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.838
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 35.2
Optimal Cycle: 84 Level Of Service: D

Street Name: Owensmouth Ave Victory 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 Prot+Permit Permitted Prot+Permit
Rights: Include Include Include Ovl
Min. Green: 5 12 12 5 12 12 10 10 10 5 10 10
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 3 0 1

Volume Module:
Base Vol: 225 734 105 230 550 179 99 1425 116 158 1330 170
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 225 734 105 230 550 179 99 1425 116 158 1330 170
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 237 773 111 242 579 188 104 1500 122 166 1400 179
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 237 773 111 242 579 188 104 1500 122 166 1400 179
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 237 773 111 242 579 188 104 1500 122 166 1400 179

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 0.85 0.95 0.95 0.85 0.95 0.91 0.85 0.95 0.91 0.85
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 3.00 1.00 1.00 3.00 1.00
Final Sat.: 1805 3610 1615 1805 3610 1615 1805 5187 1615 1805 5187 1615

Capacity Analysis Module:
Vol/Sat: 0.00 0.21 0.07 0.00 0.16 0.12 0.06 0.29 0.08 0.09 0.27 0.11
Crit Moves: ****
Green/Cycle: 0.22 0.26 0.26 0.16 0.23 0.23 0.12 0.35 0.35 0.34 0.34 0.50
Volume/Cap: 0.60 0.83 0.27 0.83 0.69 0.51 0.46 0.83 0.22 0.60 0.80 0.22
Delay/Veh: 37.6 41.3 29.9 58.2 37.8 34.6 42.2 33.2 23.1 28.0 33.1 14.3
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 37.6 41.3 29.9 58.2 37.8 34.6 42.2 33.2 23.1 28.0 33.1 14.3
LOS by Move: D D C E D C D C C C B
HCM2kAvgQ: 7 14 3 10 10 6 4 18 3 5 16 3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #34 Victory Blvd & Canoga Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 1.688
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 167.9
Optimal Cycle: 100 Level Of Service: F

Street Name: Canoga Ave Victory 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 Prot+Permit Prot+Permit
Rights: Include Include Include Ovl
Min. Green: 12 12 12 5 12 12 5 12 12 5 12 12
Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 2 1 0 1 0 3 0 1

Volume Module:
Base Vol: 276 1468 306 113 1108 150 164 1275 50 226 1315 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: 276 1468 306 113 1108 150 164 1275 50 226 1315 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: 291 1545 322 119 1166 158 173 1342 53 238 1384 133
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 291 1545 322 119 1166 158 173 1342 53 238 1384 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
FinalVolume: 291 1545 322 119 1166 158 173 1342 53 238 1384 133

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.16 0.89 0.89 0.95 0.89 0.89 0.48 0.90 0.90 0.37 0.91 0.85
Lanes: 1.00 2.48 0.52 1.00 2.64 0.36 1.00 2.89 0.11 1.00 3.00 1.00
Final Sat.: 302 4181 871 1805 4486 607 916 4961 195 709 5187 1615

Capacity Analysis Module:
Vol/Sat: 0.96 0.37 0.37 0.07 0.26 0.26 0.19 0.27 0.27 0.34 0.27 0.08
Crit Moves: ****
Green/Cycle: 0.56 0.56 0.56 0.05 0.61 0.61 0.22 0.16 0.16 0.27 0.17 0.22
Volume/Cap: 1.73 0.66 0.66 1.32 0.43 0.43 0.92 1.73 1.73 1.11 1.56 0.37
Delay/Veh: 372.8 16.2 16.2 249.2 10.5 10.5 76.0 374 374.2 123.8 297 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: 372.8 16.2 16.2 249.2 10.5 10.5 76.0 374 374.2 123.8 297 33.7
LOS by Move: F B B F B B E F F F C
HCM2kAvgQ: 25 15 15 9 8 8 9 43 43 14 39 4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

 Intersection #35 Variel Ave & Victory Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.279
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 41.3
 Optimal Cycle: 100 Level Of Service: D

Street Name: Variel Ave Victory 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: 12 12 12 12 12 12 10 10 10 10 10 10
 Lanes: 1 0 0 0 1 0 0 0 0 0 0 0 2 1 0 1 0 3 0 0

Volume Module:
 Base Vol: 226 0 590 0 0 0 0 1665 78 113 1399 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: 226 0 590 0 0 0 0 1665 78 113 1399 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: 238 0 621 0 0 0 0 1753 82 119 1473 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 238 0 621 0 0 0 0 1753 82 119 1473 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
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 238 0 621 0 0 0 0 1753 82 119 1473 0

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.77 1.00 0.85 1.00 1.00 1.00 1.00 0.90 0.90 0.08 0.91 1.00
 Lanes: 1.00 1.00 1.00 1.00 1.00 1.00 0.00 2.87 0.13 1.00 3.00 1.00
 Final Sat.: 1461 0 1615 0 0 0 0 4920 230 150 5187 0

Capacity Analysis Module:
 Vol/Sat: 0.16 0.00 0.38 0.00 0.00 0.00 0.00 0.36 0.36 0.79 0.28 0.00
 Crit Moves: ****
 Green/Cycle: 0.30 0.00 0.30 0.00 0.00 0.00 0.00 0.62 0.62 0.62 0.62 0.00
 Volume/Cap: 0.54 0.00 1.28 0.00 0.00 0.00 0.00 0.58 0.58 1.28 0.46 0.00
 Delay/Veh: 30.6 0.0 175.8 0.0 0.0 0.0 0.0 11.5 11.5 204.8 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
 AdjDel/Veh: 30.6 0.0 175.8 0.0 0.0 0.0 0.0 11.5 11.5 204.8 10.2 0.0
 LOS by Move: C A F A A A A B B F B A
 HCM2kAvgQ: 7 0 38 0 0 0 0 12 12 9 9 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

 Intersection #36 Victory Blvd & De Soto Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 1.221
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 73.8
 Optimal Cycle: 100 Level Of Service: E

Street Name: De Soto Ave Victory 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 Prot+Permit Prot+Permit Permit+Prot
 Rights: Include Include Include Include
 Min. Green: 5 12 12 5 12 12 5 12 12 5 12 12
 Lanes: 1 0 2 1 0 1 0 2 1 0 2 0 2 1 0 2 0 3 0 1

Volume Module:
 Base Vol: 73 1608 564 126 1013 230 428 1415 170 258 1158 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: 73 1608 564 126 1013 230 428 1415 170 258 1158 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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
 PHF Volume: 77 1693 594 133 1066 242 451 1489 179 272 1219 142
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 77 1693 594 133 1066 242 451 1489 179 272 1219 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
 FinalVolume: 77 1693 594 133 1066 242 451 1489 179 272 1219 142

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.95 0.87 0.87 0.95 0.88 0.88 0.92 0.90 0.90 0.92 0.91 0.85
 Lanes: 1.00 2.22 0.78 1.00 2.44 0.56 2.00 2.68 0.32 2.00 3.00 1.00
 Final Sat.: 1805 3690 1294 1805 4109 933 3502 4557 547 3502 5187 1615

Capacity Analysis Module:
 Vol/Sat: 0.00 0.46 0.46 0.00 0.26 0.26 0.00 0.33 0.33 0.00 0.24 0.09
 Crit Moves: ****
 Green/Cycle: 0.12 0.41 0.41 0.07 0.40 0.40 0.13 0.29 0.29 0.11 0.23 0.23
 Volume/Cap: 0.36 1.11 1.11 1.11 0.65 0.65 1.00 1.11 1.11 0.71 1.00 0.38
 Delay/Veh: 41.8 88.6 88.6 163.5 25.0 25.0 86.7 96.9 96.9 49.0 64.7 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: 41.8 88.6 88.6 163.5 25.0 25.0 86.7 96.9 96.9 49.0 64.7 32.8
 LOS by Move: D F F F C C F F F D E C
 HCM2kAvgQ: 3 40 40 9 13 13 12 31 31 6 20 4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #37 Erwin St & Owensmouth Ave

Cycle (sec): 60 Critical Vol./Cap.(X): 0.699
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 13.6
Optimal Cycle: 44 Level Of Service: B

Street Name: Owensmouth Ave Erwin 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: 10 10 10 10 10 10 10 10 10 10 10 10
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 1 1 0

Volume Module:

Base Vol: 85 876 80 125 721 326 149 333 33 51 489 124
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: 85 876 80 125 721 326 149 333 33 51 489 124
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: 89 922 84 132 759 343 157 351 35 54 515 131
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 89 922 84 132 759 343 157 351 35 54 515 131
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 89 922 84 132 759 343 157 351 35 54 515 131

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.17 0.94 0.94 0.20 0.91 0.91 0.32 0.94 0.94 0.51 0.92 0.92
Lanes: 1.00 1.83 0.17 1.00 1.38 0.62 1.00 1.82 0.18 1.00 1.60 0.40
Final Sat.: 317 3265 298 382 2369 1071 600 3242 321 961 2793 708

Capacity Analysis Module:

Vol/Sat: 0.28 0.28 0.28 0.34 0.32 0.32 0.26 0.11 0.11 0.06 0.18 0.18
Crit Moves: ****
Green/Cycle: 0.49 0.49 0.49 0.49 0.49 0.49 0.37 0.37 0.37 0.37 0.37 0.37
Volume/Cap: 0.57 0.57 0.57 0.70 0.65 0.65 0.70 0.29 0.29 0.15 0.49 0.49
Delay/Veh: 15.8 11.2 11.2 22.8 12.3 12.3 25.3 13.3 13.3 12.7 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: 15.8 11.2 11.2 22.8 12.3 12.3 25.3 13.3 13.3 12.7 14.7 14.7
LOS by Move: B B B C B B C B B B B B
HCM2kAvgQ: 2 8 8 4 9 9 4 3 3 1 5 5

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #38 Erwin St & Canoga Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 1.635
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 51.5
Optimal Cycle: 100 Level Of Service: D

Street Name: Canoga Ave Erwin 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: 10 10 10 10 10 10 12 12 12 12 12 12
Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 1 1 0

Volume Module:

Base Vol: 293 1785 110 75 1389 169 149 290 240 96 301 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: 293 1785 110 75 1389 169 149 290 240 96 301 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: 308 1879 116 79 1462 178 157 305 253 101 317 98
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 308 1879 116 79 1462 178 157 305 253 101 317 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
FinalVolume: 308 1879 116 79 1462 178 157 305 253 101 317 98

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.13 0.90 0.90 0.08 0.90 0.90 0.33 0.89 0.89 0.33 0.92 0.92
Lanes: 1.00 2.83 0.17 1.00 2.67 0.33 1.00 1.09 0.91 1.00 1.53 0.47
Final Sat.: 245 4842 298 159 4550 554 633 1841 1524 633 2661 822

Capacity Analysis Module:

Vol/Sat: 1.26 0.39 0.39 0.50 0.32 0.32 0.25 0.17 0.17 0.16 0.12 0.12
Crit Moves: ****
Green/Cycle: 0.77 0.77 0.77 0.77 0.77 0.77 0.15 0.15 0.15 0.15 0.15 0.15
Volume/Cap: 1.64 0.50 0.50 0.65 0.42 0.42 1.64 1.09 1.09 1.05 0.79 0.79
Delay/Veh: 320.2 4.5 4.5 16.6 4.0 4.0 370.4 111 110.6 149.6 48.5 48.5
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: 320.2 4.5 4.5 16.6 4.0 4.0 370.4 111 110.6 149.6 48.5 48.5
LOS by Move: F A A B A A F F F F D D
HCM2kAvgQ: 26 9 9 2 6 6 14 16 16 7 9 9

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #39 Oxnard St & Owensmouth Ave
Cycle (sec): 60 Critical Vol./Cap.(X): 0.927
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 20.1
Optimal Cycle: 87 Level Of Service: C

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Owensmouth Ave, Oxnard St, West Bound.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume. Rows for Owensmouth Ave, Oxnard St, West Bound.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat. Rows for Owensmouth Ave, Oxnard St, West Bound.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ. Rows for Owensmouth Ave, Oxnard St, West Bound.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #40 Oxnard St & Canoga Ave
Cycle (sec): 120 Critical Vol./Cap.(X): 1.656
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 60.6
Optimal Cycle: 100 Level Of Service: E

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Canoga Ave, Oxnard St, West Bound.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume. Rows for Canoga Ave, Oxnard St, West Bound.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat. Rows for Canoga Ave, Oxnard St, West Bound.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ. Rows for Canoga Ave, Oxnard St, West Bound.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #41 Oxnard St & De Soto Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 1.126
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 30.6
Optimal Cycle: 100 Level Of Service: C

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for De Soto Ave, Oxnard St.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume. Rows for De Soto Ave, Oxnard St.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat. Rows for De Soto Ave, Oxnard St.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ. Rows for De Soto Ave, Oxnard St.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #42 Lassen St & Busway A

Cycle (sec): 50 Critical Vol./Cap.(X): 0.649
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 52.2
Optimal Cycle: 100 Level Of Service: D

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Busway A, Lassen St.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume. Rows for Busway A, Lassen St.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat. Rows for Busway A, Lassen St.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ. Rows for Busway A, Lassen St.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #43 Lassen St & Busway B

Cycle (sec): 50 Critical Vol./Cap.(X): 0.587
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 1.4
Optimal Cycle: 34 Level Of Service: A

Street Name: Busway B Lassen 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: 5 5 5 5 5 5 5 5 5 5 5 5
Lanes: 0 0 1 0 0 0 0 1 0 0 0 0 2 0 0 0 0 2 0 0

Volume Module:

Base Vol: 0 0 0 0 0 0 0 0 1414 0 0 0 1691 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 0 0 0 0 0 1414 0 0 0 1691 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 0 0 0 0 0 1488 0 0 0 1780 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 0 0 0 0 0 1488 0 0 0 1780 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 0 0 0 0 0 1488 0 0 0 1780 0

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.95 1.00 1.00 0.95 1.00
Lanes: 0.00 1.00 1.00 0.00 0.00 1.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00
Final Sat.: 0 1900 0 0 1900 0 0 3610 0 0 3610 0

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.41 0.00 0.00 0.49 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.84 0.00 0.00 0.84 0.00
Volume/Cap: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.49 0.00 0.00 0.59 0.00
Delay/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 1.2 0.0 0.0 1.6 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 0.0 0.0 0.0 0.0 1.2 0.0 0.0 1.6 0.0
LOS by Move: A A A A A A A A A A A A
HCM2kAvgQ: 0 0 0 0 0 0 0 4 0 0 6 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #44 Lassen St & Busway C

Cycle (sec): 50 Critical Vol./Cap.(X): 0.587
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 1.4
Optimal Cycle: 34 Level Of Service: A

Street Name: Busway C Lassen 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: 5 5 5 5 5 5 5 5 5 5 5 5
Lanes: 0 0 1 0 0 0 0 1 0 0 0 0 2 0 0 0 0 2 0 0

Volume Module:

Base Vol: 0 0 0 0 0 0 0 0 1414 0 0 0 1691 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 0 0 0 0 0 1414 0 0 0 1691 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 0 0 0 0 0 1488 0 0 0 1780 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 0 0 0 0 0 1488 0 0 0 1780 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 0 0 0 0 0 1488 0 0 0 1780 0

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.95 1.00 1.00 0.95 1.00
Lanes: 0.00 1.00 1.00 0.00 0.00 1.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00
Final Sat.: 0 1900 0 0 1900 0 0 3610 0 0 3610 0

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.41 0.00 0.00 0.49 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.84 0.00 0.00 0.84 0.00
Volume/Cap: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.49 0.00 0.00 0.59 0.00
Delay/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 1.2 0.0 0.0 1.6 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 0.0 0.0 0.0 0.0 1.2 0.0 0.0 1.6 0.0
LOS by Move: A A A A A A A A A A A A
HCM2kAvgQ: 0 0 0 0 0 0 0 4 0 0 6 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #45 Canoga Ave & Busway

Cycle (sec): 0 Critical Vol./Cap.(X): 0.819
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 6.2
Optimal Cycle: 71 Level Of Service: A

Street Name: Canoga Ave Busway
Approach: North 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 10 0 0 10 0 0 0 0 5 0 0
Lanes: 0 0 1 0 1 0 0 1 0 0 1 0 0 0

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Volume Module:
Base Vol: 0 1184 0 0 1228 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 1184 0 0 1228 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 1246 0 0 1293 0 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 1246 0 0 1293 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
FinalVolume: 0 1246 0 0 1293 0 0 0 0 0 0 0

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Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 1.00 1.00 0.00 1.00 0.00 0.00 0.00 0.00 1.00 0.00 0.00
Final Sat.: 0 1900 1900 0 1900 0 0 0 0 1900 0 0

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Capacity Analysis Module:
Vol/Sat: 0.00 0.66 0.00 0.00 0.68 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.83 0.00 0.00 0.83 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Volume/Cap: 0.00 0.79 0.00 0.00 0.82 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Delay/Veh: 0.0 5.7 0.0 0.0 6.7 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 5.7 0.0 0.0 6.7 0.0 0.0 0.0 0.0 0.0 0.0 0.0
LOS by Move: A A A A A A A A A A A A
HCM2kAvgQ: 0 16 0 0 18 0 0 0 0 0 0 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #46 Canoga Ave & MOL

Cycle (sec): 0 Critical Vol./Cap.(X): 0.488
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 22.1
Optimal Cycle: 100 Level Of Service: C

Street Name: Canoga Ave MOL
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Protected Permitted Protected
Rights: Include Include Include Include
Min. Green: 0 10 10 5 10 0 0 0 0 0 5 0 10
Lanes: 0 0 2 1 0 1 0 2 0 0 0 0 0 0 1

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Volume Module:
Base Vol: 0 1758 18 0 1370 0 0 0 0 18 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 1758 18 0 1370 0 0 0 0 18 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 1851 19 0 1442 0 0 0 0 19 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 1851 19 0 1442 0 0 0 0 19 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 1851 19 0 1442 0 0 0 0 19 0 0

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Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 0.91 0.91 1.00 0.95 1.00 1.00 1.00 1.00 0.95 1.00 1.00
Lanes: 0.00 2.97 0.03 1.00 2.00 0.00 0.00 0.00 0.00 1.00 0.00 1.00
Final Sat.: 0 5129 53 1900 3610 0 0 0 0 1805 0 1900

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Capacity Analysis Module:
Vol/Sat: 0.00 0.36 0.36 0.00 0.40 0.00 0.00 0.00 0.00 0.01 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.39 0.39 0.00 0.79 0.00 0.00 0.00 0.00 0.05 0.00 0.00
Volume/Cap: 0.00 0.92 0.92 0.00 0.51 0.00 0.00 0.00 0.00 0.21 0.00 0.00
Delay/Veh: 0.0 36.0 36.0 0.0 3.8 0.0 0.0 0.0 0.0 46.8 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 36.0 36.0 0.0 3.8 0.0 0.0 0.0 0.0 46.8 0.0 0.0
LOS by Move: A D D A A A A A A D A A
HCM2kAvgQ: 0 24 24 0 8 0 0 0 0 1 0 0

Note: Queue reported is the number of cars per lane.

ALTERNATIVE 2

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

 Intersection #1 De Soto Ave & Chatsworth St

 Cycle (sec): 90 Critical Vol./Cap.(X): 1.431
 Loss Time (sec): 12 (Y+R=5.0 sec) Average Delay (sec/veh): 117.0
 Optimal Cycle: 100 Level Of Service: F

Street Name:	De Soto Ave			Chatsworth St			West Bound		
	North Bound	South Bound	East Bound	West Bound	North Bound	South Bound	East Bound	West Bound	
Approach:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	
Control:	Protected			Protected			Permitted		
Rights:	Include			Include			Ovl		
Min. Green:	5 10 10	5 10 10	10 10 10	10 10 10	10 10 10	10 10 10	10 10 10	10 10 10	
Lanes:	1 0 2 1 0	1 0 2 0 1	1 0 1 1 0	1 0 1 0 1	1 0 1 0 1	1 0 1 0 1	1 0 1 0 1	1 0 1 0 1	

Volume Module:

Base Vol:	164 1726	95 177 2213	776 336 704 146	88 314 160
Growth Adj:	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 1726	95 177 2213	776 336 704 146	88 314 160
User Adj:	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	0.95 0.95	0.95 0.95 0.95	0.95 0.95 0.95	0.95 0.95 0.95
PHF Volume:	173 1817	100 186 2329	817 354 741 154	93 331 168
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	173 1817	100 186 2329	817 354 741 154	93 331 168
PCE Adj:	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	173 1817	100 186 2329	817 354 741 154	93 331 168

Saturation Flow Module:

Sat/Lane:	1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900
Adjustment:	0.95 0.90	0.90 0.95 0.95	0.85 0.37 0.93	0.93 0.17 1.00
Lanes:	1.00 2.84	0.16 1.00 2.00	1.00 1.00 1.66	0.34 1.00 1.00
Final Sat.:	1805 4877	268 1805 3610	1615 709 2912	604 319 1900

Capacity Analysis Module:

Vol/Sat:	0.10 0.37	0.37 0.10 0.65	0.51 0.50 0.25	0.25 0.29 0.17
Crit Moves:	****	****	****	****
Green/Cycle:	0.07 0.41	0.41 0.11 0.45	0.45 0.35 0.35	0.35 0.35 0.46
Volume/Cap:	1.43 0.92	0.92 0.92 1.43	1.12 1.43 0.73	0.73 0.83 0.50
Delay/Veh:	276.7 32.4	32.4 80.6 222	96.7 244.9 27.9	27.9 65.6 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
AdjDel/Veh:	276.7 32.4	32.4 80.6 222	96.7 244.9 27.9	27.9 65.6 23.7
LOS by Move:	F C C	F F F	F C C	E C B
HCM2kAvgQ:	13 23	23 9 80	37 25 13	13 5 7 3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

 Intersection #2 Topanga Canyon Blvd & Devonshire St

 Cycle (sec): 90 Critical Vol./Cap.(X): 1.357
 Loss Time (sec): 16 (Y+R=5.0 sec) Average Delay (sec/veh): 187.7
 Optimal Cycle: 100 Level Of Service: F

Street Name:	Topanga Canyon Blvd			Devonshire St			West Bound		
	North Bound	South Bound	East Bound	West Bound	North Bound	South Bound	East Bound	West Bound	
Approach:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	
Control:	Permitted			Prot+Permit			Split Phase		
Rights:	Include			Include			Ovl		
Min. Green:	10 10 10	5 10 10	5 10 5	5 10 10	10 10 10	5 10 10	5 10 10	5 10 10	
Lanes:	1 0 2 1 0	1 0 1 1 0	1 0 1 1 0	1 0 1 1 0	1 0 1 1 0	1 0 1 1 0	2 0 1 0 1	2 0 1 0 1	

Volume Module:

Base Vol:	67 1479	139 144 2096	82 260 582	62 185 517
Growth Adj:	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 1479	139 144 2096	82 260 582	62 185 517
User Adj:	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	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 1557	146 152 2206	86 274 613	65 195 544
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	71 1557	146 152 2206	86 274 613	65 195 544
PCE Adj:	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	71 1557	146 152 2206	86 274 613	65 195 544

Saturation Flow Module:

Sat/Lane:	1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900
Adjustment:	0.95 0.90	0.90 0.95 0.94	0.94 0.95 0.94	0.94 0.92 1.00
Lanes:	1.00 2.74	0.26 1.00 1.92	0.08 1.00 1.81	0.19 2.00 1.00
Final Sat.:	1805 4680	440 1805 3453	135 1805 3217	343 3502 1900

Capacity Analysis Module:

Vol/Sat:	0.04 0.33	0.33 0.08 0.64	0.64 0.15 0.19	0.19 0.06 0.29
Crit Moves:	****	****	****	****
Green/Cycle:	0.11 0.41	0.41 0.41 0.41	0.41 0.12 0.12	0.12 0.18 0.18
Volume/Cap:	0.35 0.80	0.80 0.56 1.57	1.57 1.25 1.57	1.57 0.30 1.57
Delay/Veh:	38.1 25.5	25.5 23.7 286	286.1 183.7 307	306.6 32.1 306
User DelAdj:	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
AdjDel/Veh:	38.1 25.5	25.5 23.7 286	286.1 183.7 307	306.6 32.1 306
LOS by Move:	D C C	C F F	F F F	C F C
HCM2kAvgQ:	2 17	17 4 88	88 17 27	27 3 41

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Owensmouth Ave & Devonshire St

Cycle (sec): 90 Critical Vol./Cap.(X): 1.488
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 89.0
Optimal Cycle: 100 Level Of Service: F

Street Name: Owensmouth Ave Devonshire 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

Lanes: 0 1 0 0 1 0 0 1 0 2 0 1 1 0 2 0 1

Volume Module:

Base Vol: 77 143 293 198 342 21 19 797 61 370 926 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: 77 143 293 198 342 21 19 797 61 370 926 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: 81 151 308 208 360 22 20 839 64 389 975 65

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 81 151 308 208 360 22 20 839 64 389 975 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

FinalVolume: 81 151 308 208 360 22 20 839 64 389 975 65

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.77 0.77 0.77 0.54 0.54 0.54 0.21 0.95 0.85 0.26 0.95 0.85

Lanes: 0.15 0.28 0.57 0.35 0.61 0.04 1.00 2.00 1.00 1.00 2.00 1.00

Final Sat.: 220 409 838 362 625 38 405 3610 1615 500 3610 1615

Capacity Analysis Module:

Vol/Sat: 0.37 0.37 0.37 0.58 0.58 0.58 0.05 0.23 0.04 0.78 0.27 0.04

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: 0.95 0.95 0.95 1.49 1.49 1.49 0.09 0.44 0.08 1.49 0.52 0.08

Delay/Veh: 52.5 52.5 52.5 260.2 260 260.2 10.9 13.5 10.7 260.3 14.2 10.7

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: 52.5 52.5 52.5 260.2 260 260.2 10.9 13.5 10.7 260.3 14.2 10.7

LOS by Move: D D D F F F B B B F B B

HCM2kAvgQ: 20 20 20 42 42 42 0 8 1 28 9 1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Depot Rd & Devonshire St

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: F[220.5]

Street Name: Depot Rd Devonshire St

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 1 0 0 1 1 0 0 1 0 1 0 2 0 1 1 0 2 0 1

Volume Module:

Base Vol: 1 4 7 0 2 0 2 1319 14 1 1316 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: 1 4 7 0 2 0 2 1319 14 1 1316 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: 1 4 7 0 2 0 2 1388 15 1 1385 13

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

FinalVolume: 1 4 7 0 2 0 2 1388 15 1 1385 13

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: 2088 2793 694 2088 2795 693 1398 xxxx xxxxx 1403 xxxx xxxxx

Potent Cap.: 31 19 390 31 19 391 495 xxxx xxxxx 493 xxxx xxxxx

Move Cap.: 28 19 390 25 19 391 495 xxxx xxxxx 493 xxxx xxxxx

Volume/Cap: 0.04 0.22 0.02 0.00 0.11 0.00 0.00 xxxx xxxxx 0.00 xxxx xxxxx

Level Of Service Module:

2Way95thQ: xxxx xxxx 0.1 xxxx xxxx xxxxx 0.0 xxxx xxxxx 0.0 xxxx xxxxx

Control Del:xxxxx xxxx 14.4 xxxxx xxxx xxxxx 12.3 xxxx xxxxx 12.3 xxxx xxxxx

LOS by Move: * * B * * * B * * B * * *

Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT

Shared Cap.: 20 xxxx xxxxx xxxx xxxx 19 xxxx xxxx xxxxx xxxx xxxx xxxxx

SharedQueue: 0.8 xxxx xxxxx xxxxx xxxx 0.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx

Shrd ConDel:238.5 xxxxx xxxxx xxxxx xxxx 220.5 xxxxx xxxx xxxxx xxxxx xxxx xxxxx

Shared LOS: F * * * * F * * * * *

ApproachDel: 107.8 220.5 xxxxxx xxxxxx

ApproachLOS: F F * *

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Canoga Ave & Devonshire St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.976
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 24.0
 Optimal Cycle: 100 Level Of Service: C

Street Name: Canoga Ave Devonshire 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:	12	12	12	12	12	12	10	10	10	10	10	10			
Lanes:	1	0	1	1	0	1	0	1	0	1	1	0	2	0	1

Volume Module:

Base Vol:	141	130	356	181	409	198	71	873	205	205	940	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:	141	130	356	181	409	198	71	873	205	205	940	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:	148	137	375	191	431	208	75	919	216	216	989	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	137	375	191	431	208	75	919	216	216	989	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
FinalVolume:	148	137	375	191	431	208	75	919	216	216	989	157

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.17	0.85	0.85	0.35	1.00	0.85	0.24	0.95	0.85	0.26	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	326	1606	1606	674	1900	1615	452	3610	1615	498	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.46	0.09	0.23	0.28	0.23	0.13	0.17	0.25	0.13	0.43	0.27	0.10
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:	0.98	0.18	0.50	0.60	0.49	0.28	0.37	0.57	0.30	0.98	0.62	0.22
Delay/Veh:	88.8	14.0	17.1	21.1	16.9	14.9	17.8	19.2	16.3	77.9	19.9	15.6
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:	88.8	14.0	17.1	21.1	16.9	14.9	17.8	19.2	16.3	77.9	19.9	15.6
LOS by Move:	F	B	B	C	B	B	B	B	B	E	B	B
HCM2kAvgQ:	8	2	8	5	8	4	2	10	4	10	12	3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 De Soto Ave & Devonshire St

Cycle (sec): 90 Critical Vol./Cap.(X): 1.145
 Loss Time (sec): 16 (Y+R=4.5 sec) Average Delay (sec/veh): 78.8
 Optimal Cycle: 100 Level Of Service: E

Street Name: De Soto Ave Devonshire St
 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			Ovl										
Min. Green:	5	10	10	5	10	10	5	10	10	5	10	10								
Lanes:	2	0	2	1	0	2	0	2	1	0	2	0	1	1	0	2	0	2	0	1

Volume Module:

Base Vol:	231	1456	164	129	1916	122	325	1096	136	298	952	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:	231	1456	164	129	1916	122	325	1096	136	298	952	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:	0.95	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	1533	173	136	2017	128	342	1154	143	314	1002	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	243	1533	173	136	2017	128	342	1154	143	314	1002	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	243	1533	173	136	2017	128	342	1154	143	314	1002	113

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	0.92	0.90	0.90	0.92	0.93	0.93	0.92	0.95	0.85
Lanes:	2.00	2.70	0.30	2.00	2.82	0.18	2.00	1.78	0.22	2.00	2.00	1.00
Final Sat.:	3502	4592	517	3502	4833	308	3502	3160	392	3502	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.07	0.33	0.33	0.04	0.42	0.42	0.10	0.37	0.37	0.09	0.28	0.07
Crit Moves:	****			****			****			****		
Green/Cycle:	0.06	0.36	0.36	0.06	0.36	0.36	0.10	0.32	0.32	0.08	0.29	0.35
Volume/Cap:	1.14	0.92	0.92	0.64	1.14	1.14	0.95	1.14	1.14	1.14	0.95	0.20
Delay/Veh:	148.6	34.9	34.9	47.7	101	100.7	73.4	107	106.7	140.8	47.2	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:	148.6	34.9	34.9	47.7	101	100.7	73.4	107	106.7	140.8	47.2	20.3
LOS by Move:	F	C	C	D	F	F	E	F	F	F	D	C
HCM2kAvgQ:	8	21	21	3	38	38	8	33	33	10	19	2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 Topanga Canyon Blvd & Lassen St

Cycle (sec): 150 Critical Vol./Cap.(X): 1.478
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 196.4
 Optimal Cycle: 100 Level Of Service: F

Street Name: Topanga Canyon Blvd Lassen St
 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			Protected					
Rights:	Ovl			Include			Include			Include					
Min. Green:	5	10	10	5	10	10	13	13	13	5	13	13			
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1

Volume Module:

Base Vol:	41	1591	280	72	2314	15	93	573	42	644	153	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:	41	1591	280	72	2314	15	93	573	42	644	153	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:	43	1675	295	76	2436	16	98	603	44	678	161	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	1675	295	76	2436	16	98	603	44	678	161	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
FinalVolume:	43	1675	295	76	2436	16	98	603	44	678	161	47

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.85	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1615	3610	1615	1805	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.02	0.46	0.18	0.04	0.67	0.01	0.06	0.17	0.03	0.38	0.04	0.03
Crit Moves:	****			****			****			****		
Green/Cycle:	0.05	0.42	0.66	0.05	0.42	0.42	0.13	0.13	0.13	0.24	0.37	0.37
Volume/Cap:	0.48	1.09	0.28	0.84	1.59	0.02	0.47	1.29	0.21	1.59	0.12	0.08
Delay/Veh:	50.2	82.0	7.2	94.1	298	16.8	41.9	187	39.4	315.2	21.1	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:	50.2	82.0	7.2	94.1	298	16.8	41.9	187	39.4	315.2	21.1	20.8
LOS by Move:	D	F	A	F	F	B	D	F	D	F	C	C
HCM2kAvgQ:	2	41	4	4	98	0	3	21	1	53	2	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 Owensmouth Ave & Lassen St

Cycle (sec): 50 Critical Vol./Cap.(X): 1.438
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 111.0
 Optimal Cycle: 100 Level Of Service: F

Street Name: Owensmouth Ave Lassen 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:	10	10	10	10	10	10	18	18	18	18	18	18			
Lanes:	0	1	0	1	0	0	1	0	1	0	1	0	1	1	0

Volume Module:

Base Vol:	73	368	325	64	660	26	16	661	154	442	771	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:	73	368	325	64	660	26	16	661	154	442	771	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:	77	387	342	67	695	27	17	696	162	465	812	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	387	342	67	695	27	17	696	162	465	812	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
FinalVolume:	77	387	342	67	695	27	17	696	162	465	812	80

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.57	0.57	0.57	0.62	0.62	0.62	0.28	0.92	0.92	0.29	0.94	0.94
Lanes:	0.19	0.96	0.85	0.17	1.76	0.07	1.00	1.62	0.38	1.00	1.82	0.18
Final Sat.:	206	1041	919	201	2077	82	534	2846	663	557	3243	320

Capacity Analysis Module:

Vol/Sat:	0.37	0.37	0.37	0.33	0.33	0.33	0.03	0.24	0.24	0.84	0.25	0.25
Crit Moves:	****			****			****			****		
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.58	0.58	0.58	0.58	0.58	0.58
Volume/Cap:	1.44	1.44	1.44	1.29	1.29	1.29	0.05	0.42	0.42	1.44	0.43	0.43
Delay/Veh:	225.7	226	225.7	162.0	162	162.0	4.6	5.9	5.9	224.5	6.0	6.0
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:	225.7	226	225.7	162.0	162	162.0	4.6	5.9	5.9	224.5	6.0	6.0
LOS by Move:	F	F	F	F	F	F	A	A	A	F	A	A
HCM2kAvgQ:	25	25	25	21	21	21	0	4	4	27	4	4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

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

Intersection #9 Depot Rd & Lassen St
Average Delay (sec/veh): 3.5 Worst Case Level Of Service: F[67.4]
Street Name: Depot Rd Lassen St
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 1 0 0 1 0 1 0 1 0 1 1 0
Volume Module:
Base Vol: 9 1 21 31 0 45 78 910 16 11 936 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: 9 1 21 31 0 45 78 910 16 11 936 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: 9 1 22 33 0 47 82 958 17 12 985 48
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 9 1 22 33 0 47 82 958 17 12 985 48
Critical Gap Module:
Critical Gp: 7.5 6.5 6.9 7.5 6.5 6.9 4.1 xxxx xxxxxx 4.1 xxxx xxxxxx
FollowUpTim: 3.5 4.0 3.3 3.5 4.0 3.3 2.2 xxxx xxxxxx 2.2 xxxx xxxxxx
Capacity Module:
Cnflct Vol: 1646 2187 487 1676 2172 517 1034 xxxx xxxxxx 975 xxxx xxxxxx
Potent Cap.: 67 46 532 63 47 509 680 xxxx xxxxxx 716 xxxx xxxxxx
Move Cap.: 54 40 532 53 41 509 680 xxxx xxxxxx 716 xxxx xxxxxx
Volume/Cap: 0.17 0.03 0.04 0.61 0.00 0.09 0.12 xxxx xxxxxx 0.02 xxxx xxxxxx
Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxxx 2.4 xxxx xxxxxx 0.4 xxxx xxxxxx 0.0 xxxx xxxxxx
Control Del:xxxxx xxxx xxxxxx 146.6 xxxx xxxxxx 11.0 xxxx xxxxxx 10.1 xxxx xxxxxx
LOS by Move: * * * F * * B * * B * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx 135 xxxxxx xxxx xxxxxx 509 xxxx xxxx xxxxxx xxxx xxxx xxxxxx
SharedQueue:xxxxx 0.9 xxxxxx xxxxxx xxxxxx 0.3 xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx
Shrd ConDel:xxxxx 40.1 xxxxxx xxxxxx xxxxxx 12.8 xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx
Shared LOS: * E * * * B * * * * * *
ApproachDel: 40.1 67.4 xxxxxxxx xxxxxxxx
ApproachLOS: E F * *
Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

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

Intersection #10 De Soto Ave & Lassen St
Cycle (sec): 50 Critical Vol./Cap.(X): 1.290
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 60.3
Optimal Cycle: 100 Level Of Service: E
Street Name: De Soto Ave Lassen 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: 20 20 20 20 20 20 8 8 8 8 8 8
Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 1 1 0 1 0 1 1 0
Volume Module:
Base Vol: 149 1524 126 164 2098 248 124 956 135 197 928 118
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: 149 1524 126 164 2098 248 124 956 135 197 928 118
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: 0.95 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 1604 133 173 2208 261 131 1006 142 207 977 124
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 157 1604 133 173 2208 261 131 1006 142 207 977 124
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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 1604 133 173 2208 261 131 1006 142 207 977 124
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.20 0.90 0.90 0.20 0.90 0.90 0.18 0.93 0.93 0.18 0.93 0.93
Lanes: 1.00 2.77 0.23 1.00 2.68 0.32 1.00 1.75 0.25 1.00 1.77 0.23
Final Sat.: 380 4738 392 380 4564 540 346 3103 438 346 3148 400
Capacity Analysis Module:
Vol/Sat: 0.41 0.34 0.34 0.45 0.48 0.48 0.38 0.32 0.32 0.60 0.31 0.31
Crit Moves: ****
Green/Cycle: 0.40 0.40 0.40 0.40 0.40 0.40 0.44 0.44 0.44 0.44 0.44 0.44
Volume/Cap: 1.03 0.85 0.85 1.14 1.21 1.21 0.86 0.74 0.74 1.36 0.71 0.71
Delay/Veh: 96.7 17.1 17.1 129.1 114 114.1 48.1 13.5 13.5 213.6 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: 96.7 17.1 17.1 129.1 114 114.1 48.1 13.5 13.5 213.6 12.9 12.9
LOS by Move: F B B F F F D B B F B B
HCM2kAvgQ: 7 12 12 9 37 37 5 10 10 12 9 9
Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #11 Owensmouth Ave & Marilla St
Cycle (sec): 50 Critical Vol./Cap.(X): 0.946
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 23.7
Optimal Cycle: 84 Level Of Service: C

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, and Lanes. Rows include Owensmouth Ave and Marilla St with various movement and control details.

Table with columns for Volume Module, Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume. Rows include Owensmouth Ave and Marilla St.

Table with columns for Saturation Flow Module, Sat/Lane, Adjustment, Lanes, and Final Sat. Rows include Owensmouth Ave and Marilla St.

Table with columns for Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ. Rows include Owensmouth Ave and Marilla St.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #12 Owensmouth Ave & Plummer St
Cycle (sec): 100 Critical Vol./Cap.(X): 0.845
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 23.8
Optimal Cycle: 0 Level Of Service: C

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, and Lanes. Rows include Owensmouth Ave and Plummer St with various movement and control details.

Table with columns for Volume Module, Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume. Rows include Owensmouth Ave and Plummer St.

Table with columns for Saturation Flow Module, Adjustment, Lanes, and Final Sat. Rows include Owensmouth Ave and Plummer St.

Table with columns for Capacity Analysis Module, Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApprAdjDel, LOS by Appr, and AllWayAvgQ. Rows include Owensmouth Ave and Plummer St.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

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

Intersection #13 Canoga Ave &Plummer St

Average Delay (sec/veh): 4.4 Worst Case Level Of Service: D[28.9]

Street Name: Canoga Ave Plummer St

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 0 0 0 0 0 1 0 0 0 0 0

Volume Module:
Base Vol: 215 781 0 0 670 72 17 0 202 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

Critical Gap Module:
Critical Gp: 4.1 xxxxx xxxxx xxxxx xxxxx xxxxx 6.4 xxxxx 6.2 xxxxx xxxxx xxxxx
FollowUpTim: 2.2 xxxxx xxxxx xxxxx xxxxx xxxxx 3.5 xxxxx 3.3 xxxxx xxxxx xxxxx

Capacity Module:
Cnflct Vol: 781 xxxxx xxxxx xxxxx xxxxx xxxxx 2018 xxxxx 743 xxxxx xxxxx xxxxx
Potent Cap.: 845 xxxxx xxxxx xxxxx xxxxx xxxxx 65 xxxxx 418 xxxxx xxxxx xxxxx

Level Of Service Module:
2Way95thQ: 1.1 xxxxx xxxxx xxxxx xxxxx xxxxx 1.2 xxxxx 2.8 xxxxx xxxxx xxxxx
Control Del: 10.8 xxxxx xxxxx xxxxx xxxxx xxxxx 108.2 xxxxx 22.2 xxxxx xxxxx xxxxx

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

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

Intersection #14 Owensmouth Ave & Nordhoff St

Cycle (sec): 50 Critical Vol./Cap.(X): 0.906
Loss Time (sec): 8 (Y+R=4.5 sec) Average Delay (sec/veh): 17.3

Optimal Cycle: 72 Level Of Service: B

Street Name: Owensmouth Ave Nordhoff 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: 8 8 8 8 8 8 17 17 17 17 17 17
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0 2 0 1

Volume Module:
Base Vol: 51 218 122 81 279 37 62 806 43 149 728 136
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.37 0.95 0.95 0.37 0.98 0.98 0.36 0.99 0.99 0.15 0.95 0.85

Capacity Analysis Module:
Vol/Sat: 0.08 0.20 0.20 0.12 0.18 0.18 0.10 0.47 0.47 0.56 0.21 0.09
Crit Moves: ****
Green/Cycle: 0.22 0.22 0.22 0.22 0.22 0.22 0.62 0.62 0.62 0.62 0.62 0.62

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

 Intersection #15 Canoga Ave & Nordhoff St

 Cycle (sec): 50 Critical Vol./Cap.(X): 1.679
 Loss Time (sec): 8 (Y+R=4.5 sec) Average Delay (sec/veh): 53.9
 Optimal Cycle: 100 Level Of Service: D

Street Name:	Canoga Ave			Nordhoff St		
	North Bound			South Bound		
Approach:	L	T	R	L	T	R
Control:	Permitted			Permitted		
Rights:	Include			Include		
Min. Green:	20	20	20	11	11	11
Lanes:	1	0	1	1	0	1

Volume Module:	Canoga Ave			Nordhoff St		
	North Bound			South Bound		
Base Vol:	129	779	174	193	727	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	779	174	193	727	5
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:	136	820	183	203	765	5
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	136	820	183	203	765	5
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
FinalVolume:	136	820	183	203	765	5

Saturation Flow Module:	Canoga Ave			Nordhoff St		
	North Bound			South Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.27	0.92	0.92	0.20	0.95	0.95
Lanes:	1.00	1.63	0.37	1.00	1.99	0.01
Final Sat.:	513	2871	641	380	3582	25

Capacity Analysis Module:	Canoga Ave			Nordhoff St		
	North Bound			South Bound		
Vol/Sat:	0.26	0.29	0.29	0.53	0.21	0.21
Crit Moves:	****			****		
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	0.66	0.71	0.71	1.34	0.53	0.53
Delay/Veh:	20.1	14.4	14.4	204.1	11.8	11.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.1	14.4	14.4	204.1	11.8	11.8
LOS by Move:	C	B	B	F	B	B
HCM2kAvgQ:	3	8	8	12	5	5

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

 Intersection #16 De Soto Ave & Nordhoff St

 Cycle (sec): 75 Critical Vol./Cap.(X): 1.109
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 154.5
 Optimal Cycle: 100 Level Of Service: F

Street Name:	De Soto Ave			Nordhoff St		
	North Bound			South Bound		
Approach:	L	T	R	L	T	R
Control:	Permitted			Prot+Permit		
Rights:	Include			Include		
Min. Green:	12	12	12	5	12	12
Lanes:	1	0	2	1	0	2

Volume Module:	De Soto Ave			Nordhoff St		
	North Bound			South Bound		
Base Vol:	74	1437	126	125	2096	403
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	1437	126	125	2096	403
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:	78	1513	133	132	2206	424
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	78	1513	133	132	2206	424
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
FinalVolume:	78	1513	133	132	2206	424

Saturation Flow Module:	De Soto Ave			Nordhoff St		
	North Bound			South Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.89	0.89
Lanes:	1.00	2.76	0.24	1.00	2.52	0.48
Final Sat.:	1805	4712	413	1805	4246	816

Capacity Analysis Module:	De Soto Ave			Nordhoff St		
	North Bound			South Bound		
Vol/Sat:	0.04	0.32	0.32	0.07	0.52	0.52
Crit Moves:	****			****		
Green/Cycle:	0.16	0.41	0.41	0.34	0.34	0.34
Volume/Cap:	0.27	0.79	0.79	0.49	1.52	1.52
Delay/Veh:	28.2	21.4	21.4	21.3	263	262.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.2	21.4	21.4	21.3	263	262.6
LOS by Move:	C	C	C	F	F	F
HCM2kAvgQ:	2	14	14	3	64	64

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

 Intersection #17 Parthenia St. & Owensmouth Ave.

Cycle (sec): 50 Critical Vol./Cap.(X): 0.635
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 10.9
 Optimal Cycle: 37 Level Of Service: B

Street Name: Owensmouth Ave. Parthenia 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:	8	8	8	8	8	8	15	15	15	15	15	15				
Lanes:	0	1	0	0	1	0	1	0	2	0	1	1	0	2	0	1

Volume Module:
 Base Vol: 10 241 254 92 309 79 41 424 25 241 554 109
 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: 10 241 254 92 309 79 41 424 25 241 554 109
 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: 11 254 267 97 325 83 43 446 26 254 583 115
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 11 254 267 97 325 83 43 446 26 254 583 115
 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
 FinalVolume: 11 254 267 97 325 83 43 446 26 254 583 115

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.98 0.98 0.85 0.86 0.86 0.85 0.39 0.95 0.85 0.49 0.95 0.85
 Lanes: 0.04 0.96 1.00 0.23 0.77 1.00 1.00 2.00 1.00 1.00 2.00 1.00
 Final Sat.: 74 1793 1615 376 1262 1615 745 3610 1615 922 3610 1615

Capacity Analysis Module:
 Vol/Sat: 0.14 0.14 0.17 0.26 0.26 0.05 0.06 0.12 0.02 0.28 0.16 0.07
 Crit Moves: ****
 Green/Cycle: 0.41 0.41 0.41 0.41 0.41 0.41 0.43 0.43 0.43 0.43 0.43 0.43
 Volume/Cap: 0.35 0.35 0.41 0.63 0.63 0.13 0.13 0.28 0.04 0.63 0.37 0.16
 Delay/Veh: 10.5 10.5 11.0 13.9 13.9 9.4 8.7 9.2 8.2 14.4 9.7 8.7
 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: 10.5 10.5 11.0 13.9 13.9 9.4 8.7 9.2 8.2 14.4 9.7 8.7
 LOS by Move: B B B B B A A A A B A A
 HCM2kAvgQ: 3 3 3 6 6 1 1 3 0 4 3 1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

 Intersection #18 Canoga Ave & Parthenia St

Cycle (sec): 50 Critical Vol./Cap.(X): 1.098
 Loss Time (sec): 8 (Y+R=5.0 sec) Average Delay (sec/veh): 33.0
 Optimal Cycle: 100 Level Of Service: C

Street Name: Canoga Ave Parthenia 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:	22	22	22	22	22	22	18	18	18	18	18	18		
Lanes:	1	0	1	1	0	1	1	0	1	1	0	2	0	1

Volume Module:
 Base Vol: 29 723 186 82 1068 14 95 629 117 361 802 294
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 29 723 186 82 1068 14 95 629 117 361 802 294
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
 PHF Volume: 31 761 196 86 1124 15 100 662 123 380 844 309
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 31 761 196 86 1124 15 100 662 123 380 844 309
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 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: 31 761 196 86 1124 15 100 662 123 380 844 309

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.18 0.92 0.92 0.21 0.95 0.95 0.24 0.95 0.85 0.33 0.95 0.85
 Lanes: 1.00 1.59 0.41 1.00 1.97 0.03 1.00 2.00 1.00 1.00 2.00 1.00
 Final Sat.: 346 2782 716 393 3556 47 447 3610 1615 627 3610 1615

Capacity Analysis Module:
 Vol/Sat: 0.09 0.27 0.27 0.22 0.32 0.32 0.22 0.18 0.08 0.61 0.23 0.19
 Crit Moves: ****
 Green/Cycle: 0.44 0.44 0.44 0.44 0.44 0.44 0.40 0.40 0.40 0.40 0.40 0.40
 Volume/Cap: 0.20 0.62 0.62 0.50 0.72 0.72 0.56 0.46 0.19 1.52 0.58 0.48
 Delay/Veh: 9.3 11.6 11.6 12.3 13.1 13.1 15.6 11.3 9.9 266.3 12.4 11.7
 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: 9.3 11.6 11.6 12.3 13.1 13.1 15.6 11.3 9.9 266.3 12.4 11.7
 LOS by Move: A B B B B B A B A F B B
 HCM2kAvgQ: 1 7 7 2 9 9 2 4 1 24 6 4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

 Intersection #19 De Soto Ave & Parthenia St

 Cycle (sec): 50 Critical Vol./Cap.(X): 1.712
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 104.3
 Optimal Cycle: 100 Level Of Service: F

Street Name:	De Soto Ave			Parthenia St			West Bound		
	North Bound	South Bound	East Bound	West Bound	North Bound	South Bound	East Bound	West Bound	
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	
Control:	Permitted			Permitted			Permitted		
Rights:	Include			Include			Include		
Min. Green:	18 18 18	18 18 18	10 10 10	10 10 10	10 10 10	10 10 10	10 10 10	10 10 10	
Lanes:	1 0 2 1 0	1 0 2 1 0	1 0 2 0 1	1 0 2 0 1	1 0 2 0 1	1 0 2 0 1	1 0 2 0 1	1 0 2 0 1	

Volume Module:

Base Vol:	45 1340	95 247 1751	117 76 817	31 94 1431	145
Growth Adj:	1.00 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 1340	95 247 1751	117 76 817	31 94 1431	145
User Adj:	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00
PHF Adj:	0.95 0.95	0.95 0.95 0.95	0.95 0.95 0.95	0.95 0.95 0.95	0.95
PHF Volume:	47 1411	100 260 1843	123 80 860	33 99 1506	153
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0	0
Reduced Vol:	47 1411	100 260 1843	123 80 860	33 99 1506	153
PCE Adj:	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00
MLF Adj:	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:	47 1411	100 260 1843	123 80 860	33 99 1506	153

Saturation Flow Module:

Sat/Lane:	1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900
Adjustment:	0.13 0.90	0.90 0.13 0.90	0.90 0.33 0.95	0.85 0.33 0.95	0.85
Lanes:	1.00 2.80	0.20 1.00 2.81	0.19 1.00 2.00	1.00 1.00 2.00	1.00
Final Sat.:	255 4795	340 255 4818	322 623 3610	1615 623 3610	1615

Capacity Analysis Module:

Vol/Sat:	0.19 0.29	0.29 1.02 0.38	0.38 0.13 0.24	0.02 0.16 0.42	0.09
Crit Moves:	****			****	
Green/Cycle:	0.60 0.60	0.60 0.60 0.60	0.60 0.24 0.24	0.24 0.24 0.24	0.24
Volume/Cap:	0.31 0.49	0.49 1.71 0.64	0.64 0.53 0.98	0.08 0.65 1.71	0.39
Delay/Veh:	6.2 5.9	5.9 357.0 7.1	7.1 19.8 43.6	14.7 26.7 344	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:	6.2 5.9	5.9 357.0 7.1	7.1 19.8 43.6	14.7 26.7 344	16.4
LOS by Move:	A A A	F A A	B D B	C F B	B
HCM2kAvgQ:	1 5	5 19 8	8 2 13	0 3 55	2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

 Intersection #20 Owensmouth Ave & Roscoe Blvd

 Cycle (sec): 100 Critical Vol./Cap.(X): 1.007
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 28.9
 Optimal Cycle: 100 Level Of Service: C

Street Name:	Owensmouth Ave			Roscoe Blvd			West Bound		
	North Bound	South Bound	East Bound	West Bound	North Bound	South Bound	East Bound	West Bound	
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	
Control:	Permitted			Permitted			Permitted		
Rights:	Include			Include			Include		
Min. Green:	10 10 10	10 10 10	10 10 10	10 10 10	10 10 10	10 10 10	10 10 10	10 10 10	
Lanes:	0 0 1 0 0	0 0 1 0 0	1 0 2 1 0	1 0 2 1 0	1 0 2 1 0	1 0 2 1 0	1 0 2 1 0	1 0 2 1 0	

Volume Module:

Base Vol:	38 166	124 86 355	161 138 1133	69 119 1204	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:	38 166	124 86 355	161 138 1133	69 119 1204	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:	40 175	131 91 374	169 145 1193	73 125 1267	53
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0	0
Reduced Vol:	40 175	131 91 374	169 145 1193	73 125 1267	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
FinalVolume:	40 175	131 91 374	169 145 1193	73 125 1267	53

Saturation Flow Module:

Sat/Lane:	1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900
Adjustment:	0.82 0.82	0.82 0.84 0.84	0.84 0.15 0.90	0.90 0.16 0.90	0.90
Lanes:	0.11 0.51	0.38 0.14 0.59	0.27 1.00 2.83	0.17 1.00 2.88	0.12
Final Sat.:	182 793	592 227 936	425 276 4845	295 300 4950	206

Capacity Analysis Module:

Vol/Sat:	0.22 0.22	0.22 0.40 0.40	0.40 0.53 0.25	0.25 0.42 0.26	0.26
Crit Moves:	****			****	
Green/Cycle:	0.40 0.40	0.40 0.40 0.40	0.40 0.52 0.52	0.52 0.52 0.52	0.52
Volume/Cap:	0.56 0.56	0.56 1.01 1.01	1.01 1.01 0.47	0.47 0.80 0.49	0.49
Delay/Veh:	24.5 24.5	24.5 67.8 67.8	67.8 100.6 15.2	15.2 43.5 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:	24.5 24.5	24.5 67.8 67.8	67.8 100.6 15.2	15.2 43.5 15.4	15.4
LOS by Move:	C C C	E E E	F B B	D B B	B
HCM2kAvgQ:	9 9	9 27 27	27 8 9	9 5 10	10

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #21 Canoga Ave & Roscoe Blvd
Cycle (sec): 50 Critical Vol./Cap.(X): 1.075
Loss Time (sec): 8 (Y+R=5.0 sec) Average Delay (sec/veh): 26.7
Optimal Cycle: 100 Level Of Service: C

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Canoga Ave and Roscoe Blvd.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #22 De Soto Ave & Roscoe Blvd
Cycle (sec): 100 Critical Vol./Cap.(X): 0.979
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 34.3
Optimal Cycle: 100 Level Of Service: C

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for De Soto Ave and Roscoe Blvd.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #23 Saticoy St. & Owensmouth Ave.

Cycle (sec): 50 Critical Vol./Cap.(X): 1.434
Loss Time (sec): 8 (Y+R=4.5 sec) Average Delay (sec/veh): 53.0
Optimal Cycle: 100 Level Of Service: D

Street Name: Owensmouth Ave. Saticoy 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: 8 8 8 8 8 8 16 16 16 16 16 16
Lanes: 0 1 0 0 1 0 0 1 0 0 1 0 2 0 1

Volume Module:
Base Vol: 51 180 62 66 440 57 58 1316 58 207 1316 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: 51 180 62 66 440 57 58 1316 58 207 1316 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: 54 189 65 69 463 60 61 1385 61 218 1385 85
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 54 189 65 69 463 60 61 1385 61 218 1385 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
FinalVolume: 54 189 65 69 463 60 61 1385 61 218 1385 85

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.65 0.65 0.85 0.86 0.86 0.86 0.14 0.95 0.85 0.14 0.95 0.85
Lanes: 0.22 0.78 1.00 0.12 0.78 0.10 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 274 967 1615 192 1283 166 258 3610 1615 258 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.20 0.20 0.04 0.36 0.36 0.36 0.24 0.38 0.04 0.84 0.38 0.05
Crit Moves: ****
Green/Cycle: 0.25 0.25 0.25 0.25 0.25 0.25 0.59 0.59 0.59 0.59 0.59 0.59
Volume/Cap: 0.78 0.78 0.16 1.43 1.43 1.43 0.40 0.65 0.06 1.43 0.65 0.09
Delay/Veh: 29.1 29.1 14.8 227.4 227 227.4 7.3 7.6 4.4 238.9 7.6 4.5
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: 29.1 29.1 14.8 227.4 227 227.4 7.3 7.6 4.4 238.9 7.6 4.5
LOS by Move: C C B F F F A A A F A A
HCM2kAvgQ: 6 6 1 34 34 34 1 9 0 14 9 1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #24 Canoga Ave & Saticoy St

Cycle (sec): 50 Critical Vol./Cap.(X): 1.192
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 45.5
Optimal Cycle: 100 Level Of Service: D

Street Name: Canoga Ave Saticoy 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: 10 10 10 10 10 10 8 8 8 8 8 8
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 0 1

Volume Module:
Base Vol: 129 825 103 136 1384 92 134 1099 216 172 1345 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: 129 825 103 136 1384 92 134 1099 216 172 1345 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 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 136 868 108 143 1457 97 141 1157 227 181 1416 188
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 136 868 108 143 1457 97 141 1157 227 181 1416 188
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 136 868 108 143 1457 97 141 1157 227 181 1416 188

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.22 0.93 0.93 0.22 0.94 0.94 0.17 0.95 0.85 0.17 0.95 0.85
Lanes: 1.00 1.78 0.22 1.00 1.88 0.12 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 416 3155 394 416 3355 223 319 3610 1615 319 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.33 0.28 0.28 0.34 0.43 0.43 0.44 0.32 0.14 0.57 0.39 0.12
Crit Moves: ****
Green/Cycle: 0.36 0.36 0.36 0.36 0.36 0.36 0.48 0.48 0.48 0.48 0.48 0.48
Volume/Cap: 0.90 0.76 0.76 0.94 1.19 1.19 0.93 0.67 0.30 1.19 0.82 0.25
Delay/Veh: 58.9 16.5 16.5 71.9 110 110.3 64.5 11.2 8.2 147.1 14.7 7.9
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: 58.9 16.5 16.5 71.9 110 110.3 64.5 11.2 8.2 147.1 14.7 7.9
LOS by Move: E B B E F F E B A F B A
HCM2kAvgQ: 5 9 9 6 33 33 5 8 2 9 13 2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #25 De Soto Ave & Saticoy St

Cycle (sec): 75 Critical Vol./Cap.(X): 1.222
 Loss Time (sec): 16 (Y+R=5.0 sec) Average Delay (sec/veh): 151.9
 Optimal Cycle: 100 Level Of Service: F

Street Name:	De Soto Ave			Saticoy St		
	North Bound	South Bound	East Bound	West Bound	West Bound	West Bound
Approach:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Prot+Permit	Prot+Permit	Permitted		
Rights:	Include	Include	Include	Include		
Min. Green:	10 10 10	5 10 10	5 10 10	10 10 10		
Lanes:	1 0 2 1 0	1 0 2 1 0	1 0 2 0 1	1 0 2 0 1		

Volume Module:												
Base Vol:	149	921	177	117	1570	191	162	1162	117	201	1593	79
Growth Adj:	1.00	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	921	177	117	1570	191	162	1162	117	201	1593	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	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	969	186	123	1653	201	171	1223	123	212	1677	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	969	186	123	1653	201	171	1223	123	212	1677	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	157	969	186	123	1653	201	171	1223	123	212	1677	83

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.89	0.89	0.95	0.90	0.90	0.55	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.52	0.48	1.00	2.67	0.33	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	4246	816	1805	4550	554	1046	3610	1615	1805	3610	1615

Capacity Analysis Module:												
Vol/Sat:	0.09	0.23	0.23	0.07	0.36	0.36	0.16	0.34	0.08	0.12	0.46	0.05
Crit Moves:				****			****					****
Green/Cycle:	0.13	0.30	0.30	0.26	0.26	0.26	0.26	0.26	0.26	0.13	0.33	0.33
Volume/Cap:	0.65	0.76	0.76	0.47	1.41	1.41	0.77	1.29	0.29	0.88	1.41	0.16
Delay/Veh:	37.1	26.0	26.0	23.5	218	217.6	37.0	166	22.5	60.6	215	17.9
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:	37.1	26.0	26.0	23.5	218	217.6	37.0	166	22.5	60.6	215	17.9
LOS by Move:	D	C	C	C	F	F	D	F	C	E	F	B
HCM2kAvgQ:	5	11	11	3	42	42	6	35	2	8	54	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #26 Valerio St. & Canoga Ave.

Cycle (sec): 50 Critical Vol./Cap.(X): 0.877
 Loss Time (sec): 8 (Y+R=3.5 sec) Average Delay (sec/veh): 14.2
 Optimal Cycle: 65 Level Of Service: B

Street Name:	Canoga Ave.			Valerio St.		
	North Bound	South Bound	East Bound	West Bound	West Bound	West Bound
Approach:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	19 19 19	19 19 19	8 8 8	8 8 8	8 8 8	8 8 8
Lanes:	1 0 1 1 0	1 0 1 1 0	1 0 0 1 0	0 1 0 0 1	0 1 0 0 1	0 1 0 0 1

Volume Module:												
Base Vol:	40	923	25	63	1647	31	42	100	29	113	263	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:	40	923	25	63	1647	31	42	100	29	113	263	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:	42	972	26	66	1734	33	44	105	31	119	277	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	972	26	66	1734	33	44	105	31	119	277	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
FinalVolume:	42	972	26	66	1734	33	44	105	31	119	277	133

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.14	0.95	0.95	0.24	0.95	0.95	0.30	0.97	0.97	0.85	0.85	0.85
Lanes:	1.00	1.95	0.05	1.00	1.96	0.04	1.00	0.78	0.22	0.30	0.70	1.00
Final Sat.:	272	3501	95	447	3533	66	562	1423	413	484	1127	1615

Capacity Analysis Module:												
Vol/Sat:	0.15	0.28	0.28	0.15	0.49	0.49	0.08	0.07	0.07	0.25	0.25	0.08
Crit Moves:				****			****					****
Green/Cycle:	0.56	0.56	0.56	0.56	0.56	0.56	0.28	0.28	0.28	0.28	0.28	0.28
Volume/Cap:	0.28	0.50	0.50	0.27	0.88	0.88	0.28	0.26	0.26	0.88	0.88	0.29
Delay/Veh:	6.7	6.9	6.9	6.3	14.2	14.2	15.0	14.3	14.3	34.5	34.5	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:	6.7	6.9	6.9	6.3	14.2	14.2	15.0	14.3	14.3	34.5	34.5	14.5
LOS by Move:	A	A	A	A	B	B	B	B	B	C	C	B
HCM2kAvgQ:	1	5	5	1	17	17	1	2	2	10	10	2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #27 Owensmouth Ave & Sherman Way

Cycle (sec): 100 Critical Vol./Cap.(X): 1.333
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 57.7
 Optimal Cycle: 100 Level Of Service: E

Street Name:	Owensmouth Ave			Sherman Way		
	North Bound	South Bound	East Bound	West Bound	West Bound	West Bound
Approach:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	10 10 10	10 10 10	20 20 20	20 20 20	20 20 20	20 20 20
Lanes:	1 0 1 1 0	1 0 1 1 0	1 0 2 0 1	1 0 2 0 1	1 0 2 0 1	1 0 2 0 1

Volume Module:

Base Vol:	82 166 130	64 630 45	57 1152 107	382 1510 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:	82 166 130	64 630 45	57 1152 107	382 1510 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:	0.95 0.95 0.95	0.95 0.95 0.95	0.95 0.95 0.95	0.95 0.95 0.95
PHF Volume:	86 175 137	67 663 47	60 1213 113	402 1589 37
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	86 175 137	67 663 47	60 1213 113	402 1589 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
FinalVolume:	86 175 137	67 663 47	60 1213 113	402 1589 37

Saturation Flow Module:

Sat/Lane:	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900
Adjustment:	0.27 0.89 0.89	0.39 0.94 0.94	0.13 0.95 0.85	0.21 0.95 0.85
Lanes:	1.00 1.12 0.88	1.00 1.87 0.13	1.00 2.00 1.00	1.00 2.00 1.00
Final Sat.:	509 1891 1481	737 3336 238	239 3610 1615	391 3610 1615

Capacity Analysis Module:

Vol/Sat:	0.17 0.09 0.09	0.09 0.20 0.20	0.25 0.34 0.07	1.03 0.44 0.02
Crit Moves:	****			****
Green/Cycle:	0.15 0.15 0.15	0.15 0.15 0.15	0.77 0.77 0.77	0.77 0.77 0.77
Volume/Cap:	1.14 0.62 0.62	0.61 1.33 1.33	0.33 0.44 0.09	1.33 0.57 0.03
Delay/Veh:	187.5 42.2 42.2	49.6 205 204.8	4.5 4.1 2.9	182.2 5.0 2.7
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:	187.5 42.2 42.2	49.6 205 204.8	4.5 4.1 2.9	182.2 5.0 2.7
LOS by Move:	F D D	D F F	A A A	F A A
HCM2kAvgQ:	6 6 6	3 25 25	1 7 1	27 11 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #28 Canoga Ave & Sherman Way

Cycle (sec): 100 Critical Vol./Cap.(X): 1.736
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 65.0
 Optimal Cycle: 100 Level Of Service: E

Street Name:	Canoga Ave			Sherman Way		
	North Bound	South Bound	East Bound	West Bound	West Bound	West Bound
Approach:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	10 10 10	10 10 10	10 10 10	10 10 10	10 10 10	10 10 10
Lanes:	1 0 1 1 0	1 0 1 1 0	1 0 2 0 1	1 0 2 0 1	1 0 2 0 1	1 0 2 0 1

Volume Module:

Base Vol:	61 890 122	136 1385 156	82 1218 51	188 1645 145
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	61 890 122	136 1385 156	82 1218 51	188 1645 145
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	0.95 0.95 0.95	0.95 0.95 0.95	0.95 0.95 0.95	0.95 0.95 0.95
PHF Volume:	64 937 128	143 1458 164	86 1282 54	198 1732 153
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	64 937 128	143 1458 164	86 1282 54	198 1732 153
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	64 937 128	143 1458 164	86 1282 54	198 1732 153

Saturation Flow Module:

Sat/Lane:	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900
Adjustment:	0.10 0.93 0.93	0.11 0.94 0.94	0.08 0.95 0.85	0.12 0.95 0.85
Lanes:	1.00 1.76 0.24	1.00 1.80 0.20	1.00 2.00 1.00	1.00 2.00 1.00
Final Sat.:	195 3118 427	201 3196 360	143 3610 1615	224 3610 1615

Capacity Analysis Module:

Vol/Sat:	0.33 0.30 0.30	0.71 0.46 0.46	0.60 0.36 0.03	0.88 0.48 0.09
Crit Moves:	****			****
Green/Cycle:	0.41 0.41 0.41	0.41 0.41 0.41	0.51 0.51 0.51	0.51 0.51 0.51
Volume/Cap:	0.80 0.73 0.73	1.74 1.11 1.11	1.18 0.70 0.07	1.74 0.94 0.19
Delay/Veh:	68.2 26.8 26.8	405.8 90.0 90.0	187.0 19.8 12.5	389.3 33.3 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:	68.2 26.8 26.8	405.8 90.0 90.0	187.0 19.8 12.5	389.3 33.3 13.4
LOS by Move:	E C C	F F F	F B B	F C B
HCM2kAvgQ:	4 16 16	13 41 41	7 16 1	18 32 3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

 Intersection #29 De Soto Ave & Sherman Way

Cycle (sec): 100 Critical Vol./Cap.(X): 1.273
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 86.9
 Optimal Cycle: 100 Level Of Service: F

Street Name: De Soto Ave Sherman Way
 Approach: 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: 10 10 10 10 10 10 5 12 12 5 12 12
 Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 2 1 0

Volume Module:
 Base Vol: 91 1114 182 145 1545 200 131 1306 82 229 1864 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: 91 1114 182 145 1545 200 131 1306 82 229 1864 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: 96 1173 192 153 1626 211 138 1375 86 241 1962 173
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 96 1173 192 153 1626 211 138 1375 86 241 1962 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
 FinalVolume: 96 1173 192 153 1626 211 138 1375 86 241 1962 173

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.08 0.89 0.89 0.13 0.89 0.89 0.95 0.90 0.90 0.95 0.90 0.90
 Lanes: 1.00 2.58 0.42 1.00 2.66 0.34 1.00 2.82 0.18 1.00 2.76 0.24
 Final Sat.: 154 4365 713 243 4514 584 1805 4837 304 1805 4710 414

Capacity Analysis Module:
 Vol/Sat: 0.62 0.27 0.27 0.63 0.36 0.36 0.08 0.28 0.28 0.13 0.42 0.42
 Crit Moves: ****
 Green/Cycle: 0.49 0.49 0.49 0.49 0.49 0.49 0.06 0.26 0.26 0.12 0.33 0.33
 Volume/Cap: 1.26 0.55 0.55 1.27 0.73 0.73 1.27 1.08 1.08 1.08 1.27 1.27
 Delay/Veh: 214.8 17.8 17.8 198.2 21.2 21.2 223.9 85.7 85.7 126.7 161 161.5
 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: 214.8 17.8 17.8 198.2 21.2 21.2 223.9 85.7 85.7 126.7 161 161.5
 LOS by Move: F B B F C C F F F F F F
 HCM2kAvgQ: 8 11 11 11 17 17 10 26 26 13 47 47

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

 Intersection #30 Owensmouth Ave & Vanowen St

Cycle (sec): 50 Critical Vol./Cap.(X): 1.019
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 22.3
 Optimal Cycle: 100 Level Of Service: C

Street Name: Owensmouth Ave Vanowen 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: 10 10 10 10 10 10 10 10 10 10 10 10
 Lanes: 1 0 2 0 1 1 0 1 1 0 1 0 2 0 1

Volume Module:
 Base Vol: 66 207 153 105 816 123 99 1052 110 208 890 103
 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: 66 207 153 105 816 123 99 1052 110 208 890 103
 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: 69 218 161 111 859 129 104 1107 116 219 937 108
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 69 218 161 111 859 129 104 1107 116 219 937 108
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 69 218 161 111 859 129 104 1107 116 219 937 108

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.29 0.95 0.85 0.61 0.93 0.93 0.26 0.95 0.85 0.20 0.95 0.85
 Lanes: 1.00 2.00 1.00 1.00 1.74 0.26 1.00 2.00 1.00 1.00 2.00 1.00
 Final Sat.: 555 3610 1615 1155 3074 463 496 3610 1615 380 3610 1615

Capacity Analysis Module:
 Vol/Sat: 0.13 0.06 0.10 0.10 0.28 0.28 0.21 0.31 0.07 0.58 0.26 0.07
 Crit Moves: ****
 Green/Cycle: 0.27 0.27 0.27 0.27 0.27 0.27 0.57 0.57 0.57 0.57 0.57 0.57
 Volume/Cap: 0.46 0.22 0.36 0.35 1.02 1.02 0.37 0.54 0.13 1.02 0.46 0.12
 Delay/Veh: 17.2 14.1 15.1 15.2 51.8 51.8 6.8 7.1 5.1 77.1 6.5 5.1
 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: 17.2 14.1 15.1 15.2 51.8 51.8 6.8 7.1 5.1 77.1 6.5 5.1
 LOS by Move: B B B B D D A A A E A A
 HCM2kAvgQ: 2 2 2 2 16 16 1 6 1 9 5 1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #31 Vanowen St & Canoga Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 1.204
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 35.6
 Optimal Cycle: 100 Level Of Service: D

Street Name: Canoga Ave Vanowen 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:	12	12	12	12	12	12	12	12	12	12	12	12				
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	1	1	0	1

Volume Module:
 Base Vol: 46 892 68 95 1192 74 66 934 88 241 1054 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: 46 892 68 95 1192 74 66 934 88 241 1054 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: 48 939 72 100 1255 78 69 983 93 254 1109 175
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 48 939 72 100 1255 78 69 983 93 254 1109 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
 FinalVolume: 48 939 72 100 1255 78 69 983 93 254 1109 175

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.12 0.95 0.85 0.12 0.95 0.85 0.19 0.94 0.94 0.20 0.95 0.85
 Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 1.83 0.17 1.00 2.00 1.00
 Final Sat.: 230 3610 1615 230 3610 1615 359 3256 307 377 3610 1615

Capacity Analysis Module:
 Vol/Sat: 0.21 0.26 0.04 0.44 0.35 0.05 0.19 0.30 0.30 0.67 0.31 0.11
 Crit Moves: ****
 Green/Cycle: 0.36 0.36 0.36 0.36 0.36 0.36 0.56 0.56 0.56 0.56 0.56 0.56
 Volume/Cap: 0.58 0.72 0.12 1.20 0.96 0.13 0.35 0.54 0.54 1.20 0.55 0.19
 Delay/Veh: 36.0 29.5 21.4 195.5 47.8 21.5 13.1 14.3 14.3 150.0 14.4 11.0
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 36.0 29.5 21.4 195.5 47.8 21.5 13.1 14.3 14.3 150.0 14.4 11.0
 LOS by Move: D C C F D C B B B F B B
 HCM2kAvgQ: 2 14 1 8 26 2 2 11 11 16 12 3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #32 Vanowen St & De Soto Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 1.333
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 102.0
 Optimal Cycle: 100 Level Of Service: F

Street Name: De Soto Ave Vanowen 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			Prot+Permit					
Rights:	Include			Include			Include			Include					
Min. Green:	12	12	12	12	12	12	12	12	12	5	12	12			
Lanes:	1	0	2	1	0	1	0	2	1	0	1	0	1	1	0

Volume Module:
 Base Vol: 58 1131 138 157 1771 232 97 1156 66 263 1219 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: 58 1131 138 157 1771 232 97 1156 66 263 1219 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: 61 1191 145 165 1864 244 102 1217 69 277 1283 169
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 61 1191 145 165 1864 244 102 1217 69 277 1283 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
 FinalVolume: 61 1191 145 165 1864 244 102 1217 69 277 1283 169

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.10 0.90 0.90 0.13 0.89 0.89 0.95 0.95 0.85 0.70 0.93 0.93
 Lanes: 1.00 2.67 0.33 1.00 2.65 0.35 1.00 2.00 1.00 1.00 1.77 0.23
 Final Sat.: 184 4549 555 241 4508 591 1805 3610 1615 1328 3131 414

Capacity Analysis Module:
 Vol/Sat: 0.33 0.26 0.26 0.68 0.41 0.41 0.06 0.34 0.04 0.21 0.41 0.41
 Crit Moves: ****
 Green/Cycle: 0.46 0.46 0.46 0.46 0.46 0.46 0.13 0.28 0.28 0.27 0.27 0.27
 Volume/Cap: 0.72 0.57 0.57 1.49 0.90 0.90 0.42 1.20 0.15 0.88 1.49 1.49
 Delay/Veh: 45.8 18.2 18.2 287.6 27.8 27.8 37.0 133 24.5 52.7 260 259.8
 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: 45.8 18.2 18.2 287.6 27.8 27.8 37.0 133 24.5 52.7 260 259.8
 LOS by Move: D B B F C C D F C D F F
 HCM2kAvgQ: 3 10 10 13 24 24 3 34 1 11 53 53

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

 Intersection #33 Owensmouth Ave & Victory Blvd

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.923
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 32.8
 Optimal Cycle: 80 Level Of Service: C

Street Name:	Owensmouth Ave			Victory Blvd			West Bound		
	North Bound	South Bound	East Bound	West Bound	North Bound	South Bound	East Bound	West Bound	
Approach:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	
Control:	Permit+Prot	Prot+Permit	Permitted	Prot+Permit	Permitted	Protected	Prot+Permit	Prot+Permit	
Rights:	Include	Include	Include	Ovl	Include	Include	Include	Ovl	
Min. Green:	5 12 12	5 12 12	10 10 10	5 10 10	12 12 12	5 12 12	5 12 12	5 12 12	
Lanes:	1 0 2 0 1	1 0 2 0 1	1 0 3 0 1	1 0 3 0 1	1 0 2 1 0	1 0 2 1 0	1 0 2 1 0	1 0 3 0 1	

Volume Module:

Base Vol:	40 236 71	175 880 92	32 1375 124	268 955 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:	40 236 71	175 880 92	32 1375 124	268 955 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:	0.95 0.95 0.95	0.95 0.95 0.95	0.95 0.95 0.95	0.95 0.95 0.95
PHF Volume:	42 248 75	184 926 97	34 1447 131	282 1005 104
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	42 248 75	184 926 97	34 1447 131	282 1005 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
FinalVolume:	42 248 75	184 926 97	34 1447 131	282 1005 104

Saturation Flow Module:

Sat/Lane:	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900
Adjustment:	0.95 0.95 0.85	0.95 0.95 0.85	0.95 0.91 0.85	0.95 0.91 0.85
Lanes:	1.00 2.00 1.00	1.00 2.00 1.00	1.00 3.00 1.00	1.00 3.00 1.00
Final Sat.:	1805 3610 1615	1805 3610 1615	1805 5187 1615	1805 5187 1615

Capacity Analysis Module:

Vol/Sat:	0.00 0.07 0.05	0.00 0.26 0.06	0.02 0.28 0.08	0.16 0.19 0.06
Crit Moves:	****	****	****	****
Green/Cycle:	0.08 0.19 0.19	0.16 0.31 0.31	0.18 0.33 0.33	0.34 0.34 0.51
Volume/Cap:	0.29 0.36 0.24	0.62 0.83 0.19	0.10 0.83 0.24	0.68 0.56 0.13
Delay/Veh:	44.5 35.3 34.5	42.9 37.8 25.7	34.6 34.3 24.3	31.3 27.1 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:	44.5 35.3 34.5	42.9 37.8 25.7	34.6 34.3 24.3	31.3 27.1 13.0
LOS by Move:	D D C	D D C	C C C	C C B
HCM2kAvgQ:	2 4 2	6 16 2	1 17 3	9 10 2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

 Intersection #34 Victory Blvd & Canoga Ave

 Cycle (sec): 120 Critical Vol./Cap.(X): 1.338
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 85.8
 Optimal Cycle: 100 Level Of Service: F

Street Name:	Canoga Ave			Victory Blvd			West Bound		
	North Bound	South Bound	East Bound	West Bound	North Bound	South Bound	East Bound	West Bound	
Approach:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	
Control:	Permitted	Protected	Prot+Permit	Prot+Permit	Permitted	Protected	Prot+Permit	Prot+Permit	
Rights:	Include	Include	Include	Ovl	Include	Include	Include	Ovl	
Min. Green:	12 12 12	5 12 12	5 12 12	5 12 12	12 12 12	5 12 12	5 12 12	5 12 12	
Lanes:	1 0 2 1 0	1 0 2 1 0	1 0 2 1 0	1 0 2 1 0	1 0 2 1 0	1 0 2 1 0	1 0 2 1 0	1 0 3 0 1	

Volume Module:

Base Vol:	124 905 135	231 1323 94	94 811 229	301 1213 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:	124 905 135	231 1323 94	94 811 229	301 1213 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:	0.95 0.95 0.95	0.95 0.95 0.95	0.95 0.95 0.95	0.95 0.95 0.95
PHF Volume:	131 953 142	243 1393 99	99 854 241	317 1277 192
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	131 953 142	243 1393 99	99 854 241	317 1277 192
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	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:	131 953 142	243 1393 99	99 854 241	317 1277 192

Saturation Flow Module:

Sat/Lane:	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900
Adjustment:	0.11 0.89 0.89	0.95 0.90 0.90	0.84 0.88 0.88	0.47 0.91 0.85
Lanes:	1.00 2.61 0.39	1.00 2.80 0.20	1.00 2.34 0.66	1.00 3.00 1.00
Final Sat.:	205 4428 661	1805 4794 341	1601 3911 1104	897 5187 1615

Capacity Analysis Module:

Vol/Sat:	0.64 0.22 0.22	0.13 0.29 0.29	0.06 0.22 0.22	0.35 0.25 0.12
Crit Moves:	****	****	****	****
Green/Cycle:	0.46 0.46 0.46	0.10 0.55 0.55	0.21 0.16 0.16	0.34 0.23 0.33
Volume/Cap:	1.40 0.47 0.47	1.37 0.53 0.53	0.58 1.37 1.37	1.02 1.05 0.36
Delay/Veh:	258.7 19.1 19.1	244.5 14.3 14.3	39.1 218 217.7	86.7 78.0 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:	258.7 19.1 19.1	244.5 14.3 14.3	39.1 218 217.7	86.7 78.0 25.7
LOS by Move:	F B B	F B B	D F F	F E C
HCM2kAvgQ:	11 9 9	18 11 11	4 28 28	15 22 5

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

 Intersection #35 Variel Ave & Victory Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.676
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 15.6
 Optimal Cycle: 45 Level Of Service: B

Street Name: Variel Ave Victory 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: 12 12 12 12 12 12 10 10 10 10 10 10
 Lanes: 1 0 0 0 1 0 0 0 0 0 1 0 3 0 0

Volume Module:
 Base Vol: 139 0 360 0 0 0 0 1419 48 79 1184 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: 139 0 360 0 0 0 0 1419 48 79 1184 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: 146 0 379 0 0 0 0 1494 51 83 1246 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 146 0 379 0 0 0 0 1494 51 83 1246 0
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 146 0 379 0 0 0 0 1494 51 83 1246 0

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.77 1.00 0.85 1.00 1.00 1.00 1.00 0.91 0.91 0.11 0.91 1.00
 Lanes: 1.00 1.00 1.00 1.00 1.00 1.00 0.00 2.90 0.10 1.00 3.00 1.00
 Final Sat.: 1461 0 1615 0 0 0 0 4992 169 215 5187 0

Capacity Analysis Module:
 Vol/Sat: 0.10 0.00 0.23 0.00 0.00 0.00 0.00 0.30 0.30 0.39 0.24 0.00
 Crit Moves: ****
 Green/Cycle: 0.35 0.00 0.35 0.00 0.00 0.00 0.00 0.57 0.57 0.57 0.57 0.00
 Volume/Cap: 0.29 0.00 0.68 0.00 0.00 0.00 0.00 0.52 0.52 0.68 0.42 0.00
 Delay/Veh: 24.0 0.0 31.1 0.0 0.0 0.0 0.0 13.2 13.2 28.9 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: 24.0 0.0 31.1 0.0 0.0 0.0 0.0 13.2 13.2 28.9 12.1 0.0
 LOS by Move: C A C A A A A B B C B A
 HCM2kAvgQ: 3 0 11 0 0 0 0 11 11 3 8 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

 Intersection #36 Victory Blvd & De Soto Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 1.137
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 60.1
 Optimal Cycle: 100 Level Of Service: E

Street Name: De Soto Ave Victory 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 Prot+Permit Prot+Permit Permit+Prot
 Rights: Include Include Include Include
 Min. Green: 5 12 12 5 12 12 5 12 12 5 12 12
 Lanes: 1 0 2 1 0 1 0 2 1 0 2 0 2 1 0 2 0 3 0 1

Volume Module:
 Base Vol: 83 1096 198 123 1793 213 86 1219 58 614 1647 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: 83 1096 198 123 1793 213 86 1219 58 614 1647 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: 87 1154 208 129 1887 224 91 1283 61 646 1734 107
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 87 1154 208 129 1887 224 91 1283 61 646 1734 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
 FinalVolume: 87 1154 208 129 1887 224 91 1283 61 646 1734 107

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.95 0.89 0.89 0.95 0.90 0.90 0.92 0.90 0.90 0.92 0.91 0.85
 Lanes: 1.00 2.54 0.46 1.00 2.68 0.32 2.00 2.86 0.14 2.00 3.00 1.00
 Final Sat.: 1805 4292 775 1805 4562 542 3502 4917 234 3502 5187 1615

Capacity Analysis Module:
 Vol/Sat: 0.00 0.27 0.27 0.00 0.41 0.41 0.00 0.26 0.26 0.00 0.33 0.07
 Crit Moves: ****
 Green/Cycle: 0.09 0.34 0.34 0.09 0.38 0.38 0.05 0.24 0.24 0.21 0.36 0.36
 Volume/Cap: 0.54 0.79 0.79 0.79 1.09 1.09 0.48 1.09 1.09 0.88 0.94 0.19
 Delay/Veh: 47.1 32.4 32.4 67.0 79.7 79.7 48.0 90.9 90.9 50.2 40.9 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: 47.1 32.4 32.4 67.0 79.7 79.7 48.0 90.9 90.9 50.2 40.9 22.3
 LOS by Move: D C C E E E D F F D D C
 HCM2kAvgQ: 3 16 16 6 36 36 2 24 24 13 24 2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #37 Erwin St & Owensmouth Ave

Cycle (sec): 60 Critical Vol./Cap.(X): 0.574
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 12.4
 Optimal Cycle: 34 Level Of Service: B

Street Name:	Owensmouth Ave			Erwin St			West Bound		
	North Bound	South Bound	East Bound	West Bound	North Bound	South Bound	East Bound	West Bound	
Approach:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	
Control:	Permitted			Permitted			Permitted		
Rights:	Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	
Lanes:	1	0	1	1	0	1	1	0	

Volume Module:												
Base Vol:	21	346	63	130	843	128	154	625	78	53	234	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:	21	346	63	130	843	128	154	625	78	53	234	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:	22	364	66	137	887	135	162	658	82	56	246	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	364	66	137	887	135	162	658	82	56	246	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
FinalVolume:	22	364	66	137	887	135	162	658	82	56	246	123

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.20	0.93	0.93	0.49	0.93	0.93	0.52	0.93	0.93	0.26	0.90	0.90
Lanes:	1.00	1.69	0.31	1.00	1.74	0.26	1.00	1.78	0.22	1.00	1.33	0.67
Final Sat.:	380	2984	543	937	3071	466	980	3155	394	485	2286	1143

Capacity Analysis Module:												
Vol/Sat:	0.06	0.12	0.12	0.15	0.29	0.29	0.17	0.21	0.21	0.12	0.11	0.11
Crit Moves:	****			****								
Green/Cycle:	0.50	0.50	0.50	0.50	0.50	0.50	0.36	0.36	0.36	0.36	0.36	0.36
Volume/Cap:	0.12	0.24	0.24	0.29	0.57	0.57	0.46	0.57	0.57	0.32	0.30	0.30
Delay/Veh:	8.1	8.5	8.5	9.0	10.9	10.9	15.5	16.0	16.0	14.8	13.8	13.8
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:	8.1	8.5	8.5	9.0	10.9	10.9	15.5	16.0	16.0	14.8	13.8	13.8
LOS by Move:	A	A	A	A	B	B	B	B	B	B	B	B
HCM2kAvgQ:	0	2	2	2	8	8	3	7	7	1	3	3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #38 Erwin St & Canoga Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 0.909
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 18.0
 Optimal Cycle: 100 Level Of Service: B

Street Name:	Canoga Ave			Erwin St			West Bound		
	North Bound	South Bound	East Bound	West Bound	North Bound	South Bound	East Bound	West Bound	
Approach:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	
Control:	Permitted			Permitted			Permitted		
Rights:	Include			Include			Include		
Min. Green:	10	10	10	10	10	10	12	12	12
Lanes:	1	0	2	1	0	2	1	0	1

Volume Module:												
Base Vol:	149	1238	82	69	1384	184	111	339	179	58	169	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:	149	1238	82	69	1384	184	111	339	179	58	169	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:	157	1303	86	73	1457	194	117	357	188	61	178	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	1303	86	73	1457	194	117	357	188	61	178	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
FinalVolume:	157	1303	86	73	1457	194	117	357	188	61	178	94

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.12	0.90	0.90	0.17	0.89	0.89	0.48	0.90	0.90	0.23	0.90	0.90
Lanes:	1.00	2.81	0.19	1.00	2.65	0.35	1.00	1.31	0.69	1.00	1.31	0.69
Final Sat.:	232	4821	319	319	4496	598	903	2240	1183	435	2242	1181

Capacity Analysis Module:												
Vol/Sat:	0.68	0.27	0.27	0.23	0.32	0.32	0.13	0.16	0.16	0.14	0.08	0.08
Crit Moves:	****			****								
Green/Cycle:	0.74	0.74	0.74	0.74	0.74	0.74	0.18	0.18	0.18	0.18	0.18	0.18
Volume/Cap:	0.91	0.36	0.36	0.31	0.44	0.44	0.74	0.91	0.91	0.80	0.45	0.45
Delay/Veh:	53.3	4.5	4.5	5.0	4.9	4.9	55.7	58.2	58.2	82.9	37.5	37.5
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:	53.3	4.5	4.5	5.0	4.9	4.9	55.7	58.2	58.2	82.9	37.5	37.5
LOS by Move:	D	A	A	A	A	A	E	E	E	F	D	D
HCM2kAvgQ:	7	6	6	1	7	7	5	12	12	4	4	4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

 Intersection #39 Oxnard St & Owensmouth Ave

 Cycle (sec): 60 Critical Vol./Cap.(X): 0.813
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 14.8
 Optimal Cycle: 58 Level Of Service: B

Street Name:	Owensmouth Ave			Oxnard St			West Bound					
Approach:	North Bound			South Bound			East 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:	12	12	12	12	12	12	10	10	10	10	10	10
Lanes:	1	0	1	1	0	1	1	0	2	1	0	2

Volume Module:

Base Vol:	27	232	74	112	929	99	100	740	213	211	460	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:	27	232	74	112	929	99	100	740	213	211	460	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:	0.95	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	244	78	118	978	104	105	779	224	222	484	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	244	78	118	978	104	105	779	224	222	484	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
FinalVolume:	28	244	78	118	978	104	105	779	224	222	484	101

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.18	0.92	0.92	0.55	0.94	0.94	0.46	0.95	0.85	0.29	0.95	0.85
Lanes:	1.00	1.52	0.48	1.00	1.81	0.19	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	338	2638	842	1051	3217	343	866	3610	1615	555	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.08	0.09	0.09	0.11	0.30	0.30	0.12	0.22	0.14	0.40	0.13	0.06
Crit Moves:	****			****			****			****		
Green/Cycle:	0.37	0.37	0.37	0.37	0.37	0.37	0.49	0.49	0.49	0.49	0.49	0.49
Volume/Cap:	0.22	0.25	0.25	0.30	0.81	0.81	0.25	0.44	0.28	0.81	0.27	0.13
Delay/Veh:	13.7	13.1	13.1	13.7	20.8	20.8	9.1	10.0	9.2	29.6	9.0	8.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.7	13.1	13.1	13.7	20.8	20.8	9.1	10.0	9.2	29.6	9.0	8.3
LOS by Move:	B	B	B	B	C	C	A	B	A	C	A	A
HCM2kAvgQ:	1	2	2	2	12	12	1	5	3	6	3	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

 Intersection #40 Oxnard St & Canoga Ave

 Cycle (sec): 120 Critical Vol./Cap.(X): 0.987
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 22.9
 Optimal Cycle: 100 Level Of Service: C

Street Name:	Canoga Ave			Oxnard St			West Bound					
Approach:	North Bound			South Bound			East 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:	12	12	12	12	12	12	10	10	10	10	10	10
Lanes:	1	0	2	1	0	2	1	0	1	1	0	1

Volume Module:

Base Vol:	151	1276	81	130	1240	221	99	453	133	104	489	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	151	1276	81	130	1240	221	99	453	133	104	489	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	159	1343	85	137	1305	233	104	477	140	109	515	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	1343	85	137	1305	233	104	477	140	109	515	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	159	1343	85	137	1305	233	104	477	140	109	515	83

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.12	0.90	0.90	0.14	0.89	0.89	0.27	0.92	0.92	0.25	0.93	0.93
Lanes:	1.00	2.82	0.18	1.00	2.55	0.45	1.00	1.55	0.45	1.00	1.72	0.28
Final Sat.:	234	4833	307	272	4301	767	504	2696	791	479	3043	492

Capacity Analysis Module:

Vol/Sat:	0.68	0.28	0.28	0.50	0.30	0.30	0.21	0.18	0.18	0.23	0.17	0.17
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:	0.99	0.40	0.40	0.73	0.44	0.44	0.89	0.76	0.76	0.99	0.73	0.73
Delay/Veh:	82.2	6.8	6.8	23.4	7.1	7.1	88.4	40.2	40.2	119.6	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:	82.2	6.8	6.8	23.4	7.1	7.1	88.4	40.2	40.2	119.6	38.9	38.9
LOS by Move:	F	A	A	C	A	A	F	D	D	F	D	D
HCM2kAvgQ:	9	7	7	4	8	8	6	11	11	7	10	10

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

 Intersection #41 Oxnard St & De Soto Ave

 Cycle (sec): 90 Critical Vol./Cap.(X): 2.140
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 88.4
 Optimal Cycle: 100 Level Of Service: F

Street Name:	De Soto Ave			Oxnard St			West Bound					
Approach:	North Bound			South Bound			East 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:	20	20	20	20	20	20	10	10	10	10	10	10
Lanes:	1	0	2	1	0	2	1	0	1	1	0	1

Volume Module:

Base Vol:	182	1371	97	109	2342	167	110	453	165	130	489	88
Growth Adj:	1.00	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	1371	97	109	2342	167	110	453	165	130	489	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	192	1443	102	115	2465	176	116	477	174	137	515	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	192	1443	102	115	2465	176	116	477	174	137	515	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	192	1443	102	115	2465	176	116	477	174	137	515	93

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.06	0.90	0.90	0.14	0.90	0.90	0.24	1.00	0.85	0.24	0.93	0.93
Lanes:	1.00	2.80	0.20	1.00	2.80	0.20	1.00	1.00	1.00	1.00	1.69	0.31
Final Sat.:	116	4796	339	262	4793	342	465	1900	1615	465	2989	538

Capacity Analysis Module:

Vol/Sat:	1.66	0.30	0.30	0.44	0.51	0.51	0.25	0.25	0.11	0.29	0.17	0.17
Crit Moves:	****			****								
Green/Cycle:	0.77	0.77	0.77	0.77	0.77	0.77	0.14	0.14	0.14	0.14	0.14	0.14
Volume/Cap:	2.14	0.39	0.39	0.57	0.66	0.66	1.45	1.83	0.78	1.71	1.25	1.25
Delay/Veh:	558.3	3.4	3.4	7.8	5.2	5.2	296.9	425	53.8	405.7	168	168.5
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:	558.3	3.4	3.4	7.8	5.2	5.2	296.9	425	53.8	405.7	168	168.5
LOS by Move:	F	A	A	A	A	A	F	F	D	F	F	F
HCM2kAvgQ:	19	5	5	2	13	13	10	41	7	12	20	20

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

 Intersection #42 Lassen St & Busway A

 Cycle (sec): 50 Critical Vol./Cap.(X): 0.403
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 2.1
 Optimal Cycle: 33 Level Of Service: A

Street Name:	Busway A			Lassen St			West Bound					
Approach:	North Bound			South Bound			East 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:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0	0	1	0	0	1	0	0	1	1	0	2

Volume Module:

Base Vol:	0	0	0	0	0	0	0	1050	0	0	990	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1050	0	0	990	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	0	0	0	0	1105	0	0	1042	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1105	0	0	1042	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1105	0	0	1042	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	0	1900	0	0	1900	0	1900	3610	1900	1900	3610	1900

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.31	0.00	0.00	0.29	0.00
Crit Moves:	****			****								
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.76	0.00	0.00	0.76	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.40	0.00	0.00	0.38	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.2	0.0	0.0	2.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.2	0.0	0.0	2.1	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	3	0	0	3	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

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

 Intersection #43 Lassen St & Busway B

 Cycle (sec): 50 Critical Vol./Cap.(X): 0.364
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 1.0
 Optimal Cycle: 25 Level Of Service: A

Street Name:	Busway B			Lassen St			West Bound					
Approach:	North Bound			South Bound			East 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:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0	0	1	0	0	1	0	0	2	0	0	2

Volume Module:

Base Vol:	0	0	0	0	0	0	0	1050	0	0	990	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1050	0	0	990	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	0	0	0	0	1105	0	0	1042	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1105	0	0	1042	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1105	0	0	1042	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	1900	0	0	1900	0	0	3610	0	0	3610	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.31	0.00	0.00	0.29	0.00
Crit Moves:	****											
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.84	0.00	0.00	0.84	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.36	0.00	0.00	0.34	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	2	0	0	2	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

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

 Intersection #44 Lassen St & Busway C

 Cycle (sec): 50 Critical Vol./Cap.(X): 0.364
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 1.0
 Optimal Cycle: 25 Level Of Service: A

Street Name:	Busway C			Lassen St			West Bound					
Approach:	North Bound			South Bound			East 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:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0	0	1	0	0	1	0	0	2	0	0	2

Volume Module:

Base Vol:	0	0	0	0	0	0	0	1050	0	0	990	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1050	0	0	990	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	0	0	0	0	1105	0	0	1042	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1105	0	0	1042	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1105	0	0	1042	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	1900	0	0	1900	0	0	3610	0	0	3610	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.31	0.00	0.00	0.29	0.00
Crit Moves:	****											
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.84	0.00	0.00	0.84	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.36	0.00	0.00	0.34	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	2	0	0	2	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

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

Intersection #45 Canoga Ave & Busway

Cycle (sec): 0 Critical Vol./Cap.(X): 0.626
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 3.9
Optimal Cycle: 41 Level Of Service: A

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

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

Intersection #46 Canoga Ave & MOL

Cycle (sec): 0 Critical Vol./Cap.(X): 0.581
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 21.4
Optimal Cycle: 100 Level Of Service: C

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

 Intersection #1 De Soto Ave & Chatsworth St

 Cycle (sec): 90 Critical Vol./Cap.(X): 1.350
 Loss Time (sec): 12 (Y+R=5.0 sec) Average Delay (sec/veh): 150.6
 Optimal Cycle: 100 Level Of Service: F

Street Name:	De Soto Ave			Chatsworth St			West Bound		
	North Bound	South Bound	East Bound	West Bound	South Bound	East Bound	West Bound	West Bound	
Approach:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	
Control:	Protected	Protected	Permitted	Permitted					
Rights:	Include	Include	Include	Ovl					
Min. Green:	5 10 10	5 10 10	10 10 10	10 10 10					
Lanes:	1 0 2 1 0	1 0 2 0 1	1 0 1 1 0	1 0 1 0 1					

Volume Module:

Base Vol:	38 2856	44 125 1981	273 480 361	58 113 213	433
Growth Adj:	1.00 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 2856	44 125 1981	273 480 361	58 113 213	433
User Adj:	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00
PHF Adj:	0.95 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 3006	46 132 2085	287 505 380	61 119 224	456
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0	0
Reduced Vol:	40 3006	46 132 2085	287 505 380	61 119 224	456
PCE Adj:	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00
MLF Adj:	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:	40 3006	46 132 2085	287 505 380	61 119 224	456

Saturation Flow Module:

Sat/Lane:	1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900
Adjustment:	0.95 0.91	0.91 0.95 0.95	0.85 0.52 0.93	0.93 0.45 1.00	0.85
Lanes:	1.00 2.95	0.05 1.00 2.00	1.00 1.00 1.72	0.28 1.00 1.00	1.00
Final Sat.:	1805 5098	79 1805 3610	1615 996 3045	489 849 1900	1615

Capacity Analysis Module:

Vol/Sat:	0.02 0.59	0.59 0.07 0.58	0.18 0.51 0.12	0.12 0.14 0.12	0.28
Crit Moves:	****	****	****	****	****
Green/Cycle:	0.06 0.44	0.44 0.06 0.44	0.44 0.38 0.38	0.38 0.38 0.38	0.43
Volume/Cap:	0.40 1.35	1.35 1.31 1.33	0.41 1.35 0.33	0.33 0.37 0.31	0.66
Delay/Veh:	43.6 187	187.1 237.4 176	17.8 203.6 20.2	20.2 21.2 20.2	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:	43.6 187	187.1 237.4 176	17.8 203.6 20.2	20.2 21.2 20.2	22.6
LOS by Move:	D F F	F F F	B F C	C C C	C
HCM2kAvgQ:	2 68	68 10 65	6 32 5	5 3 4	11

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

 Intersection #2 Topanga Canyon Blvd & Devonshire St

 Cycle (sec): 90 Critical Vol./Cap.(X): 1.309
 Loss Time (sec): 16 (Y+R=5.0 sec) Average Delay (sec/veh): 136.1
 Optimal Cycle: 100 Level Of Service: F

Street Name:	Topanga Canyon Blvd			Devonshire St			West Bound		
	North Bound	South Bound	East Bound	West Bound	South Bound	East Bound	West Bound	West Bound	
Approach:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	
Control:	Permitted	Prot+Permit	Split Phase	Split Phase					
Rights:	Include	Include	Include	Ovl					
Min. Green:	10 10 10	5 10 10	5 10 5	5 10 10					
Lanes:	1 0 2 1 0	1 0 1 1 0	1 0 1 1 0	2 0 1 0 1					

Volume Module:

Base Vol:	58 2754	384 210 1605	109 170 403	34 399 339	399
Growth Adj:	1.00 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 2754	384 210 1605	109 170 403	34 399 339	399
User Adj:	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00
PHF Adj:	0.95 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 2899	404 221 1689	115 179 424	36 420 357	420
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0	0
Reduced Vol:	61 2899	404 221 1689	115 179 424	36 420 357	420
PCE Adj:	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00
MLF Adj:	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:	61 2899	404 221 1689	115 179 424	36 420 357	420

Saturation Flow Module:

Sat/Lane:	1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900
Adjustment:	0.95 0.89	0.89 0.34 0.94	0.94 0.95 0.94	0.94 0.92 1.00	0.85
Lanes:	1.00 2.63	0.37 1.00 1.87	0.13 1.00 1.84	0.16 2.00 1.00	1.00
Final Sat.:	1805 4470	623 648 3347	227 1805 3289	277 3502 1900	1615

Capacity Analysis Module:

Vol/Sat:	0.03 0.65	0.65 0.34 0.50	0.50 0.10 0.13	0.13 0.12 0.19	0.26
Crit Moves:	****	****	****	****	****
Green/Cycle:	0.11 0.48	0.48 0.46 0.46	0.46 0.11 0.11	0.11 0.14 0.14	0.23
Volume/Cap:	0.30 1.35	1.35 0.89 1.10	1.10 0.89 1.16	1.16 0.86 1.35	1.13
Delay/Veh:	37.7 183	182.9 45.0 77.5	77.5 75.0 137	136.8 52.3 218	121.5
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:	37.7 183	182.9 45.0 77.5	77.5 75.0 137	136.8 52.3 218	121.5
LOS by Move:	D F F	D E E	E F F	D F F	F
HCM2kAvgQ:	2 73	73 9 41	41 8 14	14 9 24	21

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Owensmouth Ave & Devonshire St

Cycle (sec): 90 Critical Vol./Cap.(X): 1.414
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 90.5
Optimal Cycle: 100 Level Of Service: F

Street Name: Owensmouth Ave Devonshire 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: 10 10 10 0 10 10 10 10 10 10 10 10

Lanes: 0 0 1 0 0 0 0 1 0 0 1 0 1

Volume Module:

Base Vol: 141 658 334 113 115 34 20 918 43 164 1218 168

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 141 658 334 113 115 34 20 918 43 164 1218 168

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95

PHF Volume: 148 693 352 119 121 36 21 966 45 173 1282 177

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 148 693 352 119 121 36 21 966 45 173 1282 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

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 148 693 352 119 121 36 21 966 45 173 1282 177

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.88 0.88 0.88 0.40 0.40 0.40 0.11 0.95 0.85 0.16 0.95 0.85

Lanes: 0.12 0.59 0.29 0.43 0.44 0.13 1.00 2.00 1.00 1.00 2.00 1.00

Final Sat.: 207 966 490 328 334 99 207 3610 1615 302 3610 1615

Capacity Analysis Module:

Vol/Sat: 0.72 0.72 0.72 0.36 0.36 0.36 0.10 0.27 0.03 0.57 0.36 0.11

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: 1.41 1.41 1.41 0.71 0.71 0.71 0.25 0.66 0.07 1.41 0.88 0.27

Delay/Veh: 215.5 216 215.5 23.4 23.4 23.4 19.4 23.0 16.5 254.4 31.2 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: 215.5 216 215.5 23.4 23.4 23.4 19.4 23.0 16.5 254.4 31.2 18.2

LOS by Move: F F F C C C B C B F C B

HCM2kAvgQ: 77 77 77 7 7 7 1 12 1 13 21 3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Depot Rd & Devonshire St

Average Delay (sec/veh): 10.1 Worst Case Level Of Service: F[142.9]

Street Name: Depot Rd Devonshire St

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 1 0 0 1 1 0 0 1 0 1 0 2 0 1 1 0 2 0 1

Volume Module:

Base Vol: 23 3 94 14 3 75 80 1090 34 26 1240 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: 23 3 94 14 3 75 80 1090 34 26 1240 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: 24 3 99 15 3 79 84 1147 36 27 1305 22

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

FinalVolume: 24 3 99 15 3 79 84 1147 36 27 1305 22

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: 2025 2698 574 2104 2712 653 1327 xxxx xxxxx 1183 xxxx xxxxx

Potent Cap.: 35 22 467 30 21 415 527 xxxx xxxxx 597 xxxx xxxxx

Move Cap.: 21 17 467 17 17 415 527 xxxx xxxxx 597 xxxx xxxxx

Volume/Cap: 1.18 0.18 0.21 0.84 0.18 0.19 0.16 xxxx xxxxx 0.05 xxxx xxxxx

Level Of Service Module:

2Way95thQ: xxxx xxxx 0.8 2.2 xxxx xxxxx 0.6 xxxx xxxxx 0.1 xxxx xxxxx

Control Del:xxxxx xxxx 14.8 458.6 xxxx xxxxx 13.1 xxxx xxxxx 11.3 xxxx xxxxx

LOS by Move: * * B F * * B * * B * *

Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT

Shared Cap.: 20 xxxx xxxxx xxxx xxxxx 219 xxxx xxxx xxxxx xxxx xxxx xxxxx

SharedQueue: 3.7 xxxx xxxxx xxxxx xxxxx 1.6 xxxxx xxxx xxxxx xxxxx xxxx xxxxx

Shrd ConDel:606.4 xxxx xxxxx xxxxx xxxxx 31.0 xxxxx xxxx xxxxx xxxxx xxxx xxxxx

Shared LOS: F * * * * D * * * * *

ApproachDel: 142.9 96.1 xxxxxx xxxxxx

ApproachLOS: F F * *

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Canoga Ave & Devonshire St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.945
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 21.7
Optimal Cycle: 100 Level Of Service: C

Street Name: Canoga Ave Devonshire 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: 12 12 12 12 12 12 10 10 10 10 10 10
Lanes: 1 0 1 1 0 1 0 1 0 1 1 0 2 0 1

Volume Module:

Base Vol: 160 415 315 175 129 166 149 950 126 91 1028 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: 160 415 315 175 129 166 149 950 126 91 1028 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: 168 437 332 184 136 175 157 1000 133 96 1082 132
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 168 437 332 184 136 175 157 1000 133 96 1082 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
FinalVolume: 168 437 332 184 136 175 157 1000 133 96 1082 132

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.65 0.89 0.89 0.26 1.00 0.85 0.17 0.95 0.85 0.20 0.95 0.85
Lanes: 1.00 1.14 0.86 1.00 1.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 1232 1919 1456 496 1900 1615 320 3610 1615 374 3610 1615

Capacity Analysis Module:

Vol/Sat: 0.14 0.23 0.23 0.37 0.07 0.11 0.49 0.28 0.08 0.26 0.30 0.08
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: 0.35 0.58 0.58 0.95 0.18 0.28 0.95 0.53 0.16 0.49 0.58 0.16
Delay/Veh: 19.6 22.1 22.1 75.2 18.0 18.8 74.3 14.8 11.5 16.0 15.4 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: 19.6 22.1 22.1 75.2 18.0 18.8 74.3 14.8 11.5 16.0 15.4 11.5
LOS by Move: B C C E B B E B B B B B
HCM2kAvgQ: 3 9 9 9 2 3 8 10 2 2 11 2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 De Soto Ave & Devonshire St

Cycle (sec): 90 Critical Vol./Cap.(X): 1.149
Loss Time (sec): 16 (Y+R=4.5 sec) Average Delay (sec/veh): 90.0
Optimal Cycle: 100 Level Of Service: F

Street Name: De Soto Ave Devonshire St
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 Ovl
Min. Green: 5 10 10 5 10 10 5 10 10 5 10 10
Lanes: 2 0 2 1 0 2 0 2 1 0 2 0 1 1 0 2 0 2 0 1

Volume Module:

Base Vol: 151 2285 198 233 1449 226 331 984 103 143 933 178
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: 151 2285 198 233 1449 226 331 984 103 143 933 178
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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 159 2405 208 245 1525 238 348 1036 108 151 982 187
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 159 2405 208 245 1525 238 348 1036 108 151 982 187
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
FinalVolume: 159 2405 208 245 1525 238 348 1036 108 151 982 187

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 0.90 0.90 0.92 0.89 0.89 0.92 0.94 0.94 0.92 0.95 0.85
Lanes: 2.00 2.76 0.24 2.00 2.60 0.40 2.00 1.81 0.19 2.00 2.00 1.00
Final Sat.: 3502 4716 409 3502 4397 686 3502 3222 337 3502 3610 1615

Capacity Analysis Module:

Vol/Sat: 0.05 0.51 0.51 0.07 0.35 0.35 0.10 0.32 0.32 0.04 0.27 0.12
Crit Moves: ****
Green/Cycle: 0.07 0.43 0.43 0.06 0.43 0.43 0.09 0.27 0.27 0.06 0.24 0.30
Volume/Cap: 0.67 1.18 1.18 1.18 0.82 0.82 1.13 1.18 1.18 0.77 1.13 0.39
Delay/Veh: 47.9 110 109.7 160.2 25.3 25.3 132.0 123 122.7 59.3 107 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: 47.9 110 109.7 160.2 25.3 25.3 132.0 123 122.7 59.3 107 25.4
LOS by Move: D F F F C C F F F E F C
HCM2kAvgQ: 4 47 47 8 18 18 11 31 31 4 25 4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 Topanga Canyon Blvd & Lassen St

Cycle (sec): 150 Critical Vol./Cap.(X): 1.471
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 183.1
Optimal Cycle: 100 Level Of Service: F

Street Name: Topanga Canyon Blvd Lassen St
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 Protected
Rights: Ovl Include Include Include
Min. Green: 5 10 10 5 10 10 13 13 13 5 13 13
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:

Base Vol: 105 2659 318 180 1981 33 95 376 51 421 344 186
Growth Adj: 1.00 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 2659 318 180 1981 33 95 376 51 421 344 186
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 111 2799 335 189 2085 35 100 396 54 443 362 196
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 111 2799 335 189 2085 35 100 396 54 443 362 196
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 111 2799 335 189 2085 35 100 396 54 443 362 196

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 0.85 0.95 0.95 0.85 0.85 0.95 0.85 0.95 0.95 0.85
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 1805 3610 1615 1805 3610 1615 1615 3610 1615 1805 3610 1615

Capacity Analysis Module:

Vol/Sat: 0.06 0.78 0.21 0.10 0.58 0.02 0.06 0.11 0.03 0.25 0.10 0.12
Crit Moves: ****
Green/Cycle: 0.05 0.49 0.64 0.07 0.50 0.50 0.13 0.13 0.13 0.15 0.28 0.28
Volume/Cap: 1.15 1.59 0.32 1.59 1.15 0.04 0.48 0.84 0.26 1.59 0.35 0.43
Delay/Veh: 185.5 292 8.2 346.1 99.6 12.7 42.0 55.6 39.8 322.4 28.6 29.7
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: 185.5 292 8.2 346.1 99.6 12.7 42.0 55.6 39.8 322.4 28.6 29.7
LOS by Move: F F A F F B D E D F C C
HCM2kAvgQ: 8 112 5 16 54 1 3 9 2 35 5 5

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 Owensmouth Ave & Lassen St

Cycle (sec): 50 Critical Vol./Cap.(X): 1.926
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 201.8
Optimal Cycle: 100 Level Of Service: F

Street Name: Owensmouth Ave Lassen 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: 10 10 10 10 10 10 18 18 18 18 18 18
Lanes: 0 1 0 1 0 0 1 0 1 0 1 0 1 0 1 0 1 0

Volume Module:

Base Vol: 140 919 500 225 339 74 49 709 185 405 740 159
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: 140 919 500 225 339 74 49 709 185 405 740 159
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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 147 967 526 237 357 78 52 746 195 426 779 167
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 147 967 526 237 357 78 52 746 195 426 779 167
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 147 967 526 237 357 78 52 746 195 426 779 167

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.65 0.65 0.65 0.58 0.58 0.58 0.23 0.92 0.92 0.24 0.92 0.92
Lanes: 0.18 1.18 0.64 0.71 1.06 0.23 1.00 1.59 0.41 1.00 1.65 0.35
Final Sat.: 221 1451 789 771 1162 254 445 2774 724 448 2891 621

Capacity Analysis Module:

Vol/Sat: 0.67 0.67 0.67 0.31 0.31 0.31 0.12 0.27 0.27 0.95 0.27 0.27
Crit Moves: ****
Green/Cycle: 0.35 0.35 0.35 0.35 0.35 0.35 0.49 0.49 0.49 0.49 0.49 0.49
Volume/Cap: 1.93 1.93 1.93 0.89 0.89 0.89 0.23 0.54 0.54 1.93 0.55 0.55
Delay/Veh: 437.3 437.3 437.3 27.7 27.7 27.7 7.8 9.1 9.1 445.5 9.1 9.1
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: 437.3 437.3 437.3 27.7 27.7 27.7 7.8 9.1 9.1 445.5 9.1 9.1
LOS by Move: F F F C C C A A A F A A
HCM2kAvgQ: 66 66 66 9 9 9 1 6 6 33 6 6

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

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

Intersection #9 Depot Rd & Lassen St
Average Delay (sec/veh): 122.5 Worst Case Level Of Service: F[4252.3]
Street Name: Depot Rd Lassen St
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 1 0 0 1 0 1 0 1 0 1 1 0
Volume Module:
Base Vol: 65 0 15 34 0 109 71 1396 19 24 1538 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: 65 0 15 34 0 109 71 1396 19 24 1538 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: 68 0 16 36 0 115 75 1469 20 25 1619 73
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 68 0 16 36 0 115 75 1469 20 25 1619 73
Critical Gap Module:
Critical Gp: 7.5 6.5 6.9 7.5 6.5 6.9 4.1 xxxx xxxxxx 4.1 xxxx xxxxxx
FollowUpTim: 3.5 4.0 3.3 3.5 4.0 3.3 2.2 xxxx xxxxxx 2.2 xxxx xxxxxx
Capacity Module:
Cnflct Vol: 2489 3371 745 2590 3345 846 1692 xxxx xxxxxx 1489 xxxx xxxxxx
Potent Cap.: 15 8 361 13 8 310 382 xxxx xxxxxx 457 xxxx xxxxxx
Move Cap.: 8 6 361 10 6 310 382 xxxx xxxxxx 457 xxxx xxxxxx
Volume/Cap: 8.72 0.00 0.04 3.59 0.00 0.37 0.20 xxxx xxxxxx 0.06 xxxx xxxxxx
Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxxx 5.6 xxxx xxxxxx 0.7 xxxx xxxxxx 0.2 xxxx xxxxxx
Control Del:xxxxx xxxx xxxxxx 1912 xxxx xxxxxx 16.7 xxxx xxxxxx 13.3 xxxx xxxxxx
LOS by Move: * * * F * * C * * B * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx 10 xxxxxx xxxx xxxxxx 310 xxxx xxxx xxxxxx xxxx xxxx xxxxxx
SharedQueue:xxxxx 12.0 xxxxxx xxxxxx xxxxxx 1.7 xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx
Shrd ConDel:xxxxx 4252 xxxxxx xxxxxx xxxxxx 23.3 xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx
Shared LOS: * F * * * C * * * * *
ApproachDel: 4252.3 472.4 xxxxxxxx xxxxxxxx
ApproachLOS: F F * *

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

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

Intersection #10 De Soto Ave & Lassen St
Cycle (sec): 50 Critical Vol./Cap.(X): 1.359
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 67.1
Optimal Cycle: 100 Level Of Service: E
Street Name: De Soto Ave Lassen 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: 20 20 20 20 20 20 8 8 8 8 8 8
Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 1 1 0 1 0 1 1 0
Volume Module:
Base Vol: 196 2349 243 101 1591 114 206 1130 118 124 749 118
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: 196 2349 243 101 1591 114 206 1130 118 124 749 118
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: 0.95 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 2473 256 106 1675 120 217 1189 124 131 788 124
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 206 2473 256 106 1675 120 217 1189 124 131 788 124
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 206 2473 256 106 1675 120 217 1189 124 131 788 124
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.18 0.90 0.90 0.18 0.90 0.90 0.21 0.94 0.94 0.20 0.93 0.93
Lanes: 1.00 2.72 0.28 1.00 2.80 0.20 1.00 1.81 0.19 1.00 1.73 0.27
Final Sat.: 350 4635 479 350 4792 343 393 3223 337 374 3056 481
Capacity Analysis Module:
Vol/Sat: 0.59 0.53 0.53 0.30 0.35 0.35 0.55 0.37 0.37 0.35 0.26 0.26
Crit Moves: ****
Green/Cycle: 0.43 0.43 0.43 0.43 0.43 0.43 0.41 0.41 0.41 0.41 0.41 0.41
Volume/Cap: 1.36 1.23 1.23 0.70 0.80 0.80 1.36 0.91 0.91 0.86 0.64 0.64
Delay/Veh: 212.3 121 121.1 25.1 14.5 14.5 211.5 22.8 22.8 49.4 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: 212.3 121 121.1 25.1 14.5 14.5 211.5 22.8 22.8 49.4 12.9 12.9
LOS by Move: F F F C B B F C C D B B
HCM2kAvgQ: 12 42 42 3 11 11 13 15 15 5 7 7

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #11 Owensmouth Ave & Marilla St
Cycle (sec): 50 Critical Vol./Cap.(X): 1.028
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 33.9
Optimal Cycle: 100 Level Of Service: C

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, and Lanes. Rows include Owensmouth Ave and Marilla St with various movement and control details.

Table with columns for Volume Module, Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume. Rows include Owensmouth Ave and Marilla St.

Table with columns for Saturation Flow Module, Sat/Lane, Adjustment, Lanes, and Final Sat. Rows include Owensmouth Ave and Marilla St.

Table with columns for Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ. Rows include Owensmouth Ave and Marilla St.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #12 Owensmouth Ave & Plummer St
Cycle (sec): 100 Critical Vol./Cap.(X): 1.671
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 157.5
Optimal Cycle: 0 Level Of Service: F

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, and Lanes. Rows include Owensmouth Ave and Plummer St with various movement and control details.

Table with columns for Volume Module, Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume. Rows include Owensmouth Ave and Plummer St.

Table with columns for Saturation Flow Module, Adjustment, Lanes, and Final Sat. Rows include Owensmouth Ave and Plummer St.

Table with columns for Capacity Analysis Module, Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, LOS by Appr, and AllWayAvgQ. Rows include Owensmouth Ave and Plummer St.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

 Intersection #15 Canoga Ave & Nordhoff St

 Cycle (sec): 50 Critical Vol./Cap.(X): 1.101
 Loss Time (sec): 8 (Y+R=4.5 sec) Average Delay (sec/veh): 28.5
 Optimal Cycle: 100 Level Of Service: C

Street Name:	Canoga Ave			Nordhoff St		
	North Bound	South Bound	East Bound	West Bound	West Bound	West Bound
Approach:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted			Permitted		
Rights:	Include			Include		
Min. Green:	20 20 20	20 20 20	11 11 11	11 11 11	11 11 11	11 11 11
Lanes:	1 0 1 1 0	1 0 1 1 0	1 0 2 0 1	1 0 2 0 1	1 0 2 0 1	1 0 2 0 1

Volume Module:

Base Vol:	134 933 246	131 1111 106	208 1181 151	163 905 141
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:	134 933 246	131 1111 106	208 1181 151	163 905 141
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:	141 982 259	138 1169 112	219 1243 159	172 953 148
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	141 982 259	138 1169 112	219 1243 159	172 953 148
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	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:	141 982 259	138 1169 112	219 1243 159	172 953 148

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 0.94 0.94	0.21 0.95 0.85	0.18 0.95 0.85
Lanes:	1.00 1.58 0.42	1.00 1.83 0.17	1.00 2.00 1.00	1.00 2.00 1.00
Final Sat.:	380 2768 730	380 3253 310	395 3610 1615	346 3610 1615

Capacity Analysis Module:

Vol/Sat:	0.37 0.35 0.35	0.36 0.36 0.36	0.55 0.34 0.10	0.50 0.26 0.09
Crit Moves:	****			****
Green/Cycle:	0.40 0.40 0.40	0.40 0.40 0.40	0.44 0.44 0.44	0.44 0.44 0.44
Volume/Cap:	0.93 0.89 0.89	0.91 0.90 0.90	1.26 0.78 0.22	1.13 0.60 0.21
Delay/Veh:	66.2 21.2 21.2	60.7 22.1 22.1	168.6 14.6 8.9	125.4 11.3 8.8
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:	66.2 21.2 21.2	60.7 22.1 22.1	168.6 14.6 8.9	125.4 11.3 8.8
LOS by Move:	E C C	E C C	F B A	F B A
HCM2kAvgQ:	5 14 14	5 14 14	12 11 2	8 7 2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

 Intersection #16 De Soto Ave & Nordhoff St

 Cycle (sec): 75 Critical Vol./Cap.(X): 1.260
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 146.8
 Optimal Cycle: 100 Level Of Service: F

Street Name:	De Soto Ave			Nordhoff St		
	North Bound	South Bound	East Bound	West Bound	West Bound	West Bound
Approach:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted		Prot+Permit	Prot+Permit		Permitted
Rights:	Include		Include	Include		Include
Min. Green:	12 12 12	5 12 12	5 12 12	12 12 12	12 12 12	12 12 12
Lanes:	1 0 2 1 0	1 0 2 1 0	1 0 2 1 0	1 0 2 1 0	1 0 2 1 0	1 0 2 1 0

Volume Module:

Base Vol:	108 2174 94	113 1459 384	326 1006 178	186 746 220
Growth Adj:	1.00 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 2174 94	113 1459 384	326 1006 178	186 746 220
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	0.95 0.95 0.95	0.95 0.95 0.95	0.95 0.95 0.95	0.95 0.95 0.95
PHF Volume:	114 2288 99	119 1536 404	343 1059 187	196 785 232
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	114 2288 99	119 1536 404	343 1059 187	196 785 232
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	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:	114 2288 99	119 1536 404	343 1059 187	196 785 232

Saturation Flow Module:

Sat/Lane:	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900
Adjustment:	0.95 0.90 0.90	0.95 0.88 0.88	0.96 0.89 0.89	0.95 0.88 0.88
Lanes:	1.00 2.88 0.12	1.00 2.37 0.63	1.00 2.55 0.45	1.00 2.32 0.68
Final Sat.:	1805 4942 214	1805 3979 1047	1817 4310 763	1805 3870 1141

Capacity Analysis Module:

Vol/Sat:	0.06 0.46 0.46	0.07 0.39 0.39	0.19 0.25 0.25	0.11 0.20 0.20
Crit Moves:	****			****
Green/Cycle:	0.16 0.38 0.38	0.29 0.29 0.29	0.18 0.18 0.18	0.16 0.18 0.18
Volume/Cap:	0.39 1.22 1.22	0.54 1.35 1.35	1.04 1.35 1.35	0.68 1.15 1.15
Delay/Veh:	29.1 129 128.6	23.1 191 190.6	91.6 197 197.0	36.0 112 111.8
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:	29.1 129 128.6	23.1 191 190.6	91.6 197 197.0	36.0 112 111.8
LOS by Move:	C F F	C F F	F F F	D F F
HCM2kAvgQ:	3 43 43	3 41 41	15 28 28	6 18 18

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #17 Parthenia St. & Owensmouth Ave.

Cycle (sec): 50 Critical Vol./Cap.(X): 0.502
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 10.2
Optimal Cycle: 31 Level Of Service: B

Street Name: Owensmouth Ave. Parthenia 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: 8 8 8 8 8 8 15 15 15 15 15 15
Lanes: 0 1 0 0 1 0 1 0 0 1 1 0 2 0 1

Volume Module:
Base Vol: 16 270 203 79 231 25 34 503 14 168 495 61
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 16 270 203 79 231 25 34 503 14 168 495 61
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 17 284 214 83 243 26 36 529 15 177 521 64
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 17 284 214 83 243 26 36 529 15 177 521 64
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 17 284 214 83 243 26 36 529 15 177 521 64

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.98 0.98 0.85 0.84 0.84 0.85 0.43 0.95 0.85 0.43 0.95 0.85
Lanes: 0.06 0.94 1.00 0.25 0.75 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 104 1749 1615 409 1195 1615 823 3610 1615 811 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.16 0.16 0.13 0.20 0.20 0.02 0.04 0.15 0.01 0.22 0.14 0.04
Crit Moves: ****
Green/Cycle: 0.41 0.41 0.41 0.41 0.41 0.41 0.43 0.43 0.43 0.43 0.43 0.43
Volume/Cap: 0.40 0.40 0.33 0.50 0.50 0.04 0.10 0.34 0.02 0.50 0.33 0.09
Delay/Veh: 10.9 10.9 10.5 11.7 11.7 9.0 8.5 9.5 8.1 11.4 9.5 8.4
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 10.9 10.5 11.7 11.7 9.0 8.5 9.5 8.1 11.4 9.5 8.4
LOS by Move: B B B B B A A A A B A A
HCM2kAvgQ: 4 4 3 4 4 0 0 3 0 3 3 1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #18 Canoga Ave & Parthenia St

Cycle (sec): 50 Critical Vol./Cap.(X): 0.968
Loss Time (sec): 8 (Y+R=5.0 sec) Average Delay (sec/veh): 21.9
Optimal Cycle: 92 Level Of Service: C

Street Name: Canoga Ave Parthenia 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: 22 22 22 22 22 22 18 18 18 18 18 18
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 0 1

Volume Module:
Base Vol: 65 1215 313 138 1200 54 26 610 61 209 689 101
Growth Adj: 1.00 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 1215 313 138 1200 54 26 610 61 209 689 101
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 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 1279 329 145 1263 57 27 642 64 220 725 106
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 68 1279 329 145 1263 57 27 642 64 220 725 106
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
FinalVolume: 68 1279 329 145 1263 57 27 642 64 220 725 106

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.17 0.92 0.92 0.17 0.94 0.94 0.28 0.95 0.85 0.33 0.95 0.85
Lanes: 1.00 1.59 0.41 1.00 1.91 0.09 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 319 2782 717 319 3434 155 526 3610 1615 623 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.21 0.46 0.46 0.46 0.37 0.37 0.05 0.18 0.04 0.35 0.20 0.07
Crit Moves: ****
Green/Cycle: 0.48 0.48 0.48 0.48 0.48 0.48 0.36 0.36 0.36 0.36 0.36 0.36
Volume/Cap: 0.45 0.97 0.97 0.96 0.77 0.77 0.14 0.49 0.11 0.97 0.55 0.18
Delay/Veh: 10.9 27.8 27.8 72.8 13.2 13.2 11.0 12.6 10.6 65.9 13.1 10.9
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: 10.9 27.8 27.8 72.8 13.2 13.2 11.0 12.6 10.6 65.9 13.1 10.9
LOS by Move: B C C E B B B B B E B B
HCM2kAvgQ: 1 20 20 6 11 11 0 5 1 8 5 1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #19 De Soto Ave & Parthenia St
Cycle (sec): 50 Critical Vol./Cap.(X): 1.074
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 33.9
Optimal Cycle: 100 Level Of Service: C

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for De Soto Ave and Parthenia St.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume. Rows for De Soto Ave and Parthenia St.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat. Rows for De Soto Ave and Parthenia St.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ. Rows for De Soto Ave and Parthenia St.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #20 Owensmouth Ave & Roscoe Blvd
Cycle (sec): 100 Critical Vol./Cap.(X): 1.126
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 39.5
Optimal Cycle: 100 Level Of Service: D

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Owensmouth Ave and Roscoe Blvd.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume. Rows for Owensmouth Ave and Roscoe Blvd.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat. Rows for Owensmouth Ave and Roscoe Blvd.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ. Rows for Owensmouth Ave and Roscoe Blvd.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

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

Intersection #21 Canoga Ave & Roscoe Blvd

Cycle (sec): 50 Critical Vol./Cap.(X): 1.137
Loss Time (sec): 8 (Y+R=5.0 sec) Average Delay (sec/veh): 31.2
Optimal Cycle: 100 Level Of Service: C

Street Name:	Canoga Ave						Roscoe Blvd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	22	22	22	22	22	22	17	17	17	17	17	17
Lanes:	1	0	1	1	0	1	1	0	2	1	0	2

Volume Module:

Base Vol:	60	1340	214	161	1170	101	111	1298	139	168	1026	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:	60	1340	214	161	1170	101	111	1298	139	168	1026	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:	0.95	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	1411	225	169	1232	106	117	1366	146	177	1080	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	1411	225	169	1232	106	117	1366	146	177	1080	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	63	1411	225	169	1232	106	117	1366	146	177	1080	141

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.18	0.93	0.93	0.18	0.94	0.94	0.20	0.90	0.90	0.20	0.89	0.89
Lanes:	1.00	1.72	0.28	1.00	1.84	0.16	1.00	2.71	0.29	1.00	2.65	0.35
Final Sat.:	346	3047	487	346	3283	283	380	4615	494	380	4510	589

Capacity Analysis Module:

Vol/Sat:	0.18	0.46	0.46	0.49	0.38	0.38	0.31	0.30	0.30	0.47	0.24	0.24
Crit Moves:	****						****					
Green/Cycle:	0.44	0.44	0.44	0.44	0.44	0.44	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	0.42	1.05	1.05	1.11	0.85	0.85	0.77	0.74	0.74	1.16	0.60	0.60
Delay/Veh:	11.4	51.8	51.8	120.8	17.3	17.3	33.9	14.3	14.3	138.7	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:	11.4	51.8	51.8	120.8	17.3	17.3	33.9	14.3	14.3	138.7	12.3	12.3
LOS by Move:	B	D	D	F	B	B	C	B	B	F	B	B
HCM2kAvgQ:	1	25	25	8	13	13	4	9	9	9	6	6

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

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

Intersection #22 De Soto Ave & Roscoe Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.066
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 37.0
Optimal Cycle: 100 Level Of Service: D

Street Name:	De Soto Ave						Roscoe Blvd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permit+Prot			Prot+Permit			Permit+Prot			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	5	12	12	5	12	12	5	12	12	5	12	12
Lanes:	2	0	2	1	0	2	2	0	2	1	0	2

Volume Module:

Base Vol:	165	1725	140	198	1379	109	236	1323	19	76	1055	120
Growth Adj:	1.00	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	1725	140	198	1379	109	236	1323	19	76	1055	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	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	1816	147	208	1452	115	248	1393	20	80	1111	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	1816	147	208	1452	115	248	1393	20	80	1111	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	174	1816	147	208	1452	115	248	1393	20	80	1111	126

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	0.92	0.90	0.90	0.92	0.91	0.91	0.92	0.90	0.90
Lanes:	2.00	2.77	0.23	2.00	2.78	0.22	2.00	2.96	0.04	2.00	2.69	0.31
Final Sat.:	3502	4745	385	3502	4754	376	3502	5103	73	3502	4587	522

Capacity Analysis Module:

Vol/Sat:	0.00	0.38	0.38	0.00	0.31	0.31	0.00	0.27	0.27	0.00	0.24	0.24
Crit Moves:	****						****					
Green/Cycle:	0.11	0.42	0.42	0.07	0.42	0.42	0.12	0.30	0.30	0.05	0.27	0.27
Volume/Cap:	0.46	0.91	0.91	0.91	0.73	0.73	0.59	0.91	0.91	0.46	0.89	0.89
Delay/Veh:	42.7	32.9	32.9	81.2	25.5	25.5	44.0	41.4	41.4	48.1	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:	42.7	32.9	32.9	81.2	25.5	25.5	44.0	41.4	41.4	48.1	42.5	42.5
LOS by Move:	D	C	C	F	C	C	D	D	D	D	D	D
HCM2kAvgQ:	3	25	25	6	16	16	5	19	19	2	17	17

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

 Intersection #23 Saticoy St. & Owensmouth Ave.

Cycle (sec): 50 Critical Vol./Cap.(X): 1.136
 Loss Time (sec): 8 (Y+R=4.5 sec) Average Delay (sec/veh): 53.6
 Optimal Cycle: 100 Level Of Service: D

Street Name:	Owensmouth Ave.						Saticoy 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:	8	8	8	8	8	8	16	16	16	16	16	16
Lanes:	0	1	0	0	1	0	0	0	1	0	0	1

Volume Module:

Base Vol:	33	525	48	125	335	54	60	1481	16	88	1118	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:	33	525	48	125	335	54	60	1481	16	88	1118	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:	35	553	51	132	353	57	63	1559	17	93	1177	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	553	51	132	353	57	63	1559	17	93	1177	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	553	51	132	353	57	63	1559	17	93	1177	56

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.85	0.55	0.55	0.55	0.21	0.95	0.85	0.21	0.95	0.85
Lanes:	0.06	0.94	1.00	0.24	0.65	0.11	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	107	1707	1615	252	675	109	401	3610	1615	401	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.32	0.32	0.03	0.52	0.52	0.52	0.16	0.43	0.01	0.23	0.33	0.03
Crit Moves:	****						****					
Green/Cycle:	0.46	0.46	0.46	0.46	0.46	0.46	0.38	0.38	0.38	0.38	0.38	0.38
Volume/Cap:	0.70	0.70	0.07	1.14	1.14	1.14	0.41	1.14	0.03	0.61	0.86	0.09
Delay/Veh:	13.5	13.5	7.6	97.6	97.6	97.6	13.2	86.1	9.7	19.4	19.8	10.0
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:	13.5	13.5	7.6	97.6	97.6	97.6	13.2	86.1	9.7	19.4	19.8	10.0
LOS by Move:	B	B	A	F	F	F	B	F	A	B	B	B
HCM2kAvgQ:	9	9	0	21	21	21	1	29	0	2	12	1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

 Intersection #24 Canoga Ave & Saticoy St

Cycle (sec): 50 Critical Vol./Cap.(X): 1.352
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 85.4
 Optimal Cycle: 100 Level Of Service: F

Street Name:	Canoga Ave						Saticoy 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:	10	10	10	10	10	10	8	8	8	8	8	8
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	128	1408	263	149	1210	196	201	1409	73	183	1020	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:	128	1408	263	149	1210	196	201	1409	73	183	1020	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:	135	1482	277	157	1274	206	212	1483	77	193	1074	253
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	1482	277	157	1274	206	212	1483	77	193	1074	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
FinalVolume:	135	1482	277	157	1274	206	212	1483	77	193	1074	253

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.22	0.93	0.93	0.22	0.93	0.93	0.17	0.95	0.85	0.17	0.95	0.85
Lanes:	1.00	1.69	0.31	1.00	1.72	0.28	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	412	2969	555	412	3042	493	333	3610	1615	323	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.33	0.50	0.50	0.38	0.42	0.42	0.64	0.41	0.05	0.60	0.30	0.16
Crit Moves:	****						****					
Green/Cycle:	0.37	0.37	0.37	0.37	0.37	0.37	0.47	0.47	0.47	0.47	0.47	0.47
Volume/Cap:	0.88	1.35	1.35	1.03	1.13	1.13	1.35	0.87	0.10	1.27	0.63	0.33
Delay/Veh:	56.0	179	179.2	96.9	86.1	86.1	207.6	17.2	7.4	175.1	10.7	8.6
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:	56.0	179	179.2	96.9	86.1	86.1	207.6	17.2	7.4	175.1	10.7	8.6
LOS by Move:	E	F	F	F	F	F	F	B	A	F	B	A
HCM2kAvgQ:	5	46	46	7	28	28	13	15	1	11	8	3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

 Intersection #25 De Soto Ave & Saticoy St

 Cycle (sec): 75 Critical Vol./Cap.(X): 1.276
 Loss Time (sec): 16 (Y+R=5.0 sec) Average Delay (sec/veh): 186.4
 Optimal Cycle: 100 Level Of Service: F

Street Name:	De Soto Ave			Saticoy St		
	North Bound	South Bound	East Bound	West Bound	West Bound	West Bound
Approach:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Prot+Permit	Prot+Permit	Permitted		
Rights:	Include	Include	Include	Include		
Min. Green:	10 10 10	5 10 10	5 10 10	10 10 10		
Lanes:	1 0 2 1 0	1 0 2 1 0	1 0 2 0 1	1 0 2 0 1		

Volume Module:

Base Vol:	111 1776 218	153 1239 186	200 1576 93	130 914 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:	111 1776 218	153 1239 186	200 1576 93	130 914 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:	0.95 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 1869 229	161 1304 196	211 1659 98	137 962 101
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	117 1869 229	161 1304 196	211 1659 98	137 962 101
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
FinalVolume:	117 1869 229	161 1304 196	211 1659 98	137 962 101

Saturation Flow Module:

Sat/Lane:	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900
Adjustment:	0.95 0.90 0.90	0.68 0.89 0.89	0.95 0.95 0.85	0.95 0.95 0.85
Lanes:	1.00 2.67 0.33	1.00 2.61 0.39	1.00 2.00 1.00	1.00 2.00 1.00
Final Sat.:	1805 4546 558	1294 4420 663	1805 3610 1615	1805 3610 1615

Capacity Analysis Module:

Vol/Sat:	0.06 0.41 0.41	0.12 0.30 0.30	0.12 0.46 0.06	0.08 0.27 0.06
Crit Moves:	****	****	****	****
Green/Cycle:	0.13 0.28 0.28	0.21 0.21 0.21	0.31 0.31 0.31	0.13 0.31 0.31
Volume/Cap:	0.49 1.48 1.48	0.73 1.40 1.40	0.61 1.48 0.20	0.57 0.87 0.20
Delay/Veh:	31.7 249 248.9	36.6 216 216.4	23.4 249 19.2	33.7 31.7 19.4
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:	31.7 249 248.9	36.6 216 216.4	23.4 249 19.2	33.7 31.7 19.4
LOS by Move:	C F F	D F F	C F B	C C B
HCM2kAvgQ:	3 50 50	5 34 34	5 57 2	4 14 2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

 Intersection #26 Valerio St. & Canoga Ave.

 Cycle (sec): 50 Critical Vol./Cap.(X): 0.693
 Loss Time (sec): 8 (Y+R=3.5 sec) Average Delay (sec/veh): 7.9
 Optimal Cycle: 41 Level Of Service: A

Street Name:	Canoga Ave.			Valerio St.		
	North Bound	South Bound	East Bound	West Bound	West Bound	West Bound
Approach:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted		
Rights:	Include	Include	Include	Include		
Min. Green:	19 19 19	19 19 19	8 8 8	8 8 8		
Lanes:	1 0 1 1 0	1 0 1 1 0	1 0 0 1 0	0 1 0 0 1		

Volume Module:

Base Vol:	28 1589 43	100 1405 18	93 139 23	64 73 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:	28 1589 43	100 1405 18	93 139 23	64 73 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:	29 1673 45	105 1479 19	98 146 24	67 77 77
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	29 1673 45	105 1479 19	98 146 24	67 77 77
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	29 1673 45	105 1479 19	98 146 24	67 77 77

Saturation Flow Module:

Sat/Lane:	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900
Adjustment:	0.13 0.95 0.95	0.12 0.95 0.95	0.66 0.98 0.98	0.73 0.73 0.85
Lanes:	1.00 1.95 0.05	1.00 1.97 0.03	1.00 0.86 0.14	0.47 0.53 1.00
Final Sat.:	247 3501 95	224 3557 46	1254 1596 264	644 734 1615

Capacity Analysis Module:

Vol/Sat:	0.12 0.48 0.48	0.47 0.42 0.42	0.08 0.09 0.09	0.10 0.10 0.05
Crit Moves:	****	****	****	****
Green/Cycle:	0.68 0.68 0.68	0.68 0.68 0.68	0.16 0.16 0.16	0.16 0.16 0.16
Volume/Cap:	0.18 0.70 0.70	0.69 0.61 0.61	0.49 0.57 0.57	0.65 0.65 0.30
Delay/Veh:	3.4 5.8 5.8	17.5 4.8 4.8	21.0 22.1 22.1	26.6 26.6 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:	3.4 5.8 5.8	17.5 4.8 4.8	21.0 22.1 22.1	26.6 26.6 19.2
LOS by Move:	A A A	B A A	C C C	C C B
HCM2kAvgQ:	0 10 10	3 8 8	2 3 3	3 3 1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #27 Owensmouth Ave & Sherman Way

Cycle (sec): 100 Critical Vol./Cap.(X): 1.156
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 40.3
Optimal Cycle: 100 Level Of Service: D

Street Name: Owensmouth Ave Sherman Way
Approach: North 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: 10 10 10 10 10 10 20 20 20 20 20 20
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 0 1

Volume Module:

Base Vol: 106 460 204 80 350 49 79 1490 54 191 1271 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: 106 460 204 80 350 49 79 1490 54 191 1271 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: 112 484 215 84 368 52 83 1568 57 201 1338 62
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 112 484 215 84 368 52 83 1568 57 201 1338 62
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 112 484 215 84 368 52 83 1568 57 201 1338 62

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.29 0.91 0.91 0.23 0.93 0.93 0.17 0.95 0.85 0.12 0.95 0.85
Lanes: 1.00 1.39 0.61 1.00 1.75 0.25 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 547 2386 1058 431 3110 435 323 3610 1615 234 3610 1615

Capacity Analysis Module:

Vol/Sat: 0.20 0.20 0.20 0.20 0.12 0.12 0.26 0.43 0.04 0.86 0.37 0.04
Crit Moves: ****
Green/Cycle: 0.18 0.18 0.18 0.18 0.18 0.18 0.74 0.74 0.74 0.74 0.74 0.74
Volume/Cap: 1.16 1.16 1.16 1.11 0.67 0.67 0.35 0.58 0.05 1.16 0.50 0.05
Delay/Veh: 182.9 129 128.9 178.3 41.5 41.5 5.3 6.1 3.4 129.1 5.3 3.4
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: 182.9 129 128.9 178.3 41.5 41.5 5.3 6.1 3.4 129.1 5.3 3.4
LOS by Move: F F F F D D A A A F A A
HCM2kAvgQ: 8 21 21 6 8 8 1 12 0 13 9 1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #28 Canoga Ave & Sherman Way

Cycle (sec): 100 Critical Vol./Cap.(X): 1.462
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 113.7
Optimal Cycle: 100 Level Of Service: F

Street Name: Canoga Ave Sherman Way
Approach: North 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: 10 10 10 10 10 10 10 10 10 10 10 10
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 0 1

Volume Module:

Base Vol: 89 1420 201 106 1060 81 78 1695 83 90 1415 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: 89 1420 201 106 1060 81 78 1695 83 90 1415 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: 94 1495 212 112 1116 85 82 1784 87 95 1489 109
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 94 1495 212 112 1116 85 82 1784 87 95 1489 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
FinalVolume: 94 1495 212 112 1116 85 82 1784 87 95 1489 109

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.16 0.93 0.93 0.07 0.94 0.94 0.12 0.95 0.85 0.12 0.95 0.85
Lanes: 1.00 1.75 0.25 1.00 1.86 0.14 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 304 3102 439 131 3317 253 226 3610 1615 226 3610 1615

Capacity Analysis Module:

Vol/Sat: 0.31 0.48 0.48 0.85 0.34 0.34 0.36 0.49 0.05 0.42 0.41 0.07
Crit Moves: ****
Green/Cycle: 0.58 0.58 0.58 0.58 0.58 0.58 0.34 0.34 0.34 0.34 0.34 0.34
Volume/Cap: 0.53 0.83 0.83 1.46 0.58 0.58 1.07 1.46 0.16 1.24 1.22 0.20
Delay/Veh: 15.6 19.8 19.8 287.2 13.6 13.6 157.9 246 23.3 213.7 140 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: 15.6 19.8 19.8 287.2 13.6 13.6 157.9 246 23.3 213.7 140 23.7
LOS by Move: B B B F B B F F C F F C
HCM2kAvgQ: 3 24 24 10 12 12 6 66 2 7 44 2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #29 De Soto Ave & Sherman Way

Cycle (sec): 100 Critical Vol./Cap.(X): 1.739
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 180.9
 Optimal Cycle: 100 Level Of Service: F

Street Name:	De Soto Ave			Sherman Way		
	North Bound	South Bound	East Bound	West Bound	West Bound	West Bound
Approach:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	10 10 10	10 10 10	5 12 12	5 12 12	5 12 12	5 12 12
Lanes:	1 0 2 1 0	1 0 2 1 0	1 0 2 1 0	1 0 2 1 0	1 0 2 1 0	1 0 2 1 0

Volume Module:

Base Vol:	129 1823 245	126 1196 153	208 1610 163	184 1288 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:	129 1823 245	126 1196 153	208 1610 163	184 1288 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:	136 1919 258	133 1259 161	219 1695 172	194 1356 148
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	136 1919 258	133 1259 161	219 1695 172	194 1356 148
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	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:	136 1919 258	133 1259 161	219 1695 172	194 1356 148

Saturation Flow Module:

Sat/Lane:	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900
Adjustment:	0.14 0.89 0.89	0.07 0.89 0.89	0.95 0.90 0.90	0.95 0.90 0.90
Lanes:	1.00 2.64 0.36	1.00 2.66 0.34	1.00 2.72 0.28	1.00 2.70 0.30
Final Sat.:	270 4490 603	125 4521 578	1805 4644 470	1805 4605 504

Capacity Analysis Module:

Vol/Sat:	0.50 0.43 0.43	1.06 0.28 0.28	0.12 0.36 0.36	0.11 0.29 0.29
Crit Moves:	****			****
Green/Cycle:	0.61 0.61 0.61	0.61 0.61 0.61	0.21 0.06 0.19	0.19 0.19 0.19
Volume/Cap:	0.83 0.70 0.70	1.74 0.46 0.46	1.53 1.74 1.74	1.74 1.53 1.53
Delay/Veh:	43.4 14.1 14.1	400.4 10.7 10.7	316.8 376 375.7	413.7 284 284.3
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:	43.4 14.1 14.1	400.4 10.7 10.7	316.8 376 375.7	413.7 284 284.3
LOS by Move:	D B B	F B B	F F F	F F F
HCM2kAvgQ:	6 17 17	13 9 9	18 58 58	18 42 42

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #30 Owensmouth Ave & Vanowen St

Cycle (sec): 50 Critical Vol./Cap.(X): 1.380
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 28.9
 Optimal Cycle: 100 Level Of Service: C

Street Name:	Owensmouth Ave			Vanowen St		
	North Bound	South Bound	East Bound	West Bound	West Bound	West Bound
Approach:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	10 10 10	10 10 10	10 10 10	10 10 10	10 10 10	10 10 10
Lanes:	1 0 2 0 1	1 0 1 1 0	1 0 2 0 1	1 0 2 0 1	1 0 2 0 1	1 0 2 0 1

Volume Module:

Base Vol:	81 619 220	81 613 70	121 1569 94	216 1355 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:	81 619 220	81 613 70	121 1569 94	216 1355 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:	85 652 232	85 645 74	127 1652 99	227 1426 129
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	85 652 232	85 645 74	127 1652 99	227 1426 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:	85 652 232	85 645 74	127 1652 99	227 1426 129

Saturation Flow Module:

Sat/Lane:	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900
Adjustment:	0.40 0.95 0.85	0.40 0.94 0.94	0.14 0.95 0.85	0.13 0.95 0.85
Lanes:	1.00 2.00 1.00	1.00 1.80 0.20	1.00 2.00 1.00	1.00 2.00 1.00
Final Sat.:	760 3610 1615	760 3191 364	257 3610 1615	238 3610 1615

Capacity Analysis Module:

Vol/Sat:	0.11 0.18 0.14	0.11 0.20 0.20	0.50 0.46 0.06	0.96 0.40 0.08
Crit Moves:	****			****
Green/Cycle:	0.20 0.20 0.20	0.20 0.20 0.20	0.64 0.64 0.64	0.64 0.64 0.64
Volume/Cap:	0.56 0.90 0.72	0.56 1.01 1.01	0.78 0.71 0.10	1.50 0.62 0.13
Delay/Veh:	22.7 34.1 26.2	22.7 56.5 56.5	26.8 7.1 3.5	263.5 5.9 3.6
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 34.1 26.2	22.7 56.5 56.5	26.8 7.1 3.5	263.5 5.9 3.6
LOS by Move:	C C C	C E E	C A A	F A A
HCM2kAvgQ:	2 9 5	2 12 12	4 10 1	15 8 1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #31 Vanowen St & Canoga Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 1.719
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 57.8
 Optimal Cycle: 100 Level Of Service: E

Street Name:	Canoga Ave			Vanowen St		
	North Bound	South Bound	East Bound	West Bound	West Bound	West Bound
Approach:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	12 12 12	12 12 12	12 12 12	12 12 12	12 12 12	12 12 12
Lanes:	1 0 2 0 1	1 0 2 0 1	1 0 1 1 0	1 0 2 0 1	1 0 2 0 1	1 0 2 0 1

Volume Module:

Base Vol:	129 1376 328	159 1096 121	141 1370 76	104 943 136
Growth Adj:	1.00 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 1376 328	159 1096 121	141 1370 76	104 943 136
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	0.95 0.95 0.95	0.95 0.95 0.95	0.95 0.95 0.95	0.95 0.95 0.95
PHF Volume:	136 1448 345	167 1154 127	148 1442 80	109 993 143
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	136 1448 345	167 1154 127	148 1442 80	109 993 143
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
FinalVolume:	136 1448 345	167 1154 127	148 1442 80	109 993 143

Saturation Flow Module:

Sat/Lane:	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900
Adjustment:	0.17 0.95 0.85	0.10 0.95 0.85	0.12 0.94 0.94	0.12 0.95 0.85
Lanes:	1.00 2.00 1.00	1.00 2.00 1.00	1.00 1.89 0.11	1.00 2.00 1.00
Final Sat.:	324 3610 1615	184 3610 1615	221 3393 188	221 3610 1615

Capacity Analysis Module:

Vol/Sat:	0.42 0.40 0.21	0.91 0.32 0.08	0.67 0.43 0.43	0.50 0.27 0.09
Crit Moves:	****			****
Green/Cycle:	0.53 0.53 0.53	0.53 0.53 0.53	0.39 0.39 0.39	0.39 0.39 0.39
Volume/Cap:	0.79 0.76 0.40	1.72 0.60 0.15	1.72 1.09 1.09	1.27 0.70 0.23
Delay/Veh:	40.5 20.3 14.4	386.6 16.8 12.1	398.0 82.4 82.4	215.4 27.3 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:	40.5 20.3 14.4	386.6 16.8 12.1	398.0 82.4 82.4	215.4 27.3 20.6
LOS by Move:	D C B	F B B	F F F	F C C
HCM2kAvgQ:	5 20 6	15 13 2	14 37 37	8 14 3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #32 Vanowen St & De Soto Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 1.734
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 167.6
 Optimal Cycle: 100 Level Of Service: F

Street Name:	De Soto Ave			Vanowen St		
	North Bound	South Bound	East Bound	West Bound	West Bound	West Bound
Approach:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Prot+Permit
Min. Green:	12 12 12	12 12 12	12 12 12	12 12 12	5 12 12	12 12 12
Lanes:	1 0 2 1 0	1 0 2 1 0	1 0 2 0 1	1 0 2 0 1	1 0 1 1 0	1 0 1 1 0

Volume Module:

Base Vol:	74 1856 156	136 1174 246	184 1546 103	143 959 189
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:	74 1856 156	136 1174 246	184 1546 103	143 959 189
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:	0.95 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 1954 164	143 1236 259	194 1627 108	151 1009 199
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	78 1954 164	143 1236 259	194 1627 108	151 1009 199
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	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:	78 1954 164	143 1236 259	194 1627 108	151 1009 199

Saturation Flow Module:

Sat/Lane:	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900
Adjustment:	0.12 0.90 0.90	0.08 0.89 0.89	0.95 0.95 0.85	0.59 0.93 0.93
Lanes:	1.00 2.77 0.23	1.00 2.48 0.52	1.00 2.00 1.00	1.00 1.67 0.33
Final Sat.:	222 4727 397	156 4177 875	1805 3610 1615	1120 2940 579

Capacity Analysis Module:

Vol/Sat:	0.35 0.41 0.41	0.92 0.30 0.30	0.11 0.45 0.07	0.13 0.34 0.34
Crit Moves:	****			****
Green/Cycle:	0.54 0.54 0.54	0.54 0.54 0.54	0.13 0.27 0.27	0.19 0.19 0.19
Volume/Cap:	0.64 0.76 0.76	1.69 0.54 0.54	0.80 1.69 0.25	0.81 1.81 1.81
Delay/Veh:	25.7 17.2 17.2	375.8 13.5 13.5	55.5 347 26.2	53.4 409 409.1
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:	25.7 17.2 17.2	375.8 13.5 13.5	55.5 347 26.2	53.4 409 409.1
LOS by Move:	C B B	F B B	E F C	D F F
HCM2kAvgQ:	3 18 18	13 10 10	7 67 2	6 54 54

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

 Intersection #33 Owensmouth Ave & Victory Blvd

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.838
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 35.2
 Optimal Cycle: 84 Level Of Service: D

Street Name:	Owensmouth Ave			Victory Blvd			West Bound					
Approach:	North Bound			South Bound			East Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permit+Prot			Prot+Permit			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Ovl		
Min. Green:	5	12	12	5	12	12	10	10	10	5	10	10
Lanes:	1	0	2	0	1	1	1	0	3	0	1	1

Volume Module:

Base Vol:	225	734	105	230	550	179	99	1425	116	158	1330	170
Growth Adj:	1.00	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	734	105	230	550	179	99	1425	116	158	1330	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	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	773	111	242	579	188	104	1500	122	166	1400	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	237	773	111	242	579	188	104	1500	122	166	1400	179
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	237	773	111	242	579	188	104	1500	122	166	1400	179

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.91	0.85	0.95	0.91	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	5187	1615	1805	5187	1615

Capacity Analysis Module:

Vol/Sat:	0.00	0.21	0.07	0.00	0.16	0.12	0.06	0.29	0.08	0.09	0.27	0.11
Crit Moves:	****			****			****			****		
Green/Cycle:	0.22	0.26	0.26	0.16	0.23	0.23	0.12	0.35	0.35	0.34	0.34	0.50
Volume/Cap:	0.60	0.83	0.27	0.83	0.69	0.51	0.46	0.83	0.22	0.60	0.80	0.22
Delay/Veh:	37.6	41.3	29.9	58.2	37.8	34.6	42.2	33.2	23.1	28.0	33.1	14.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.6	41.3	29.9	58.2	37.8	34.6	42.2	33.2	23.1	28.0	33.1	14.3
LOS by Move:	D	D	C	E	D	C	D	C	C	C	C	B
HCM2kAvgQ:	7	14	3	10	10	6	4	18	3	5	16	3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

 Intersection #34 Victory Blvd & Canoga Ave

 Cycle (sec): 120 Critical Vol./Cap.(X): 1.729
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 164.2
 Optimal Cycle: 100 Level Of Service: F

Street Name:	Canoga Ave			Victory Blvd			West Bound					
Approach:	North Bound			South Bound			East Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Ovl		
Min. Green:	12	12	12	5	12	12	5	16	16	5	12	12
Lanes:	1	0	2	1	0	2	1	0	2	1	0	3

Volume Module:

Base Vol:	276	1488	306	113	1128	150	164	1275	50	226	1315	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:	276	1488	306	113	1128	150	164	1275	50	226	1315	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:	291	1566	322	119	1187	158	173	1342	53	238	1384	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	291	1566	322	119	1187	158	173	1342	53	238	1384	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
FinalVolume:	291	1566	322	119	1187	158	173	1342	53	238	1384	133

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.15	0.89	0.89	0.95	0.89	0.89	0.48	0.90	0.90	0.36	0.91	0.85
Lanes:	1.00	2.49	0.51	1.00	2.65	0.35	1.00	2.89	0.11	1.00	3.00	1.00
Final Sat.:	293	4190	862	1805	4496	598	907	4961	195	684	5187	1615

Capacity Analysis Module:

Vol/Sat:	0.99	0.37	0.37	0.07	0.26	0.26	0.19	0.27	0.27	0.35	0.27	0.08
Crit Moves:	****			****			****			****		
Green/Cycle:	0.56	0.56	0.56	0.05	0.61	0.61	0.22	0.16	0.16	0.28	0.17	0.22
Volume/Cap:	1.79	0.67	0.67	1.32	0.44	0.44	0.92	1.69	1.69	1.11	1.55	0.37
Delay/Veh:	399.7	16.4	16.4	249.2	10.7	10.7	75.1	358	358.1	123.4	294	33.6
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:	399.7	16.4	16.4	249.2	10.7	10.7	75.1	358	358.1	123.4	294	33.6
LOS by Move:	F	B	B	F	B	B	E	F	F	F	F	C
HCM2kAvgQ:	26	16	16	9	8	8	8	43	43	14	39	4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #35 Variel Ave & Victory Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.279
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 41.3
Optimal Cycle: 100 Level Of Service: D

Street Name: Variel Ave Victory 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: 12 12 12 12 12 12 10 10 10 10 10 10
Lanes: 1 0 0 0 1 0 0 0 0 0 1 0 3 0 0

Volume Module:
Base Vol: 226 0 590 0 0 0 0 1665 78 113 1399 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: 226 0 590 0 0 0 0 1665 78 113 1399 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: 238 0 621 0 0 0 0 1753 82 119 1473 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 238 0 621 0 0 0 0 1753 82 119 1473 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 238 0 621 0 0 0 0 1753 82 119 1473 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.77 1.00 0.85 1.00 1.00 1.00 1.00 0.90 0.90 0.08 0.91 1.00
Lanes: 1.00 1.00 1.00 1.00 1.00 1.00 0.00 2.87 0.13 1.00 3.00 1.00
Final Sat.: 1461 0 1615 0 0 0 0 4920 230 150 5187 0

Capacity Analysis Module:
Vol/Sat: 0.16 0.00 0.38 0.00 0.00 0.00 0.00 0.36 0.36 0.79 0.28 0.00
Crit Moves: ****
Green/Cycle: 0.30 0.00 0.30 0.00 0.00 0.00 0.00 0.62 0.62 0.62 0.62 0.00
Volume/Cap: 0.54 0.00 1.28 0.00 0.00 0.00 0.00 0.58 0.58 1.28 0.46 0.00
Delay/Veh: 30.6 0.0 175.8 0.0 0.0 0.0 0.0 11.5 11.5 204.8 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: 30.6 0.0 175.8 0.0 0.0 0.0 0.0 11.5 11.5 204.8 10.2 0.0
LOS by Move: C A F A A A A B B F B A
HCM2kAvgQ: 7 0 38 0 0 0 0 12 12 9 9 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #36 Victory Blvd & De Soto Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 1.221
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 73.8
Optimal Cycle: 100 Level Of Service: E

Street Name: De Soto Ave Victory 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 Prot+Permit Prot+Permit Permit+Prot
Rights: Include Include Include Include
Min. Green: 5 12 12 5 12 12 5 12 12 5 12 12
Lanes: 1 0 2 1 0 1 0 2 1 0 2 0 2 1 0 2 0 3 0 1

Volume Module:
Base Vol: 73 1608 564 126 1013 230 428 1415 170 258 1158 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: 73 1608 564 126 1013 230 428 1415 170 258 1158 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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 77 1693 594 133 1066 242 451 1489 179 272 1219 142
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 77 1693 594 133 1066 242 451 1489 179 272 1219 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
FinalVolume: 77 1693 594 133 1066 242 451 1489 179 272 1219 142

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.87 0.87 0.95 0.88 0.88 0.92 0.90 0.90 0.92 0.91 0.85
Lanes: 1.00 2.22 0.78 1.00 2.44 0.56 2.00 2.68 0.32 2.00 3.00 1.00
Final Sat.: 1805 3690 1294 1805 4109 933 3502 4557 547 3502 5187 1615

Capacity Analysis Module:
Vol/Sat: 0.00 0.46 0.46 0.00 0.26 0.26 0.00 0.33 0.33 0.00 0.24 0.09
Crit Moves: ****
Green/Cycle: 0.12 0.41 0.41 0.07 0.40 0.40 0.13 0.29 0.29 0.11 0.23 0.23
Volume/Cap: 0.36 1.11 1.11 1.11 0.65 0.65 1.00 1.11 1.11 0.71 1.00 0.38
Delay/Veh: 41.8 88.6 88.6 163.5 25.0 25.0 86.7 96.9 96.9 49.0 64.7 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: 41.8 88.6 88.6 163.5 25.0 25.0 86.7 96.9 96.9 49.0 64.7 32.8
LOS by Move: D F F F C C F F F D E C
HCM2kAvgQ: 3 40 40 9 13 13 12 31 31 6 20 4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #37 Erwin St & Owensmouth Ave

Cycle (sec): 60 Critical Vol./Cap.(X): 0.713
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 13.6
 Optimal Cycle: 45 Level Of Service: B

Street Name: Owensmouth Ave Erwin 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:	10	10	10	10	10	10	10	10	10	10	10	10	
Lanes:	1	0	1	1	0	1	1	0	1	0	1	1	0

Volume Module:
 Base Vol: 85 876 100 125 721 326 149 333 33 51 489 124
 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: 85 876 100 125 721 326 149 333 33 51 489 124
 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: 89 922 105 132 759 343 157 351 35 54 515 131
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 89 922 105 132 759 343 157 351 35 54 515 131
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 89 922 105 132 759 343 157 351 35 54 515 131

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.17 0.94 0.94 0.20 0.91 0.91 0.31 0.94 0.94 0.51 0.92 0.92
 Lanes: 1.00 1.80 0.20 1.00 1.38 0.62 1.00 1.82 0.18 1.00 1.60 0.40
 Final Sat.: 321 3192 364 371 2369 1071 597 3242 321 960 2793 708

Capacity Analysis Module:
 Vol/Sat: 0.28 0.29 0.29 0.36 0.32 0.32 0.26 0.11 0.11 0.06 0.18 0.18
 Crit Moves: ****
 Green/Cycle: 0.50 0.50 0.50 0.50 0.50 0.37 0.37 0.37 0.37 0.37 0.37
 Volume/Cap: 0.56 0.58 0.58 0.71 0.64 0.64 0.71 0.29 0.29 0.15 0.50 0.50
 Delay/Veh: 14.9 11.1 11.1 24.1 12.0 12.0 26.7 13.5 13.5 12.9 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: 14.9 11.1 11.1 24.1 12.0 12.0 26.7 13.5 13.5 12.9 15.0 15.0
 LOS by Move: B B B C B B C B B B B B
 HCM2kAvgQ: 2 8 8 4 9 9 4 3 3 1 5 5

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #38 Erwin St & Canoga Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 1.719
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 51.8
 Optimal Cycle: 100 Level Of Service: D

Street Name: Canoga Ave Erwin 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:	10	10	10	10	10	10	12	12	12	12	12	12			
Lanes:	1	0	2	1	0	1	0	2	1	0	1	0	1	1	0

Volume Module:
 Base Vol: 293 1785 110 75 1409 169 169 290 240 96 301 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: 293 1785 110 75 1409 169 169 290 240 96 301 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: 308 1879 116 79 1483 178 178 305 253 101 317 98
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 308 1879 116 79 1483 178 178 305 253 101 317 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
 FinalVolume: 308 1879 116 79 1483 178 178 305 253 101 317 98

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.13 0.90 0.90 0.08 0.90 0.90 0.32 0.89 0.89 0.32 0.92 0.92
 Lanes: 1.00 2.83 0.17 1.00 2.68 0.32 1.00 1.09 0.91 1.00 1.53 0.47
 Final Sat.: 239 4842 298 158 4557 547 615 1841 1524 615 2661 822

Capacity Analysis Module:
 Vol/Sat: 1.29 0.39 0.39 0.50 0.33 0.33 0.29 0.17 0.17 0.16 0.12 0.12
 Crit Moves: ****
 Green/Cycle: 0.75 0.75 0.75 0.75 0.75 0.75 0.17 0.17 0.17 0.17 0.17 0.17
 Volume/Cap: 1.72 0.52 0.52 0.66 0.43 0.43 1.72 0.99 0.99 0.98 0.71 0.71
 Delay/Veh: 358.5 5.2 5.2 19.3 4.6 4.6 402.5 75.4 75.4 122.1 43.2 43.2
 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: 358.5 5.2 5.2 19.3 4.6 4.6 402.5 75.4 75.4 122.1 43.2 43.2
 LOS by Move: F A A B A A F E E F D D
 HCM2kAvgQ: 27 9 9 3 7 7 16 14 14 6 8 8

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

 Intersection #39 Oxnard St & Owensmouth Ave

 Cycle (sec): 60 Critical Vol./Cap.(X): 0.927
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 20.2
 Optimal Cycle: 87 Level Of Service: C

Street Name:	Owensmouth Ave			Oxnard St			West Bound					
Approach:	North Bound			South Bound			East 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:	12	12	12	12	12	12	10	10	10	10	10	10
Lanes:	1	0	1	1	0	1	1	0	2	1	0	2

Volume Module:

Base Vol:	314	906	230	141	591	188	86	563	69	108	811	171
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	314	906	230	141	591	188	86	563	69	108	811	171
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	331	954	242	148	622	198	91	593	73	114	854	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	331	954	242	148	622	198	91	593	73	114	854	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	331	954	242	148	622	198	91	593	73	114	854	180

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.31	0.92	0.92	0.18	0.92	0.92	0.26	0.95	0.85	0.28	0.95	0.85
Lanes:	1.00	1.60	0.40	1.00	1.52	0.48	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	583	2793	709	344	2640	840	496	3610	1615	523	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.57	0.34	0.34	0.43	0.24	0.24	0.18	0.16	0.04	0.22	0.24	0.11
Crit Moves:	****			****			****			****		
Green/Cycle:	0.61	0.61	0.61	0.61	0.61	0.61	0.26	0.26	0.26	0.26	0.26	0.26
Volume/Cap:	0.93	0.56	0.56	0.71	0.39	0.39	0.72	0.64	0.18	0.85	0.93	0.44
Delay/Veh:	40.1	7.2	7.2	18.4	6.0	6.0	38.0	21.5	17.6	59.2	36.8	19.5
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:	40.1	7.2	7.2	18.4	6.0	6.0	38.0	21.5	17.6	59.2	36.8	19.5
LOS by Move:	D	A	A	B	A	A	D	C	B	E	D	B
HCM2kAvgQ:	10	7	7	4	4	4	3	6	1	5	13	3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

 Intersection #40 Oxnard St & Canoga Ave

 Cycle (sec): 120 Critical Vol./Cap.(X): 1.695
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 61.3
 Optimal Cycle: 100 Level Of Service: E

Street Name:	Canoga Ave			Oxnard St			West Bound					
Approach:	North Bound			South Bound			East 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:	12	12	12	12	12	12	10	10	10	10	10	10
Lanes:	1	0	2	1	0	2	1	0	1	1	0	1

Volume Module:

Base Vol:	215	1690	143	116	1275	208	195	504	235	155	490	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:	215	1690	143	116	1275	208	195	504	235	155	490	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:	226	1779	151	122	1342	219	205	531	247	163	516	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	226	1779	151	122	1342	219	205	531	247	163	516	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
FinalVolume:	226	1779	151	122	1342	219	205	531	247	163	516	162

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.12	0.90	0.90	0.07	0.89	0.89	0.18	0.90	0.90	0.15	0.92	0.92
Lanes:	1.00	2.77	0.23	1.00	2.58	0.42	1.00	1.36	0.64	1.00	1.52	0.48
Final Sat.:	235	4725	400	140	4366	712	343	2344	1093	286	2648	832

Capacity Analysis Module:

Vol/Sat:	0.96	0.38	0.38	0.87	0.31	0.31	0.60	0.23	0.23	0.57	0.19	0.19
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:	1.70	0.66	0.66	1.54	0.54	0.54	1.70	0.64	0.64	1.61	0.55	0.55
Delay/Veh:	364.4	15.6	15.6	317.4	13.8	13.8	377.9	28.2	28.2	349.6	26.5	26.5
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:	364.4	15.6	15.6	317.4	13.8	13.8	377.9	28.2	28.2	349.6	26.5	26.5
LOS by Move:	F	B	B	F	B	B	F	C	C	F	C	C
HCM2kAvgQ:	20	16	16	11	11	11	18	11	11	14	9	9

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #41 Oxnard St & De Soto Ave
Cycle (sec): 90 Critical Vol./Cap.(X): 1.126
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 30.6
Optimal Cycle: 100 Level Of Service: C

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for De Soto Ave, Oxnard St.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume. Rows for De Soto Ave, Oxnard St.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat. Rows for De Soto Ave, Oxnard St.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ. Rows for De Soto Ave, Oxnard St.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #42 Lassen St & Busway A
Cycle (sec): 50 Critical Vol./Cap.(X): 0.656
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 55.3
Optimal Cycle: 100 Level Of Service: E

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Busway A, Lassen St.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume. Rows for Busway A, Lassen St.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat. Rows for Busway A, Lassen St.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ. Rows for Busway A, Lassen St.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

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

Intersection #43 Lassen St & Busway B

Cycle (sec): 50 Critical Vol./Cap.(X): 0.594
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 1.4
Optimal Cycle: 34 Level Of Service: A

Street Name:	Busway B			Lassen St			West Bound					
Approach:	North Bound			South Bound			East 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:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0	0	1	0	0	1	0	0	2	0	0	2

Volume Module:

Base Vol:	0	0	0	0	0	0	0	1434	0	0	1711	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1434	0	0	1711	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	0	0	0	0	1509	0	0	1801	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1509	0	0	1801	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1509	0	0	1801	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	1900	0	0	1900	0	0	3610	0	0	3610	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.42	0.00	0.00	0.50	0.00
Crit Moves:	****											
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.84	0.00	0.00	0.84	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.59	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.6	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	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.6	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	4	0	0	6	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

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

Intersection #44 Lassen St & Busway C

Cycle (sec): 50 Critical Vol./Cap.(X): 0.594
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 1.4
Optimal Cycle: 34 Level Of Service: A

Street Name:	Busway C			Lassen St			West Bound					
Approach:	North Bound			South Bound			East 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:	5	5	5	5	5	5	5	5	5	5	5	5
Lanes:	0	0	1	0	0	1	0	0	2	0	0	2

Volume Module:

Base Vol:	0	0	0	0	0	0	0	1434	0	0	1711	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1434	0	0	1711	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	0	0	0	0	1509	0	0	1801	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1509	0	0	1801	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1509	0	0	1801	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	1900	0	0	1900	0	0	3610	0	0	3610	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.42	0.00	0.00	0.50	0.00
Crit Moves:	****											
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.84	0.00	0.00	0.84	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.59	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.6	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	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.6	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	4	0	0	6	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

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

Intersection #45 Canoga Ave & Busway

Cycle (sec): 0 Critical Vol./Cap.(X): 0.825
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 6.3
Optimal Cycle: 74 Level Of Service: A

Street Name: Canoga Ave Busway
Approach: North 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 10 0 0 10 0 0 0 0 5 0 0
Lanes: 0 0 1 0 1 0 0 0 0 0 1 0 0 0 0

Volume Module:
Base Vol: 0 1204 0 0 1248 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 1204 0 0 1248 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 1267 0 0 1314 0 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 1267 0 0 1314 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
FinalVolume: 0 1267 0 0 1314 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 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 1.00 1.00 0.00 1.00 0.00 0.00 0.00 0.00 1.00 0.00 0.00
Final Sat.: 0 1900 1900 0 1900 0 0 0 0 1900 0 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.67 0.00 0.00 0.69 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.84 0.00 0.00 0.84 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Volume/Cap: 0.00 0.80 0.00 0.00 0.83 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Delay/Veh: 0.0 5.8 0.0 0.0 6.8 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 5.8 0.0 0.0 6.8 0.0 0.0 0.0 0.0 0.0 0.0 0.0
LOS by Move: A A A A A A A A A A A A
HCM2kAvgQ: 0 16 0 0 18 0 0 0 0 0 0 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

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

Intersection #46 Canoga Ave & MOL

Cycle (sec): 0 Critical Vol./Cap.(X): 0.592
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 41.5
Optimal Cycle: 47 Level Of Service: D

Street Name: Canoga Ave MOL
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Protected Permitted Protected
Rights: Include Include Include Include
Min. Green: 0 10 10 5 10 0 0 0 0 0 5 0 10
Lanes: 0 0 2 1 0 1 0 2 0 0 0 0 0 0 1

Volume Module:
Base Vol: 0 1758 38 20 1370 0 0 0 0 38 0 20
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 1758 38 20 1370 0 0 0 0 38 0 20
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 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 1851 40 21 1442 0 0 0 0 40 0 21
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 1851 40 21 1442 0 0 0 0 40 0 21
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 1851 40 21 1442 0 0 0 0 40 0 21

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 0.91 0.91 0.95 0.95 1.00 1.00 1.00 1.00 0.95 1.00 0.85
Lanes: 0.00 2.94 0.06 1.00 2.00 0.00 0.00 0.00 0.00 1.00 0.00 1.00
Final Sat.: 0 5062 109 1805 3610 0 0 0 0 1805 0 1615

Capacity Analysis Module:
Vol/Sat: 0.00 0.37 0.37 0.01 0.40 0.00 0.00 0.00 0.00 0.02 0.00 0.01
Crit Moves: ****
Green/Cycle: 0.00 0.34 0.34 0.11 0.45 0.00 0.00 0.00 0.00 0.21 0.00 0.21
Volume/Cap: 0.00 1.07 1.07 0.11 0.89 0.00 0.00 0.00 0.00 0.10 0.00 0.06
Delay/Veh: 0.0 59.9 59.9 19.2 18.8 0.0 0.0 0.0 0.0 15.0 0.0 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: 0.0 59.9 59.9 19.2 18.8 0.0 0.0 0.0 0.0 15.0 0.0 14.8
LOS by Move: A E E B B A A A A B A B
HCM2kAvgQ: 0 22 22 0 15 0 0 0 0 1 0 0

Note: Queue reported is the number of cars per lane.

ALTERNATIVE 3.1

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 De Soto Ave & Chatsworth St

Cycle (sec): 90 Critical Vol./Cap.(X): 1.435
Loss Time (sec): 12 (Y+R=5.0 sec) Average Delay (sec/veh): 117.9
Optimal Cycle: 120 Level Of Service: F

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for De Soto Ave and Chatsworth St.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat. (Saturation Flow Module).

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ (Capacity Analysis Module).

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Topanga Canyon Blvd & Devonshire St

Cycle (sec): 90 Critical Vol./Cap.(X): 1.358
Loss Time (sec): 16 (Y+R=5.0 sec) Average Delay (sec/veh): 187.9
Optimal Cycle: 120 Level Of Service: F

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Topanga Canyon Blvd and Devonshire St.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat. (Saturation Flow Module).

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ (Capacity Analysis Module).

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #3 Owensmouth Ave & Devonshire St

Cycle (sec): 90 Critical Vol./Cap.(X): 1.497
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 90.1
 Optimal Cycle: 120 Level Of Service: F

Street Name:	Owensmouth Ave			Devonshire St		
Approach:	North Bound	South Bound	East Bound	West Bound	West Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	10 10 10	0 10 10	10 10 10	10 10 10	10 10 10	10 10 10
Lanes:	0 0 1 0 0	0 0 1 0 0	1 0 2 0 1	1 0 2 0 1	1 0 2 0 1	1 0 2 0 1

Volume Module:
 Base Vol: 77 143 293 199 342 21 19 802 61 370 928 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: 77 143 293 199 342 21 19 802 61 370 928 62
 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: 77 143 293 199 342 21 19 802 61 370 928 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: 81 151 308 209 360 22 20 844 64 389 977 65
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 81 151 308 209 360 22 20 844 64 389 977 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
 FinalVolume: 81 151 308 209 360 22 20 844 64 389 977 65

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.77 0.77 0.77 0.54 0.54 0.54 0.21 0.95 0.85 0.26 0.95 0.85
 Lanes: 0.15 0.28 0.57 0.35 0.61 0.04 1.00 2.00 1.00 1.00 2.00 1.00
 Final Sat.: 220 409 838 362 622 38 405 3610 1615 496 3610 1615

Capacity Analysis Module:
 Vol/Sat: 0.37 0.37 0.37 0.58 0.58 0.58 0.05 0.23 0.04 0.79 0.27 0.04
 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: 0.95 0.95 0.95 1.50 1.50 1.50 0.09 0.45 0.08 1.50 0.52 0.08
 Delay/Veh: 53.0 53.0 53.0 264.2 264 264.2 10.9 13.4 10.6 264.2 14.2 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: 53.0 53.0 53.0 264.2 264 264.2 10.9 13.4 10.6 264.2 14.2 10.6
 LOS by Move: D D D F F F B B B F B B
 HCM2kAvgQ: 20 20 20 42 42 42 0 8 1 28 9 1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

 Intersection #4 Depot Rd & Devonshire St

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: F[256.0]

Street Name:	Depot Rd			Devonshire St		
Approach:	North Bound	South Bound	East Bound	West Bound	West Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled
Rights:	Include	Include	Include	Include	Include	Include
Lanes:	0 1 0 0 1	1 0 0 1 0	1 0 2 0 1	1 0 2 0 1	1 0 2 0 1	1 0 2 0 1

Volume Module:
 Base Vol: 3 4 14 0 2 0 2 1319 19 25 1316 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: 3 4 14 0 2 0 2 1319 19 25 1316 12
 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: 3 4 14 0 2 0 2 1319 19 25 1316 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: 3 4 15 0 2 0 2 1388 20 26 1385 13
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 FinalVolume: 3 4 15 0 2 0 2 1388 20 26 1385 13

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: 2139 2843 694 2138 2851 693 1398 xxxx xxxxx 1408 xxxx xxxxx
 Potent Cap.: 28 18 390 28 17 391 495 xxxx xxxxx 491 xxxx xxxxx
 Move Cap.: 24 16 390 21 16 391 495 xxxx xxxxx 491 xxxx xxxxx
 Volume/Cap: 0.13 0.26 0.04 0.00 0.13 0.00 0.00 xxxx xxxxx 0.05 xxxx xxxxx

Level Of Service Module:
 2Way95thQ: xxxx xxxx 0.1 xxxx xxxx xxxxx 0.0 xxxx xxxxx 0.2 xxxx xxxxx
 Control Del:xxxxx xxxx 14.6 xxxxxx xxxx xxxxxx 12.3 xxxx xxxxxx 12.8 xxxx xxxxxx
 LOS by Move: * * B * * * B * * B * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: 19 xxxx xxxxxx xxxx xxxxx 16 xxxx xxxx xxxxxx xxxx xxxx xxxxxx
 SharedQueue: 1.1 xxxx xxxxxx xxxxx xxxx 0.4 xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx
 Shrd ConDel:281.5 xxxxx xxxxxx xxxxxx xxxxx 256.0 xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx
 Shared LOS: F * * * * F * * * *
 ApproachDel: 103.6 256.0 xxxxxxx xxxxxxx
 ApproachLOS: F F * *

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Canoga Ave & Devonshire St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.969
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 23.6
Optimal Cycle: 120 Level Of Service: C

Street Name: Canoga Ave Devonshire 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: 12 12 12 12 12 12 10 10 10 10 10 10
Lanes: 1 0 1 1 0 1 0 1 0 1 1 0 2 0 1

Volume Module:
Base Vol: 141 130 356 181 409 199 71 880 205 205 963 149
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: 141 130 356 181 409 199 71 880 205 205 963 149
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: 141 130 356 181 409 199 71 880 205 205 963 149
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: 148 137 375 191 431 209 75 926 216 216 1014 157
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 148 137 375 191 431 209 75 926 216 216 1014 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
FinalVolume: 148 137 375 191 431 209 75 926 216 216 1014 157

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.18 0.85 0.85 0.36 1.00 0.85 0.23 0.95 0.85 0.26 0.95 0.85
Lanes: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 334 1606 1606 678 1900 1615 434 3610 1615 492 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.44 0.09 0.23 0.28 0.23 0.13 0.17 0.26 0.13 0.44 0.28 0.10
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: 0.97 0.19 0.51 0.61 0.49 0.28 0.38 0.57 0.30 0.97 0.62 0.21
Delay/Veh: 86.9 14.4 17.6 21.9 17.5 15.4 17.5 18.6 15.8 75.3 19.5 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: 86.9 14.4 17.6 21.9 17.5 15.4 17.5 18.6 15.8 75.3 19.5 15.1
LOS by Move: F B B C B B B B B E B B
HCM2kAvgQ: 8 2 8 5 8 4 2 10 4 10 12 3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 De Soto Ave & Devonshire St

Cycle (sec): 90 Critical Vol./Cap.(X): 1.151
Loss Time (sec): 16 (Y+R=4.5 sec) Average Delay (sec/veh): 80.7
Optimal Cycle: 120 Level Of Service: F

Street Name: De Soto Ave Devonshire St
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 Ovl
Min. Green: 5 10 10 5 10 10 5 10 10 5 10 10
Lanes: 2 0 2 1 0 2 0 2 1 0 2 0 1 1 0 2 0 2 0 1

Volume Module:
Base Vol: 235 1456 164 129 1916 131 328 1099 138 298 961 107
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: 235 1456 164 129 1916 131 328 1099 138 298 961 107
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: 235 1456 164 129 1916 131 328 1099 138 298 961 107
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: 0.95 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 1533 173 136 2017 138 345 1157 145 314 1012 113
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 247 1533 173 136 2017 138 345 1157 145 314 1012 113
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 247 1533 173 136 2017 138 345 1157 145 314 1012 113

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 0.90 0.90 0.92 0.90 0.90 0.92 0.93 0.93 0.92 0.95 0.85
Lanes: 2.00 2.70 0.30 2.00 2.81 0.19 2.00 1.78 0.22 2.00 2.00 1.00
Final Sat.: 3502 4592 517 3502 4807 329 3502 3153 396 3502 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.07 0.33 0.33 0.04 0.42 0.42 0.10 0.37 0.37 0.09 0.28 0.07
Crit Moves: ****
Green/Cycle: 0.06 0.37 0.37 0.06 0.36 0.36 0.10 0.32 0.32 0.08 0.29 0.35
Volume/Cap: 1.15 0.91 0.91 0.64 1.15 1.15 0.96 1.15 1.15 1.15 0.96 0.20
Delay/Veh: 150.5 34.7 34.7 47.6 103 103.4 75.8 109 109.3 143.3 49.1 20.4
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: 150.5 34.7 34.7 47.6 103 103.4 75.8 109 109.3 143.3 49.1 20.4
LOS by Move: F C C D F F E F F F D C
HCM2kAvgQ: 8 21 21 3 38 38 9 34 34 10 20 2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Topanga Canyon Blvd & Lassen St

Cycle (sec): 150 Critical Vol./Cap.(X): 1.437
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 178.0
Optimal Cycle: 120 Level Of Service: F

Street Name: Topanga Canyon Blvd Lassen St
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 Protected
Rights: Ovl Include Include Include
Min. Green: 5 10 10 5 10 10 13 13 13 5 13 13
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:
Base Vol: 41 1591 289 74 2314 15 93 582 42 646 155 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: 41 1591 289 74 2314 15 93 582 42 646 155 45
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: 41 1591 289 74 2314 15 93 582 42 646 155 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: 43 1675 304 78 2436 16 98 613 44 680 163 47
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 43 1675 304 78 2436 16 98 613 44 680 163 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
FinalVolume: 43 1675 304 78 2436 16 98 613 44 680 163 47

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 0.85 0.95 0.95 0.85 0.85 0.95 0.85 0.95 0.95 0.85
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 1805 3610 1615 1805 3610 1615 1615 3610 1615 1805 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.02 0.46 0.19 0.04 0.67 0.01 0.06 0.17 0.03 0.38 0.05 0.03
Crit Moves: ****
Green/Cycle: 0.04 0.46 0.71 0.04 0.46 0.46 0.11 0.11 0.11 0.25 0.37 0.37
Volume/Cap: 0.57 1.02 0.27 1.02 1.48 0.02 0.53 1.48 0.24 1.48 0.12 0.08
Delay/Veh: 66.7 59.8 6.4 166.1 252 18.0 52.9 282 49.0 272.3 25.0 24.7
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: 66.7 59.8 6.4 166.1 252 18.0 52.9 282 49.0 272.3 25.0 24.7
LOS by Move: E E A F F B D F D F C C
HCM2kAvgQ: 2 41 4 6 98 0 4 26 2 53 2 1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Owensmouth Ave & Lassen St

Cycle (sec): 50 Critical Vol./Cap.(X): 1.524
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 130.6
Optimal Cycle: 120 Level Of Service: F

Street Name: Owensmouth Ave Lassen 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: 10 10 10 10 10 10 18 18 18 18 18 18
Lanes: 0 1 0 1 0 0 1 0 1 0 1 0 1 0 1 0

Volume Module:
Base Vol: 73 368 346 65 660 26 16 681 154 462 777 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: 73 368 346 65 660 26 16 681 154 462 777 76
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: 73 368 346 65 660 26 16 681 154 462 777 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: 77 387 364 68 695 27 17 717 162 486 818 80
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 77 387 364 68 695 27 17 717 162 486 818 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
FinalVolume: 77 387 364 68 695 27 17 717 162 486 818 80

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.56 0.56 0.56 0.60 0.60 0.60 0.28 0.92 0.92 0.29 0.94 0.94
Lanes: 0.19 0.93 0.88 0.17 1.76 0.07 1.00 1.63 0.37 1.00 1.82 0.18
Final Sat.: 198 998 938 197 1998 79 532 2862 647 545 3246 317

Capacity Analysis Module:
Vol/Sat: 0.39 0.39 0.39 0.35 0.35 0.35 0.03 0.25 0.25 0.89 0.25 0.25
Crit Moves: ****
Green/Cycle: 0.25 0.25 0.25 0.25 0.25 0.25 0.59 0.59 0.59 0.59 0.59 0.59
Volume/Cap: 1.52 1.52 1.52 1.36 1.36 1.36 0.05 0.43 0.43 1.52 0.43 0.43
Delay/Veh: 263.6 264 263.6 193.8 194 193.8 4.5 5.9 5.9 261.5 5.9 5.9
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: 263.6 264 263.6 193.8 194 193.8 4.5 5.9 5.9 261.5 5.9 5.9
LOS by Move: F F F F F F A A A F A A
HCM2kAvgQ: 27 27 27 23 23 23 0 4 4 30 4 4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Depot Rd & Lassen St

Cycle (sec): 50 Critical Vol./Cap.(X): 0.485
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 6.3
Optimal Cycle: 29 Level Of Service: A

Street Name: Depot Rd Lassen 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 Protected Permitted
Rights: Include Include Include Include
Min. Green: 5 5 5 5 5 5 5 5 5 5 5 5
Lanes: 0 0 1 0 0 1 0 0 1 0 1 0 1 1 0

Volume Module:
Base Vol: 9 1 21 34 0 71 120 910 16 11 936 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: 9 1 21 34 0 71 120 910 16 11 936 54
Added Vol: 0 0 0 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 0 0 0
Initial Fut: 9 1 21 34 0 71 120 910 16 11 936 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: 9 1 22 36 0 75 126 958 17 12 985 57
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 9 1 22 36 0 75 126 958 17 12 985 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
FinalVolume: 9 1 22 36 0 75 126 958 17 12 985 57

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.80 0.80 0.80 0.80 1.00 0.85 0.95 0.95 0.95 0.27 0.94 0.94
Lanes: 0.29 0.03 0.68 1.00 1.00 1.00 1.00 1.97 0.03 1.00 1.89 0.11
Final Sat.: 439 49 1025 1520 0 1615 1805 3537 62 513 3386 195

Capacity Analysis Module:
Vol/Sat: 0.02 0.02 0.02 0.02 0.00 0.05 0.07 0.27 0.27 0.02 0.29 0.29
Crit Moves: ****
Green/Cycle: 0.10 0.10 0.10 0.10 0.00 0.10 0.14 0.74 0.74 0.60 0.60 0.60
Volume/Cap: 0.22 0.22 0.22 0.24 0.00 0.46 0.49 0.37 0.37 0.04 0.49 0.49
Delay/Veh: 21.4 21.4 21.4 21.5 0.0 23.3 21.2 2.4 2.4 4.2 5.9 5.9
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 21.4 21.4 21.4 21.5 0.0 23.3 21.2 2.4 2.4 4.2 5.9 5.9
LOS by Move: C C C C A C C A A A A A
HCM2kAvgQ: 1 1 1 1 0 2 3 3 3 0 5 5

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 De Soto Ave & Lassen St

Cycle (sec): 50 Critical Vol./Cap.(X): 1.290
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 60.5
Optimal Cycle: 120 Level Of Service: E

Street Name: De Soto Ave Lassen 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: 20 20 20 20 20 20 8 8 8 8 8 8
Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 1 1 0

Volume Module:
Base Vol: 152 1524 126 164 2098 249 124 957 136 197 932 118
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: 152 1524 126 164 2098 249 124 957 136 197 932 118
Added Vol: 0 0 0 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 0 0 0
Initial Fut: 152 1524 126 164 2098 249 124 957 136 197 932 118
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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 160 1604 133 173 2208 262 131 1007 143 207 981 124
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 160 1604 133 173 2208 262 131 1007 143 207 981 124
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 160 1604 133 173 2208 262 131 1007 143 207 981 124

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.20 0.90 0.90 0.20 0.90 0.90 0.18 0.93 0.93 0.18 0.93 0.93
Lanes: 1.00 2.77 0.23 1.00 2.68 0.32 1.00 1.75 0.25 1.00 1.78 0.22
Final Sat.: 380 4738 392 380 4563 541 346 3101 441 346 3150 399

Capacity Analysis Module:
Vol/Sat: 0.42 0.34 0.34 0.45 0.48 0.48 0.38 0.32 0.32 0.60 0.31 0.31
Crit Moves: ****
Green/Cycle: 0.40 0.40 0.40 0.40 0.40 0.40 0.44 0.44 0.44 0.44 0.44 0.44
Volume/Cap: 1.05 0.85 0.85 1.14 1.21 1.21 0.86 0.74 0.74 1.36 0.71 0.71
Delay/Veh: 102.7 17.1 17.1 129.1 114 114.4 48.1 13.5 13.5 213.6 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: 102.7 17.1 17.1 129.1 114 114.4 48.1 13.5 13.5 213.6 12.9 12.9
LOS by Move: F B B F F F D B B F B B
HCM2kAvgQ: 7 12 12 9 37 37 5 10 10 12 9 9

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Owensmouth Ave & Marilla St

Cycle (sec): 50 Critical Vol./Cap.(X): 0.975
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 27.5
Optimal Cycle: 95 Level Of Service: C

Street Name: Owensmouth Ave Marilla 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: 8 8 8 8 8 8 14 14 14 14 14 14
Lanes: 0 1 0 1 0 0 1 0 0 1 0 1

Volume Module:

Base Vol: 37 387 24 581 465 143 52 156 27 9 113 410
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: 37 387 24 581 465 143 52 156 27 9 113 410
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: 37 387 24 581 465 143 52 156 27 9 113 410
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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 39 407 25 612 489 151 55 164 28 9 119 432
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 39 407 25 612 489 151 55 164 28 9 119 432
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 39 407 25 612 489 151 55 164 28 9 119 432

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.78 0.78 0.78 0.60 0.60 0.60 0.68 0.98 0.98 0.62 1.00 0.85
Lanes: 0.16 1.73 0.11 0.98 0.78 0.24 1.00 0.85 0.15 1.00 1.00 1.00
Final Sat.: 244 2555 158 1109 887 273 1284 1584 274 1169 1900 1615

Capacity Analysis Module:

Vol/Sat: 0.16 0.16 0.16 0.55 0.55 0.55 0.04 0.10 0.10 0.01 0.06 0.27
Crit Moves: ****
Green/Cycle: 0.56 0.56 0.56 0.56 0.56 0.56 0.28 0.28 0.28 0.28 0.28 0.28
Volume/Cap: 0.28 0.28 0.28 0.99 0.99 0.99 0.15 0.37 0.37 0.03 0.22 0.95
Delay/Veh: 5.9 5.9 5.9 32.4 32.4 32.4 13.7 14.9 14.9 13.1 14.0 48.5
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: 5.9 5.9 5.9 32.4 32.4 32.4 13.7 14.9 14.9 13.1 14.0 48.5
LOS by Move: A A A C C C B B B B B D
HCM2kAvgQ: 2 2 2 17 17 17 1 3 3 0 2 12

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #12 Owensmouth Ave & Plummer St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.846
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 23.9
Optimal Cycle: 0 Level Of Service: C

Street Name: Owensmouth Ave Plummer St
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 1 0 0 1 0 1 0 0 1 1 0 2 0 1

Volume Module:

Base Vol: 41 361 25 32 333 67 69 154 25 52 148 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: 41 361 25 32 333 67 69 154 25 52 148 46
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: 41 361 25 32 333 67 69 154 25 52 148 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: 43 380 26 34 351 71 73 162 26 55 156 48
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 43 380 26 34 351 71 73 162 26 55 156 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
FinalVolume: 43 380 26 34 351 71 73 162 26 55 156 48

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: 0.10 0.90 1.00 0.09 0.91 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 51 449 540 44 453 539 381 804 435 380 802 435

Capacity Analysis Module:

Vol/Sat: 0.85 0.85 0.05 0.77 0.77 0.13 0.19 0.20 0.06 0.14 0.19 0.11
Crit Moves: ****
Delay/Veh: 36.4 36.4 9.4 29.0 29.0 10.0 13.4 12.9 10.7 12.9 12.8 11.2
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: 36.4 36.4 9.4 29.0 29.0 10.0 13.4 12.9 10.7 12.9 12.8 11.2
LOS by Move: E E A D D A B B B B B
ApproachDel: 34.8 26.0 12.8 12.5
Delay Adj: 1.00 1.00 1.00 1.00
ApprAdjDel: 34.8 26.0 12.8 12.5
LOS by Appr: D D B B
AllWayAvgQ: 3.7 3.7 0.0 2.6 2.6 0.1 0.2 0.2 0.1 0.1 0.2 0.1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Canoga Ave & Nordhoff St
Cycle (sec): 90 Critical Vol./Cap.(X): 1.494
Loss Time (sec): 8 (Y+R=4.5 sec) Average Delay (sec/veh): 48.3
Optimal Cycle: 120 Level Of Service: D

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Canoga Ave and Nordhoff St.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 De Soto Ave & Nordhoff St
Cycle (sec): 75 Critical Vol./Cap.(X): 1.109
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 154.5
Optimal Cycle: 120 Level Of Service: F

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for De Soto Ave and Nordhoff St.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Parthenia St. & Owensmouth Ave.

Cycle (sec): 50 Critical Vol./Cap.(X): 0.636
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 10.9
Optimal Cycle: 37 Level Of Service: B

Street Name: Owensmouth Ave. Parthenia 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: 8 8 8 8 8 8 15 15 15 15 15 15
Lanes: 0 1 0 0 1 0 1 0 0 1 1 0 2 0 1

Volume Module:
Base Vol: 10 241 255 92 309 79 41 426 25 241 556 109
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: 10 241 255 92 309 79 41 426 25 241 556 109
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: 10 241 255 92 309 79 41 426 25 241 556 109
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: 11 254 268 97 325 83 43 448 26 254 585 115
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 11 254 268 97 325 83 43 448 26 254 585 115
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
FinalVolume: 11 254 268 97 325 83 43 448 26 254 585 115

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.98 0.98 0.85 0.86 0.86 0.85 0.39 0.95 0.85 0.48 0.95 0.85
Lanes: 0.04 0.96 1.00 0.23 0.77 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 74 1793 1615 376 1262 1615 743 3610 1615 918 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.14 0.14 0.17 0.26 0.26 0.05 0.06 0.12 0.02 0.28 0.16 0.07
Crit Moves: ****
Green/Cycle: 0.41 0.41 0.41 0.41 0.41 0.41 0.43 0.43 0.43 0.43 0.43 0.43
Volume/Cap: 0.35 0.35 0.41 0.64 0.64 0.13 0.13 0.29 0.04 0.64 0.37 0.16
Delay/Veh: 10.6 10.6 11.0 14.0 14.0 9.4 8.7 9.2 8.1 14.4 9.7 8.7
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: 10.6 10.6 11.0 14.0 14.0 9.4 8.7 9.2 8.1 14.4 9.7 8.7
LOS by Move: B B B B B A A A A B A A
HCM2kAvgQ: 3 3 3 6 6 1 1 3 0 4 3 1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Canoga Ave & Parthenia St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.954
Loss Time (sec): 8 (Y+R=5.0 sec) Average Delay (sec/veh): 26.1
Optimal Cycle: 120 Level Of Service: C

Street Name: Canoga Ave Parthenia 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: 22 22 22 22 22 22 18 18 18 18 18 18
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:
Base Vol: 29 703 186 82 1048 14 95 631 117 362 804 294
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 29 703 186 82 1048 14 95 631 117 362 804 294
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: 29 703 186 82 1048 14 95 631 117 362 804 294
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 31 740 196 86 1103 15 100 664 123 381 846 309
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 31 740 196 86 1103 15 100 664 123 381 846 309
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 31 740 196 86 1103 15 100 664 123 381 846 309

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.14 0.95 0.85 0.20 0.95 0.85 0.28 0.95 0.85 0.36 0.95 0.85
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 264 3610 1615 384 3610 1615 532 3610 1615 676 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.12 0.20 0.12 0.22 0.31 0.01 0.19 0.18 0.08 0.56 0.23 0.19
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: 0.36 0.64 0.38 0.70 0.95 0.03 0.32 0.31 0.13 0.95 0.40 0.32
Delay/Veh: 26.1 27.4 24.1 43.5 46.5 21.0 9.9 9.3 8.2 50.4 10.0 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: 26.1 27.4 24.1 43.5 46.5 21.0 9.9 9.3 8.2 50.4 10.0 9.5
LOS by Move: C C C D D C A A A D A A
HCM2kAvgQ: 1 10 4 4 21 0 2 5 2 15 7 4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 De Soto Ave & Parthenia St
Cycle (sec): 50 Critical Vol./Cap.(X): 1.713
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 104.3
Optimal Cycle: 120 Level Of Service: F

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for De Soto Ave and Parthenia St.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume. Rows for De Soto Ave and Parthenia St.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat. Rows for De Soto Ave and Parthenia St.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ. Rows for De Soto Ave and Parthenia St.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Owensmouth Ave & Roscoe Blvd
Cycle (sec): 100 Critical Vol./Cap.(X): 1.007
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 29.0
Optimal Cycle: 120 Level Of Service: C

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Owensmouth Ave and Roscoe Blvd.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume. Rows for Owensmouth Ave and Roscoe Blvd.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat. Rows for Owensmouth Ave and Roscoe Blvd.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ. Rows for Owensmouth Ave and Roscoe Blvd.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Canoga Ave & Roscoe Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 1.161
Loss Time (sec): 8 (Y+R=5.0 sec) Average Delay (sec/veh): 45.6
Optimal Cycle: 120 Level Of Service: D

Street Name: Canoga Ave Roscoe 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: 22 22 22 22 22 22 17 17 17 17 17 17
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 1 0

Volume Module:
Base Vol: 93 769 104 81 1382 104 160 1121 55 175 1198 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: 93 769 104 81 1382 104 160 1121 55 175 1198 126
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: 93 769 104 81 1382 104 160 1121 55 175 1198 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: 98 809 109 85 1455 109 168 1180 58 184 1261 133
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 98 809 109 85 1455 109 168 1180 58 184 1261 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
FinalVolume: 98 809 109 85 1455 109 168 1180 58 184 1261 133

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.12 0.95 0.85 0.19 0.95 0.85 0.14 0.90 0.90 0.17 0.90 0.90
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.86 0.14 1.00 2.71 0.29
Final Sat.: 236 3610 1615 369 3610 1615 262 4910 241 329 4628 487

Capacity Analysis Module:
Vol/Sat: 0.42 0.22 0.07 0.23 0.40 0.07 0.64 0.24 0.24 0.56 0.27 0.27
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: 1.16 0.63 0.19 0.65 1.13 0.19 1.16 0.43 0.43 1.01 0.49 0.49
Delay/Veh: 176.8 24.9 20.1 34.8 96.1 20.1 144.6 11.9 11.9 90.3 12.5 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: 176.8 24.9 20.1 34.8 96.1 20.1 144.6 11.9 11.9 90.3 12.5 12.5
LOS by Move: F C C C F C F B B F B B
HCM2kAvgQ: 7 10 2 3 36 2 10 7 7 10 9 9

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #22 De Soto Ave & Roscoe Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.982
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 34.4
Optimal Cycle: 101 Level Of Service: C

Street Name: De Soto Ave Roscoe 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 Prot+Permit Permit+Prot Prot+Permit
Rights: Include Include Include Include
Min. Green: 5 12 12 5 12 12 5 12 12 5 12 12
Lanes: 2 0 2 1 0 2 0 2 1 0 2 0 2 1 0

Volume Module:
Base Vol: 65 1002 47 84 1572 183 386 659 24 131 1041 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: 65 1002 47 84 1572 183 386 659 24 131 1041 48
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: 65 1002 47 84 1572 183 386 659 24 131 1041 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: 68 1055 49 88 1655 193 406 694 25 138 1096 51
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 68 1055 49 88 1655 193 406 694 25 138 1096 51
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 68 1055 49 88 1655 193 406 694 25 138 1096 51

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 0.90 0.90 0.92 0.90 0.90 0.92 0.91 0.91 0.92 0.90 0.90
Lanes: 2.00 2.87 0.13 2.00 2.69 0.31 2.00 2.89 0.11 2.00 2.87 0.13
Final Sat.: 3502 4920 231 3502 4572 532 3502 4980 181 3502 4924 227

Capacity Analysis Module:
Vol/Sat: 0.00 0.21 0.21 0.00 0.36 0.36 0.00 0.14 0.14 0.00 0.22 0.22
Crit Moves: ****
Green/Cycle: 0.09 0.37 0.37 0.09 0.41 0.41 0.17 0.28 0.28 0.10 0.25 0.25
Volume/Cap: 0.22 0.58 0.58 0.29 0.89 0.89 0.68 0.50 0.50 0.39 0.89 0.89
Delay/Veh: 42.6 25.6 25.6 43.3 32.5 32.5 42.0 30.3 30.3 42.8 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: 42.6 25.6 25.6 43.3 32.5 32.5 42.0 30.3 30.3 42.8 43.8 43.8
LOS by Move: D C C D C C D C C D D D
HCM2kAvgQ: 1 10 10 2 23 23 7 7 7 2 16 16

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #23 Saticoy St. & Owensmouth Ave.

Cycle (sec): 50 Critical Vol./Cap.(X): 1.434
Loss Time (sec): 8 (Y+R=4.5 sec) Average Delay (sec/veh): 52.8
Optimal Cycle: 120 Level Of Service: D

Street Name: Owensmouth Ave. Saticoy 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: 8 8 8 8 8 8 16 16 16 16 16 16
Lanes: 0 1 0 0 1 0 0 1 0 0 1 0 2 0 1

Volume Module:
Base Vol: 51 180 63 66 440 57 58 1321 58 207 1326 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: 51 180 63 66 440 57 58 1321 58 207 1326 81
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: 51 180 63 66 440 57 58 1321 58 207 1326 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: 54 189 66 69 463 60 61 1391 61 218 1396 85
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 54 189 66 69 463 60 61 1391 61 218 1396 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
FinalVolume: 54 189 66 69 463 60 61 1391 61 218 1396 85

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.65 0.65 0.85 0.86 0.86 0.86 0.14 0.95 0.85 0.14 0.95 0.85
Lanes: 0.22 0.78 1.00 0.12 0.78 0.10 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 274 967 1615 192 1283 166 258 3610 1615 258 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.20 0.20 0.04 0.36 0.36 0.36 0.24 0.39 0.04 0.84 0.39 0.05
Crit Moves: ****
Green/Cycle: 0.25 0.25 0.25 0.25 0.25 0.25 0.59 0.59 0.59 0.59 0.59 0.59
Volume/Cap: 0.78 0.78 0.16 1.43 1.43 1.43 0.40 0.65 0.06 1.43 0.66 0.09
Delay/Veh: 29.2 29.2 14.8 227.4 227 227.4 7.3 7.6 4.4 239.0 7.7 4.5
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: 29.2 29.2 14.8 227.4 227 227.4 7.3 7.6 4.4 239.0 7.7 4.5
LOS by Move: C C B F F F A A A F A A
HCM2kAvgQ: 6 6 1 34 34 34 1 9 0 14 9 1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #24 Canoga Ave & Saticoy St

Cycle (sec): 90 Critical Vol./Cap.(X): 1.659
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 48.5
Optimal Cycle: 120 Level Of Service: D

Street Name: Canoga Ave Saticoy 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: 10 10 10 10 10 10 8 8 8 8 8 8
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:
Base Vol: 132 805 103 143 1375 92 134 1099 223 176 1352 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: 132 805 103 143 1375 92 134 1099 223 176 1352 179
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: 132 805 103 143 1375 92 134 1099 223 176 1352 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 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 139 847 108 151 1447 97 141 1157 235 185 1423 188
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 139 847 108 151 1447 97 141 1157 235 185 1423 188
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 139 847 108 151 1447 97 141 1157 235 185 1423 188

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.10 0.95 0.85 0.22 0.95 0.85 0.09 0.95 0.85 0.13 0.95 0.85
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 198 3610 1615 415 3610 1615 174 3610 1615 255 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.70 0.23 0.07 0.36 0.40 0.06 0.81 0.32 0.15 0.73 0.39 0.12
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: 1.66 0.55 0.16 0.86 0.95 0.14 1.66 0.66 0.30 1.49 0.81 0.24
Delay/Veh: 369.1 20.0 16.2 55.3 37.7 16.0 365.6 18.3 14.0 280.6 22.4 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: 369.1 20.0 16.2 55.3 37.7 16.0 365.6 18.3 14.0 280.6 22.4 13.5
LOS by Move: F C B E D B F B B F C B
HCM2kAvgQ: 12 10 2 6 26 2 12 13 4 15 19 3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 De Soto Ave & Saticoy St

Cycle (sec): 75 Critical Vol./Cap.(X): 1.223
Loss Time (sec): 16 (Y+R=5.0 sec) Average Delay (sec/veh): 152.2
Optimal Cycle: 120 Level Of Service: F

Street Name: De Soto Ave Saticoy 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 Prot+Permit Prot+Permit Permitted
Rights: Include Include Include Include
Min. Green: 10 10 10 5 10 10 5 10 10 10 10 10
Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 2 0 1

Volume Module:
Base Vol: 150 921 177 117 1570 192 162 1162 117 201 1595 79
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 150 921 177 117 1570 192 162 1162 117 201 1595 79
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: 150 921 177 117 1570 192 162 1162 117 201 1595 79
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 158 969 186 123 1653 202 171 1223 123 212 1679 83
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 158 969 186 123 1653 202 171 1223 123 212 1679 83
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 158 969 186 123 1653 202 171 1223 123 212 1679 83

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.89 0.89 0.95 0.90 0.90 0.55 0.95 0.85 0.95 0.95 0.85
Lanes: 1.00 2.52 0.48 1.00 2.67 0.33 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 1805 4246 816 1805 4548 556 1045 3610 1615 1805 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.09 0.23 0.23 0.07 0.36 0.36 0.16 0.34 0.08 0.12 0.47 0.05
Crit Moves: ****
Green/Cycle: 0.13 0.30 0.30 0.26 0.26 0.26 0.26 0.26 0.26 0.13 0.33 0.33
Volume/Cap: 0.66 0.76 0.76 0.47 1.41 1.41 0.77 1.29 0.29 0.88 1.41 0.16
Delay/Veh: 37.3 26.0 26.0 23.5 218 218.1 37.0 166 22.4 60.6 216 17.9
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: 37.3 26.0 26.0 23.5 218 218.1 37.0 166 22.4 60.6 216 17.9
LOS by Move: D C C C F F D F C E F B
HCM2kAvgQ: 5 11 11 3 42 42 6 35 2 8 54 1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 Valerio St. & Canoga Ave.

Cycle (sec): 90 Critical Vol./Cap.(X): 0.806
Loss Time (sec): 8 (Y+R=3.5 sec) Average Delay (sec/veh): 17.4
Optimal Cycle: 65 Level Of Service: B

Street Name: Canoga Ave. Valerio 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: 19 19 19 19 19 19 8 8 8 8 8 8
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 0 1 0 0 1 0 0 1

Volume Module:
Base Vol: 40 906 25 63 1649 31 42 100 29 113 263 126
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: 40 906 25 63 1649 31 42 100 29 113 263 126
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: 40 906 25 63 1649 31 42 100 29 113 263 126
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: 42 954 26 66 1736 33 44 105 31 119 277 133
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 42 954 26 66 1736 33 44 105 31 119 277 133
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
FinalVolume: 42 954 26 66 1736 33 44 105 31 119 277 133

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.07 0.95 0.85 0.25 0.95 0.85 0.28 0.97 0.97 0.82 0.82 0.85
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 0.78 1.00 1.00 0.70 1.00
Final Sat.: 141 3610 1615 466 3610 1615 528 1423 413 469 1092 1615

Capacity Analysis Module:
Vol/Sat: 0.30 0.26 0.02 0.14 0.48 0.02 0.08 0.07 0.07 0.25 0.25 0.08
Crit Moves: ****
Green/Cycle: 0.60 0.60 0.60 0.60 0.60 0.60 0.31 0.31 0.31 0.31 0.31 0.31
Volume/Cap: 0.50 0.44 0.03 0.24 0.81 0.03 0.27 0.24 0.24 0.81 0.81 0.26
Delay/Veh: 15.2 10.1 7.5 9.0 16.4 7.5 23.9 23.0 23.0 37.8 37.8 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: 15.2 10.1 7.5 9.0 16.4 7.5 23.9 23.0 23.0 37.8 37.8 23.3
LOS by Move: B B A A B A C C C D D C
HCM2kAvgQ: 1 8 0 1 21 0 1 3 3 12 12 3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #27 Owensmouth Ave & Sherman Way

Cycle (sec): 100 Critical Vol./Cap.(X): 1.355
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 59.8
Optimal Cycle: 120 Level Of Service: E

Street Name: Owensmouth Ave Sherman Way
Approach: North 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: 10 10 10 10 10 10 20 20 20 20 20 20
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 0 1

Volume Module:
Base Vol: 82 166 130 66 630 45 57 1169 107 382 1520 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: 82 166 130 66 630 45 57 1169 107 382 1520 35
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: 82 166 130 66 630 45 57 1169 107 382 1520 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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 86 175 137 69 663 47 60 1231 113 402 1600 37
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 86 175 137 69 663 47 60 1231 113 402 1600 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
FinalVolume: 86 175 137 69 663 47 60 1231 113 402 1600 37

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.27 0.89 0.89 0.38 0.94 0.94 0.12 0.95 0.85 0.20 0.95 0.85
Lanes: 1.00 1.12 0.88 1.00 1.87 0.13 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 519 1891 1481 730 3336 238 236 3610 1615 384 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.17 0.09 0.09 0.10 0.20 0.20 0.25 0.34 0.07 1.05 0.44 0.02
Crit Moves: ****
Green/Cycle: 0.15 0.15 0.15 0.15 0.15 0.15 0.77 0.77 0.77 0.77 0.77 0.77
Volume/Cap: 1.13 0.63 0.63 0.65 1.35 1.35 0.33 0.44 0.09 1.35 0.57 0.03
Delay/Veh: 186.8 42.7 42.7 53.4 215 214.5 4.5 4.0 2.8 191.6 4.9 2.6
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: 186.8 42.7 42.7 53.4 215 214.5 4.5 4.0 2.8 191.6 4.9 2.6
LOS by Move: F D D D F F A A A F A A
HCM2kAvgQ: 6 6 6 3 26 26 1 7 1 27 11 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #28 Canoga Ave & Sherman Way

Cycle (sec): 100 Critical Vol./Cap.(X): 1.392
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 45.2
Optimal Cycle: 120 Level Of Service: D

Street Name: Canoga Ave Sherman Way
Approach: North 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: 10 10 10 10 10 10 10 10 10 10 10 10
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:
Base Vol: 61 870 122 140 1384 156 82 1237 51 188 1655 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: 61 870 122 140 1384 156 82 1237 51 188 1655 148
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: 61 870 122 140 1384 156 82 1237 51 188 1655 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: 64 916 128 147 1457 164 86 1302 54 198 1742 156
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 64 916 128 147 1457 164 86 1302 54 198 1742 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
FinalVolume: 64 916 128 147 1457 164 86 1302 54 198 1742 156

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.14 0.95 0.85 0.14 0.95 0.85 0.06 0.95 0.85 0.15 0.95 0.85
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 259 3610 1615 259 3610 1615 121 3610 1615 281 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.25 0.25 0.08 0.57 0.40 0.10 0.71 0.36 0.03 0.71 0.48 0.10
Crit Moves: ****
Green/Cycle: 0.41 0.41 0.41 0.41 0.41 0.41 0.51 0.51 0.51 0.51 0.51 0.51
Volume/Cap: 0.61 0.62 0.19 1.39 0.99 0.25 1.20 0.71 0.07 1.38 0.94 0.19
Delay/Veh: 32.9 24.3 19.1 253.5 49.8 19.7 193.6 19.9 12.4 232.3 33.6 13.3
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 32.9 24.3 19.1 253.5 49.8 19.7 193.6 19.9 12.4 232.3 33.6 13.3
LOS by Move: C C B F D B F B B F C B
HCM2kAvgQ: 3 12 3 12 30 3 7 17 1 15 32 3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #29 De Soto Ave & Sherman Way

Cycle (sec): 100 Critical Vol./Cap.(X): 1.277
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 87.3
Optimal Cycle: 120 Level Of Service: F

Street Name: De Soto Ave Sherman Way
Approach: 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: 10 10 10 10 10 10 5 12 12 5 12 12
Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 2 1 0

Volume Module:
Base Vol: 91 1114 182 145 1545 202 133 1307 82 229 1873 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: 91 1114 182 145 1545 202 133 1307 82 229 1873 164
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: 91 1114 182 145 1545 202 133 1307 82 229 1873 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: 96 1173 192 153 1626 213 140 1376 86 241 1972 173
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 96 1173 192 153 1626 213 140 1376 86 241 1972 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
FinalVolume: 96 1173 192 153 1626 213 140 1376 86 241 1972 173

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.08 0.89 0.89 0.13 0.89 0.89 0.95 0.90 0.90 0.95 0.90 0.90
Lanes: 1.00 2.58 0.42 1.00 2.65 0.35 1.00 2.82 0.18 1.00 2.76 0.24
Final Sat.: 154 4365 713 243 4509 590 1805 4837 303 1805 4712 413

Capacity Analysis Module:
Vol/Sat: 0.62 0.27 0.27 0.63 0.36 0.36 0.08 0.28 0.28 0.13 0.42 0.42
Crit Moves: ****
Green/Cycle: 0.49 0.49 0.49 0.49 0.49 0.49 0.06 0.26 0.26 0.12 0.33 0.33
Volume/Cap: 1.27 0.55 0.55 1.28 0.73 0.73 1.28 1.08 1.08 1.08 1.28 1.28
Delay/Veh: 216.3 17.9 17.9 199.6 21.4 21.4 224.6 84.5 84.5 125.6 163 162.9
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: 216.3 17.9 17.9 199.6 21.4 21.4 224.6 84.5 84.5 125.6 163 162.9
LOS by Move: F B B F C C F F F F F
HCM2kAvgQ: 8 11 11 11 17 17 10 26 26 13 47 47

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #30 Owensmouth Ave & Vanowen St

Cycle (sec): 50 Critical Vol./Cap.(X): 1.019
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 22.3
Optimal Cycle: 119 Level Of Service: C

Street Name: Owensmouth Ave Vanowen 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: 10 10 10 10 10 10 10 10 10 10 10 10
Lanes: 1 0 2 0 1 1 0 1 1 0 1 0 2 0 1

Volume Module:
Base Vol: 66 207 153 105 816 123 99 1052 110 208 890 103
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: 66 207 153 105 816 123 99 1052 110 208 890 103
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: 66 207 153 105 816 123 99 1052 110 208 890 103
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: 69 218 161 111 859 129 104 1107 116 219 937 108
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 69 218 161 111 859 129 104 1107 116 219 937 108
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 69 218 161 111 859 129 104 1107 116 219 937 108

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.29 0.95 0.85 0.61 0.93 0.93 0.26 0.95 0.85 0.20 0.95 0.85
Lanes: 1.00 2.00 1.00 1.00 1.74 0.26 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 555 3610 1615 1155 3074 463 496 3610 1615 380 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.13 0.06 0.10 0.10 0.28 0.28 0.21 0.31 0.07 0.58 0.26 0.07
Crit Moves: ****
Green/Cycle: 0.27 0.27 0.27 0.27 0.27 0.27 0.57 0.57 0.57 0.57 0.57 0.57
Volume/Cap: 0.46 0.22 0.36 0.35 1.02 1.02 0.37 0.54 0.13 1.02 0.46 0.12
Delay/Veh: 17.2 14.1 15.1 15.2 51.8 51.8 6.8 7.1 5.1 77.1 6.5 5.1
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: 17.2 14.1 15.1 15.2 51.8 51.8 6.8 7.1 5.1 77.1 6.5 5.1
LOS by Move: B B B B D D A A A E A A
HCM2kAvgQ: 2 2 2 2 16 16 1 6 1 9 5 1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #31 Vanowen St & Canoga Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 1.222
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 37.2
Optimal Cycle: 120 Level Of Service: D

Street Name: Canoga Ave Vanowen 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: 12 12 12 12 12 12 12 12 12 12 12 12
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 1 1 0 1

Volume Module:
Base Vol: 46 872 68 95 1172 74 66 934 88 241 1054 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: 46 872 68 95 1172 74 66 934 88 241 1054 166
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: 46 872 68 95 1172 74 66 934 88 241 1054 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: 48 918 72 100 1234 78 69 983 93 254 1109 175
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 48 918 72 100 1234 78 69 983 93 254 1109 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
FinalVolume: 48 918 72 100 1234 78 69 983 93 254 1109 175

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.10 0.95 0.85 0.11 0.95 0.85 0.19 0.94 0.94 0.20 0.95 0.85
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 1.83 0.17 1.00 2.00 1.00
Final Sat.: 192 3610 1615 212 3610 1615 361 3256 307 380 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.25 0.25 0.04 0.47 0.34 0.05 0.19 0.30 0.30 0.67 0.31 0.11
Crit Moves: ****
Green/Cycle: 0.39 0.39 0.39 0.39 0.39 0.39 0.55 0.55 0.55 0.55 0.55 0.55
Volume/Cap: 0.65 0.66 0.11 1.22 0.88 0.12 0.35 0.55 0.55 1.22 0.56 0.20
Delay/Veh: 49.2 31.4 23.7 207.5 41.3 23.8 16.4 18.0 18.0 162.4 18.2 13.9
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: 49.2 31.4 23.7 207.5 41.3 23.8 16.4 18.0 18.0 162.4 18.2 13.9
LOS by Move: D C C F D C B B B F B B
HCM2kAvgQ: 3 15 2 8 25 2 2 13 13 18 14 3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 Vanowen St & De Soto Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 1.333
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 102.0
Optimal Cycle: 120 Level Of Service: F

Street Name: De Soto Ave Vanowen 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 Prot+Permit
Rights: Include Include Include Include
Min. Green: 12 12 12 12 12 12 12 12 5 12 12
Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 2 0 1 1 0 1 1 0

Volume Module:
Base Vol: 58 1131 138 157 1771 232 97 1156 66 263 1219 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: 58 1131 138 157 1771 232 97 1156 66 263 1219 161
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: 58 1131 138 157 1771 232 97 1156 66 263 1219 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: 61 1191 145 165 1864 244 102 1217 69 277 1283 169
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 61 1191 145 165 1864 244 102 1217 69 277 1283 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
FinalVolume: 61 1191 145 165 1864 244 102 1217 69 277 1283 169

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.10 0.90 0.90 0.13 0.89 0.89 0.95 0.95 0.85 0.70 0.93 0.93
Lanes: 1.00 2.67 0.33 1.00 2.65 0.35 1.00 2.00 1.00 1.00 1.77 0.23
Final Sat.: 184 4549 555 241 4508 591 1805 3610 1615 1328 3131 414

Capacity Analysis Module:
Vol/Sat: 0.33 0.26 0.26 0.68 0.41 0.41 0.06 0.34 0.04 0.21 0.41 0.41
Crit Moves: ****
Green/Cycle: 0.46 0.46 0.46 0.46 0.46 0.46 0.13 0.28 0.28 0.27 0.27 0.27
Volume/Cap: 0.72 0.57 0.57 1.49 0.90 0.90 0.42 1.20 0.15 0.88 1.49 1.49
Delay/Veh: 45.8 18.2 18.2 287.6 27.8 27.8 37.0 133 24.5 52.7 260 259.8
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: 45.8 18.2 18.2 287.6 27.8 27.8 37.0 133 24.5 52.7 260 259.8
LOS by Move: D B B F C C D F C D F F
HCM2kAvgQ: 3 10 10 13 24 24 3 34 1 11 53 53

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #33 Owensmouth Ave & Victory Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.923
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 32.8
Optimal Cycle: 80 Level Of Service: C

Street Name: Owensmouth Ave Victory 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 Prot+Permit Permitted Prot+Permit
Rights: Include Include Include Ovl
Min. Green: 5 12 12 5 12 12 10 10 10 5 10 10
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 3 0 1

Volume Module:
Base Vol: 40 236 71 175 880 92 32 1375 124 268 955 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: 40 236 71 175 880 92 32 1375 124 268 955 99
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: 40 236 71 175 880 92 32 1375 124 268 955 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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 42 248 75 184 926 97 34 1447 131 282 1005 104
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 42 248 75 184 926 97 34 1447 131 282 1005 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
FinalVolume: 42 248 75 184 926 97 34 1447 131 282 1005 104

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 0.85 0.95 0.95 0.85 0.95 0.91 0.85 0.95 0.91 0.85
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 3.00 1.00 1.00 3.00 1.00
Final Sat.: 1805 3610 1615 1805 3610 1615 1805 5187 1615 1805 5187 1615

Capacity Analysis Module:
Vol/Sat: 0.00 0.07 0.05 0.00 0.26 0.06 0.02 0.28 0.08 0.16 0.19 0.06
Crit Moves: ****
Green/Cycle: 0.08 0.19 0.19 0.16 0.31 0.31 0.18 0.33 0.33 0.34 0.34 0.51
Volume/Cap: 0.29 0.36 0.24 0.62 0.83 0.19 0.10 0.83 0.24 0.68 0.56 0.13
Delay/Veh: 44.5 35.3 34.5 42.9 37.8 25.7 34.6 34.3 24.3 31.3 27.1 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: 44.5 35.3 34.5 42.9 37.8 25.7 34.6 34.3 24.3 31.3 27.1 13.0
LOS by Move: D D C D D C C C C C C B
HCM2kAvgQ: 2 4 2 6 16 2 1 17 3 9 10 2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 Victory Blvd & Canoga Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 1.334
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 84.8
Optimal Cycle: 120 Level Of Service: F

Street Name: Canoga Ave Victory 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 Prot+Permit Prot+Permit
Rights: Include Include Include Ovl
Min. Green: 12 12 12 5 12 12 5 12 12 5 12 12
Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 3 0 1

Volume Module:
Base Vol: 124 925 135 231 1343 94 94 811 229 301 1213 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: 124 925 135 231 1343 94 94 811 229 301 1213 182
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: 124 925 135 231 1343 94 94 811 229 301 1213 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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 131 974 142 243 1414 99 99 854 241 317 1277 192
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 131 974 142 243 1414 99 99 854 241 317 1277 192
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 131 974 142 243 1414 99 99 854 241 317 1277 192

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.11 0.89 0.89 0.95 0.90 0.90 0.88 0.88 0.88 0.44 0.91 0.85
Lanes: 1.00 2.62 0.38 1.00 2.80 0.20 1.00 2.34 0.66 1.00 3.00 1.00
Final Sat.: 203 4440 648 1805 4799 336 1669 3911 1104 836 5187 1615

Capacity Analysis Module:
Vol/Sat: 0.64 0.22 0.22 0.13 0.29 0.29 0.06 0.22 0.22 0.38 0.25 0.12
Crit Moves: ****
Green/Cycle: 0.47 0.47 0.47 0.10 0.57 0.57 0.22 0.16 0.16 0.34 0.24 0.34
Volume/Cap: 1.36 0.47 0.47 1.34 0.51 0.51 0.62 1.34 1.34 1.05 1.02 0.35
Delay/Veh: 247.9 21.6 21.6 237.7 15.7 15.7 47.6 210 210.3 96.7 76.7 29.9
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: 247.9 21.6 21.6 237.7 15.7 15.7 47.6 210 210.3 96.7 76.7 29.9
LOS by Move: F C C F B B D F F F E C
HCM2kAvgQ: 11 10 10 19 12 12 4 29 29 18 24 5

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #35 Variel Ave & Victory Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.666
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 18.0
Optimal Cycle: 45 Level Of Service: B

Street Name: Variel Ave Victory 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: 12 12 12 12 12 12 10 10 10 10 10 10
Lanes: 1 0 0 0 1 0 0 0 0 0 1 0 3 0 0

Volume Module:
Base Vol: 139 0 360 0 0 0 0 1419 48 79 1184 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: 139 0 360 0 0 0 0 1419 48 79 1184 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 139 0 360 0 0 0 0 1419 48 79 1184 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: 146 0 379 0 0 0 0 1494 51 83 1246 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 146 0 379 0 0 0 0 1494 51 83 1246 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 146 0 379 0 0 0 0 1494 51 83 1246 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.77 1.00 0.85 1.00 1.00 1.00 1.00 0.91 0.91 0.11 0.91 1.00
Lanes: 1.00 0.00 1.00 0.00 0.00 0.00 0.00 2.90 0.10 1.00 3.00 0.00
Final Sat.: 1461 0 1615 0 0 0 0 4992 169 215 5187 0

Capacity Analysis Module:
Vol/Sat: 0.10 0.00 0.23 0.00 0.00 0.00 0.00 0.30 0.30 0.39 0.24 0.00
Crit Moves: ****
Green/Cycle: 0.35 0.00 0.35 0.00 0.00 0.00 0.00 0.58 0.58 0.58 0.58 0.00
Volume/Cap: 0.28 0.00 0.67 0.00 0.00 0.00 0.00 0.51 0.51 0.67 0.41 0.00
Delay/Veh: 28.3 0.0 35.9 0.0 0.0 0.0 0.0 15.2 15.2 30.1 13.9 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: 28.3 0.0 35.9 0.0 0.0 0.0 0.0 15.2 15.2 30.1 13.9 0.0
LOS by Move: C A D A A A A B B C B A
HCM2kAvgQ: 4 0 13 0 0 0 0 12 12 3 9 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #36 Victory Blvd & De Soto Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 1.084
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 57.8
Optimal Cycle: 120 Level Of Service: E

Street Name: De Soto Ave Victory 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 Prot+Permit Prot+Permit Permit+Prot
Rights: Include Include Include Include
Min. Green: 5 12 12 5 12 12 5 12 12 5 12 12
Lanes: 1 0 2 1 0 1 0 2 1 0 2 0 2 1 0 2 0 3 0 1

Volume Module:
Base Vol: 83 1096 198 123 1793 213 86 1219 58 614 1647 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: 83 1096 198 123 1793 213 86 1219 58 614 1647 102
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: 83 1096 198 123 1793 213 86 1219 58 614 1647 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: 87 1154 208 129 1887 224 91 1283 61 646 1734 107
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 87 1154 208 129 1887 224 91 1283 61 646 1734 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
FinalVolume: 87 1154 208 129 1887 224 91 1283 61 646 1734 107

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.89 0.89 0.95 0.90 0.90 0.92 0.90 0.90 0.92 0.91 0.85
Lanes: 1.00 2.54 0.46 1.00 2.68 0.32 2.00 2.86 0.14 2.00 3.00 1.00
Final Sat.: 1805 4292 775 1805 4562 542 3502 4917 234 3502 5187 1615

Capacity Analysis Module:
Vol/Sat: 0.00 0.27 0.27 0.00 0.41 0.41 0.00 0.26 0.26 0.00 0.33 0.07
Crit Moves: ****
Green/Cycle: 0.08 0.35 0.35 0.09 0.40 0.40 0.05 0.25 0.25 0.21 0.38 0.38
Volume/Cap: 0.61 0.77 0.77 0.77 1.05 1.05 0.55 1.05 1.05 0.88 0.88 0.18
Delay/Veh: 60.8 37.0 37.0 72.7 70.1 70.1 59.8 83.5 83.5 58.0 40.0 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: 60.8 37.0 37.0 72.7 70.1 70.1 59.8 83.5 83.5 58.0 40.0 25.0
LOS by Move: E D D E E E E F F E D C
HCM2kAvgQ: 4 18 18 7 38 38 3 26 26 15 25 3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 Erwin St & Owensmouth Ave

Cycle (sec): 60 Critical Vol./Cap.(X): 0.574
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 12.4
Optimal Cycle: 34 Level Of Service: B

Street Name: Owensmouth Ave Erwin 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: 10 10 10 10 10 10 10 10 10 10 10 10
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 1 1 0

Volume Module:
Base Vol: 21 346 83 130 843 128 154 625 78 53 234 117
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: 21 346 83 130 843 128 154 625 78 53 234 117
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: 21 346 83 130 843 128 154 625 78 53 234 117
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: 22 364 87 137 887 135 162 658 82 56 246 123
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 22 364 87 137 887 135 162 658 82 56 246 123
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
FinalVolume: 22 364 87 137 887 135 162 658 82 56 246 123

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.20 0.92 0.92 0.48 0.93 0.93 0.52 0.93 0.93 0.26 0.90 0.90
Lanes: 1.00 1.61 0.39 1.00 1.74 0.26 1.00 1.78 0.22 1.00 1.33 0.67
Final Sat.: 380 2827 678 910 3071 466 980 3155 394 485 2286 1143

Capacity Analysis Module:
Vol/Sat: 0.06 0.13 0.13 0.15 0.29 0.29 0.17 0.21 0.21 0.12 0.11 0.11
Crit Moves: ****
Green/Cycle: 0.50 0.50 0.50 0.50 0.50 0.50 0.36 0.36 0.36 0.36 0.36 0.36
Volume/Cap: 0.12 0.26 0.26 0.30 0.57 0.57 0.46 0.57 0.57 0.32 0.30 0.30
Delay/Veh: 8.1 8.6 8.6 9.1 10.9 10.9 15.5 16.0 16.0 14.8 13.8 13.8
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: 8.1 8.6 8.6 9.1 10.9 10.9 15.5 16.0 16.0 14.8 13.8 13.8
LOS by Move: A A A A B B B B B B B B
HCM2kAvgQ: 0 3 3 2 8 8 3 7 7 1 3 3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #38 Erwin St & Canoga Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 0.956
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 20.7
Optimal Cycle: 120 Level Of Service: C

Street Name: Canoga Ave Erwin 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: 10 10 10 10 10 10 12 12 12 12 12 12 12
Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 1 1 0 1 0 1 1 0

Volume Module:
Base Vol: 149 1238 82 69 1404 184 131 339 179 58 169 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: 149 1238 82 69 1404 184 131 339 179 58 169 89
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: 149 1238 82 69 1404 184 131 339 179 58 169 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: 157 1303 86 73 1478 194 138 357 188 61 178 94
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 157 1303 86 73 1478 194 138 357 188 61 178 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
FinalVolume: 157 1303 86 73 1478 194 138 357 188 61 178 94

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.12 0.90 0.90 0.17 0.89 0.89 0.47 0.90 0.90 0.17 0.90 0.90
Lanes: 1.00 2.81 0.19 1.00 2.65 0.35 1.00 1.31 0.69 1.00 1.31 0.69
Final Sat.: 222 4821 319 314 4508 591 893 2240 1183 327 2242 1181

Capacity Analysis Module:
Vol/Sat: 0.71 0.27 0.27 0.23 0.33 0.33 0.15 0.16 0.16 0.19 0.08 0.08
Crit Moves: ****
Green/Cycle: 0.74 0.74 0.74 0.74 0.74 0.20 0.20 0.20 0.20 0.20 0.20 0.20
Volume/Cap: 0.96 0.37 0.37 0.31 0.44 0.44 0.79 0.82 0.82 0.96 0.41 0.41
Delay/Veh: 71.1 5.7 5.7 6.1 6.2 6.2 67.1 53.9 53.9 144.5 42.6 42.6
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: 71.1 5.7 5.7 6.1 6.2 6.2 67.1 53.9 53.9 144.5 42.6 42.6
LOS by Move: E A A A A A E D D F D D
HCM2kAvgQ: 9 7 7 1 9 9 7 12 12 5 5 5

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #39 Oxnard St & Owensmouth Ave

Cycle (sec): 60 Critical Vol./Cap.(X): 0.813
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 14.8
Optimal Cycle: 58 Level Of Service: B

Street Name: Owensmouth Ave Oxnard 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: 12 12 12 12 12 12 10 10 10 10 10 10
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 0 1

Volume Module:
Base Vol: 27 232 74 112 929 99 100 740 213 211 460 116
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: 27 232 74 112 929 99 100 740 213 211 460 116
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: 27 232 74 112 929 99 100 740 213 211 460 116
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: 28 244 78 118 978 104 105 779 224 222 484 122
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 28 244 78 118 978 104 105 779 224 222 484 122
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
FinalVolume: 28 244 78 118 978 104 105 779 224 222 484 122

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.18 0.92 0.92 0.55 0.94 0.94 0.46 0.95 0.85 0.29 0.95 0.85
Lanes: 1.00 1.52 0.48 1.00 1.81 0.19 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 338 2638 842 1051 3217 343 866 3610 1615 555 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.08 0.09 0.09 0.11 0.30 0.30 0.12 0.22 0.14 0.40 0.13 0.08
Crit Moves: ****
Green/Cycle: 0.37 0.37 0.37 0.37 0.37 0.37 0.49 0.49 0.49 0.49 0.49 0.49
Volume/Cap: 0.22 0.25 0.25 0.30 0.81 0.81 0.25 0.44 0.28 0.81 0.27 0.15
Delay/Veh: 13.7 13.1 13.1 13.7 20.8 20.8 9.1 10.0 9.2 29.6 9.0 8.4
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: 13.7 13.1 13.1 13.7 20.8 20.8 9.1 10.0 9.2 29.6 9.0 8.4
LOS by Move: B B B B C C A B A C A A
HCM2kAvgQ: 1 2 2 2 12 12 1 5 3 6 3 1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #40 Oxnard St & Canoga Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 1.017
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 27.4
Optimal Cycle: 120 Level Of Service: C

Street Name: Canoga Ave Oxnard 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: 12 12 12 12 12 12 10 10 10 10 10 10
Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 1 1 0

Volume Module:
Base Vol: 151 1276 81 130 1240 241 99 453 133 104 489 79
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 151 1276 81 130 1240 241 99 453 133 104 489 79
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: 151 1276 81 130 1240 241 99 453 133 104 489 79
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 159 1343 85 137 1305 254 104 477 140 109 515 83
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 159 1343 85 137 1305 254 104 477 140 109 515 83
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 159 1343 85 137 1305 254 104 477 140 109 515 83

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.11 0.90 0.90 0.14 0.89 0.89 0.29 0.92 0.92 0.27 0.93 0.93
Lanes: 1.00 2.82 0.18 1.00 2.51 0.49 1.00 1.55 0.45 1.00 1.72 0.28
Final Sat.: 215 4833 307 260 4239 824 544 2696 791 519 3043 492

Capacity Analysis Module:
Vol/Sat: 0.74 0.28 0.28 0.53 0.31 0.31 0.19 0.18 0.18 0.21 0.17 0.17
Crit Moves: ****
Green/Cycle: 0.73 0.73 0.73 0.73 0.73 0.73 0.21 0.21 0.21 0.21 0.21 0.21
Volume/Cap: 1.02 0.38 0.38 0.73 0.42 0.42 0.93 0.85 0.85 1.02 0.82 0.82
Delay/Veh: 92.9 6.3 6.3 22.7 6.6 6.6 108.2 55.5 55.5 138.9 52.5 52.5
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: 92.9 6.3 6.3 22.7 6.6 6.6 108.2 55.5 55.5 138.9 52.5 52.5
LOS by Move: F A A C A A F E E F D D
HCM2kAvgQ: 10 7 7 5 8 8 7 14 14 7 13 13

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #41 Oxnard St & De Soto Ave

Cycle (sec):	90	Critical Vol./Cap.(X):	2.140
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	88.4
Optimal Cycle:	120	Level Of Service:	F

Street Name:	De Soto Ave			Oxnard St		
Approach:	North Bound		South Bound	East Bound		West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R

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Control:	Permitted		Permitted		Permitted		Permitted	
Rights:	Include		Include		Include		Include	
Min. Green:	20	20	20	20	20	10	10	10
Lanes:	1	0	2	1	0	1	0	1

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Volume Module:

Base Vol:	182	1371	97	109	2342	167	110	453	165	130	489	88
Growth Adj:	1.00	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	1371	97	109	2342	167	110	453	165	130	489	88
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:	182	1371	97	109	2342	167	110	453	165	130	489	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	192	1443	102	115	2465	176	116	477	174	137	515	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	192	1443	102	115	2465	176	116	477	174	137	515	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	192	1443	102	115	2465	176	116	477	174	137	515	93

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Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.06	0.90	0.90	0.14	0.90	0.90	0.24	1.00	0.85	0.24	0.93	0.93
Lanes:	1.00	2.80	0.20	1.00	2.80	0.20	1.00	1.00	1.00	1.00	1.69	0.31
Final Sat.:	116	4796	339	262	4793	342	465	1900	1615	465	2989	538

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Capacity Analysis Module:

Vol/Sat:	1.66	0.30	0.30	0.44	0.51	0.51	0.25	0.25	0.11	0.29	0.17	0.17
Crit Moves:	****											
Green/Cycle:	0.77	0.77	0.77	0.77	0.77	0.77	0.14	0.14	0.14	0.14	0.14	0.14
Volume/Cap:	2.14	0.39	0.39	0.57	0.66	0.66	1.45	1.83	0.78	1.71	1.25	1.25
Delay/Veh:	558.3	3.4	3.4	7.8	5.2	5.2	296.9	425	53.8	405.7	168	168.5
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:	558.3	3.4	3.4	7.8	5.2	5.2	296.9	425	53.8	405.7	168	168.5
LOS by Move:	F	A	A	A	A	A	F	F	D	F	F	F
HCM2kAvgQ:	19	5	5	2	13	13	10	41	7	12	20	20

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #42 Lassen St & Busway A

Cycle (sec):	50	Critical Vol./Cap.(X):	0.371
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	1.0
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Busway A			Lassen St		
Approach:	North Bound		South Bound	East Bound		West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R

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Control:	Permitted		Permitted		Permitted	
Rights:	Ovl		Include		Include	
Min. Green:	5	5	5	5	5	5
Lanes:	0	0	0	0	1	1

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Volume Module:

Base Vol:	0	0	0	0	0	0	0	1070	0	0	1010	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1070	0	0	1010	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1070	0	0	1010	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	0	0	0	0	1126	0	0	1063	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1126	0	0	1063	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1126	0	0	1063	0

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Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	0.00	1.00	0.00	0.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	0	0	1900	0	0	0	1900	3610	1900	1900	3610	1900

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Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.31	0.00	0.00	0.29	0.00
Crit Moves:	****											
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.84	0.00	0.00	0.84	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.37	0.00	0.00	0.35	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	3	0	0	2	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #43 Lassen St & Busway B

Cycle (sec): 50 Critical Vol./Cap.(X): 0.371
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 1.0
Optimal Cycle: 25 Level Of Service: A

Street Name: Busway B Lassen 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: 5 5 5 5 5 5 5 5 5 5 5 5
Lanes: 0 0 1 0 0 0 0 1 0 0 0 0 2 0 0 0 0 2 0 0

Volume Module:
Base Vol: 0 0 0 0 0 0 0 1070 0 0 1010 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 0 0 0 0 0 1070 0 0 1010 0
Added Vol: 0
PasserByVol: 0
Initial Fut: 0 0 0 0 0 0 0 0 1070 0 0 1010 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 0 0 0 0 0 1126 0 0 1063 0
Reduct Vol: 0
Reduced Vol: 0 0 0 0 0 0 0 0 1126 0 0 1063 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 0 0 0 0 0 1126 0 0 1063 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.95 1.00 1.00 0.95 1.00
Lanes: 0.00 1.00 0.00 0.00 1.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00
Final Sat.: 0 1900 0 0 1900 0 0 3610 0 0 3610 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.31 0.00 0.00 0.29 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.84 0.00 0.00 0.84 0.00
Volume/Cap: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.37 0.00 0.00 0.35 0.00
Delay/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 1.0 0.0 0.0 1.0 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 1.0 0.0 0.0 1.0 0.0
LOS by Move: A A A A A A A A A A A A
HCM2kAvgQ: 0 0 0 0 0 0 0 3 0 0 2 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 Lassen St & Busway C

Cycle (sec): 50 Critical Vol./Cap.(X): 0.371
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 1.0
Optimal Cycle: 25 Level Of Service: A

Street Name: Busway C Lassen 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: 5 5 5 5 5 5 5 5 5 5 5 5
Lanes: 0 0 0 0 0 0 0 0 0 0 0 0 2 0 0 0 0 2 0 0

Volume Module:
Base Vol: 0 0 0 0 0 0 0 1070 0 0 1010 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 0 0 0 0 0 1070 0 0 1010 0
Added Vol: 0
PasserByVol: 0
Initial Fut: 0 0 0 0 0 0 0 0 1070 0 0 1010 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 0 0 0 0 0 1126 0 0 1063 0
Reduct Vol: 0
Reduced Vol: 0 0 0 0 0 0 0 0 1126 0 0 1063 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 0 0 0 0 0 1126 0 0 1063 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.95 1.00 1.00 0.95 1.00
Lanes: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00
Final Sat.: 0 0 0 0 0 0 0 0 3610 0 0 3610 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.31 0.00 0.00 0.29 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.84 0.00 0.00 0.84 0.00
Volume/Cap: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.37 0.00 0.00 0.35 0.00
Delay/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 1.0 0.0 0.0 1.0 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 1.0 0.0 0.0 1.0 0.0
LOS by Move: A A A A A A A A A A A A
HCM2kAvgQ: 0 0 0 0 0 0 0 3 0 0 2 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 De Soto Ave & Chatsworth St
Cycle (sec): 90 Critical Vol./Cap.(X): 1.352
Loss Time (sec): 12 (Y+R=5.0 sec) Average Delay (sec/veh): 151.1
Optimal Cycle: 120 Level Of Service: F

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for De Soto Ave and Chatsworth St.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume. Rows for De Soto Ave and Chatsworth St.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat. Rows for De Soto Ave and Chatsworth St.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ. Rows for De Soto Ave and Chatsworth St.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Topanga Canyon Blvd & Devonshire St
Cycle (sec): 90 Critical Vol./Cap.(X): 1.310
Loss Time (sec): 16 (Y+R=5.0 sec) Average Delay (sec/veh): 136.6
Optimal Cycle: 120 Level Of Service: F

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Topanga Canyon Blvd and Devonshire St.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume. Rows for Topanga Canyon Blvd and Devonshire St.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat. Rows for Topanga Canyon Blvd and Devonshire St.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ. Rows for Topanga Canyon Blvd and Devonshire St.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #3 Owensmouth Ave & Devonshire St

Cycle (sec): 90 Critical Vol./Cap.(X): 1.414
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 90.5
 Optimal Cycle: 120 Level Of Service: F

Street Name:	Owensmouth Ave			Devonshire St		
Approach:	North Bound	South Bound	East Bound	West Bound	West Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	10 10 10	0 10 10	10 10 10	10 10 10	10 10 10	10 10 10
Lanes:	0 0 1 0 0	0 0 1 0 0	1 0 2 0 1	1 0 2 0 1	1 0 2 0 1	1 0 2 0 1

Volume Module:
 Base Vol: 141 658 334 113 115 34 20 919 43 164 1222 168
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 141 658 334 113 115 34 20 919 43 164 1222 168
 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: 141 658 334 113 115 34 20 919 43 164 1222 168
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
 PHF Volume: 148 693 352 119 121 36 21 967 45 173 1286 177
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 148 693 352 119 121 36 21 967 45 173 1286 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
 FinalVolume: 148 693 352 119 121 36 21 967 45 173 1286 177

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.88 0.88 0.88 0.40 0.40 0.40 0.11 0.95 0.85 0.16 0.95 0.85
 Lanes: 0.12 0.59 0.29 0.43 0.44 0.13 1.00 2.00 1.00 1.00 2.00 1.00
 Final Sat.: 207 966 490 328 333 99 207 3610 1615 302 3610 1615

Capacity Analysis Module:
 Vol/Sat: 0.72 0.72 0.72 0.36 0.36 0.36 0.10 0.27 0.03 0.57 0.36 0.11
 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: 1.41 1.41 1.41 0.72 0.72 0.72 0.25 0.66 0.07 1.41 0.88 0.27
 Delay/Veh: 215.5 216 215.5 23.5 23.5 23.5 19.4 23.0 16.5 254.4 31.5 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: 215.5 216 215.5 23.5 23.5 23.5 19.4 23.0 16.5 254.4 31.5 18.2
 LOS by Move: F F F C C C B C B F C B
 HCM2kAvgQ: 77 77 77 8 8 8 1 12 1 13 21 3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

 Intersection #4 Depot Rd & Devonshire St

Average Delay (sec/veh): 12.6 Worst Case Level Of Service: F[160.5]

Street Name:	Depot Rd			Devonshire St		
Approach:	North Bound	South Bound	East Bound	West Bound	West Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled
Rights:	Include	Include	Include	Include	Include	Include
Lanes:	0 1 0 0 1	1 0 0 1 0	1 0 2 0 1	1 0 2 0 1	1 0 2 0 1	1 0 2 0 1

Volume Module:
 Base Vol: 27 3 115 14 3 75 80 1090 35 31 1240 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: 27 3 115 14 3 75 80 1090 35 31 1240 21
 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: 27 3 115 14 3 75 80 1090 35 31 1240 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: 28 3 121 15 3 79 84 1147 37 33 1305 22
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 FinalVolume: 28 3 121 15 3 79 84 1147 37 33 1305 22

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: 2035 2708 574 2114 2723 653 1327 xxxx xxxxx 1184 xxxx xxxxx
 Potent Cap.: 34 21 467 30 21 415 527 xxxx xxxxx 597 xxxx xxxxx
 Move Cap.: 20 17 467 16 17 415 527 xxxx xxxxx 597 xxxx xxxxx
 Volume/Cap: 1.43 0.19 0.26 0.93 0.19 0.19 0.16 xxxx xxxxx 0.05 xxxx xxxxx

Level Of Service Module:
 2Way95thQ: xxxx xxxx 1.0 2.3 xxxx xxxxx 0.6 xxxx xxxxx 0.2 xxxx xxxxx
 Control Del:xxxxx xxxx 15.4 521.4 xxxx xxxxx 13.1 xxxx xxxxx 11.4 xxxx xxxxx
 LOS by Move: * * C F * * B * * B * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: 20 xxxx xxxxx xxxx xxxxx 216 xxxx xxxx xxxxx xxxx xxxx xxxxx
 SharedQueue: 4.3 xxxx xxxxx xxxxx xxxxx 1.7 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
 Shrd ConDel:717.0 xxxx xxxxx xxxxx xxxxx 31.5 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
 Shared LOS: F * * * * D * * * * *
 ApproachDel: 160.5 106.1 xxxxxxx xxxxxxx
 ApproachLOS: F F * *

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Canoga Ave & Devonshire St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.950
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 21.8
Optimal Cycle: 120 Level Of Service: C

Street Name: Canoga Ave Devonshire 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: 12 12 12 12 12 12 10 10 10 10 10 10
Lanes: 1 0 1 1 0 1 0 1 0 1 1 0 2 0 1

Volume Module:
Base Vol: 160 415 315 175 129 166 149 971 126 91 1033 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: 160 415 315 175 129 166 149 971 126 91 1033 125
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: 160 415 315 175 129 166 149 971 126 91 1033 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: 168 437 332 184 136 175 157 1022 133 96 1087 132
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 168 437 332 184 136 175 157 1022 133 96 1087 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
FinalVolume: 168 437 332 184 136 175 157 1022 133 96 1087 132

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.65 0.89 0.89 0.26 1.00 0.85 0.17 0.95 0.85 0.19 0.95 0.85
Lanes: 1.00 1.14 0.86 1.00 1.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 1232 1919 1456 495 1900 1615 318 3610 1615 360 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.14 0.23 0.23 0.37 0.07 0.11 0.49 0.28 0.08 0.27 0.30 0.08
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: 0.35 0.58 0.58 0.95 0.18 0.28 0.95 0.55 0.16 0.51 0.58 0.16
Delay/Veh: 19.7 22.2 22.2 76.7 18.0 18.9 75.7 14.9 11.4 16.6 15.4 11.4
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: 19.7 22.2 22.2 76.7 18.0 18.9 75.7 14.9 11.4 16.6 15.4 11.4
LOS by Move: B C C E B B E B B B B
HCM2kAvgQ: 3 9 9 9 2 3 8 10 2 3 11 2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 De Soto Ave & Devonshire St

Cycle (sec): 90 Critical Vol./Cap.(X): 1.153
Loss Time (sec): 16 (Y+R=4.5 sec) Average Delay (sec/veh): 91.4
Optimal Cycle: 120 Level Of Service: F

Street Name: De Soto Ave Devonshire St
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 Ovl
Min. Green: 5 10 10 5 10 10 5 10 10 5 10 10
Lanes: 2 0 2 1 0 2 0 2 1 0 2 0 1 1 0 2 0 2 0 1

Volume Module:
Base Vol: 152 2285 198 233 1449 228 340 992 106 143 935 178
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: 152 2285 198 233 1449 228 340 992 106 143 935 178
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: 152 2285 198 233 1449 228 340 992 106 143 935 178
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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 160 2405 208 245 1525 240 358 1044 112 151 984 187
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 160 2405 208 245 1525 240 358 1044 112 151 984 187
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
FinalVolume: 160 2405 208 245 1525 240 358 1044 112 151 984 187

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 0.90 0.90 0.92 0.89 0.89 0.92 0.94 0.94 0.92 0.95 0.85
Lanes: 2.00 2.76 0.24 2.00 2.59 0.41 2.00 1.81 0.19 2.00 2.00 1.00
Final Sat.: 3502 4716 409 3502 4392 691 3502 3213 343 3502 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.05 0.51 0.51 0.07 0.35 0.35 0.10 0.33 0.33 0.04 0.27 0.12
Crit Moves: ****
Green/Cycle: 0.07 0.43 0.43 0.06 0.42 0.42 0.09 0.28 0.28 0.06 0.24 0.30
Volume/Cap: 0.67 1.18 1.18 1.18 0.82 0.82 1.13 1.18 1.18 0.77 1.13 0.39
Delay/Veh: 48.4 112 111.8 162.0 25.5 25.5 132.5 124 124.5 59.3 108 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: 48.4 112 111.8 162.0 25.5 25.5 132.5 124 124.5 59.3 108 25.5
LOS by Move: D F F F C C F F F E F C
HCM2kAvgQ: 4 47 47 9 18 18 11 32 32 4 26 4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Topanga Canyon Blvd & Lassen St

Cycle (sec): 150 Critical Vol./Cap.(X): 1.432
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 160.6
Optimal Cycle: 120 Level Of Service: F

Street Name: Topanga Canyon Blvd Lassen St
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 Protected
Rights: Ovl Include Include Include
Min. Green: 5 10 10 5 10 10 13 13 13 5 13 13
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:
Base Vol: 105 2659 320 180 1981 33 95 378 51 430 353 188
Growth Adj: 1.00 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 2659 320 180 1981 33 95 378 51 430 353 188
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: 105 2659 320 180 1981 33 95 378 51 430 353 188
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 111 2799 337 189 2085 35 100 398 54 453 372 198
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 111 2799 337 189 2085 35 100 398 54 453 372 198
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 111 2799 337 189 2085 35 100 398 54 453 372 198

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 0.85 0.95 0.95 0.85 0.85 0.95 0.85 0.85 0.95 0.95 0.85
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 1805 3610 1615 1805 3610 1615 1615 3610 1615 1805 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.06 0.78 0.21 0.10 0.58 0.02 0.06 0.11 0.03 0.25 0.10 0.12
Crit Moves: ****
Green/Cycle: 0.06 0.52 0.69 0.07 0.53 0.53 0.11 0.11 0.11 0.17 0.28 0.28
Volume/Cap: 1.08 1.49 0.30 1.49 1.08 0.04 0.57 1.02 0.31 1.49 0.37 0.44
Delay/Veh: 169.5 253 7.5 313.6 74.8 13.4 55.4 104 50.3 287.9 35.2 36.5
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: 169.5 253 7.5 313.6 74.8 13.4 55.4 104 50.3 287.9 35.2 36.5
LOS by Move: F F A F E B E F D F D D
HCM2kAvgQ: 8 113 5 16 55 1 4 12 2 36 6 6

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Owensmouth Ave & Lassen St

Cycle (sec): 50 Critical Vol./Cap.(X): 1.994
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 216.7
Optimal Cycle: 120 Level Of Service: F

Street Name: Owensmouth Ave Lassen 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: 10 10 10 10 10 10 18 18 18 18 18 18
Lanes: 0 1 0 1 0 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0

Volume Module:
Base Vol: 140 919 520 225 339 74 49 713 185 426 759 159
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: 140 919 520 225 339 74 49 713 185 426 759 159
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: 140 919 520 225 339 74 49 713 185 426 759 159
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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 147 967 547 237 357 78 52 751 195 448 799 167
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 147 967 547 237 357 78 52 751 195 448 799 167
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 147 967 547 237 357 78 52 751 195 448 799 167

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.64 0.64 0.64 0.58 0.58 0.58 0.23 0.92 0.92 0.24 0.93 0.93
Lanes: 0.18 1.16 0.66 0.71 1.06 0.23 1.00 1.59 0.41 1.00 1.65 0.35
Final Sat.: 217 1425 806 773 1165 254 433 2777 721 450 2907 609

Capacity Analysis Module:
Vol/Sat: 0.68 0.68 0.68 0.31 0.31 0.31 0.12 0.27 0.27 1.00 0.27 0.27
Crit Moves: ****
Green/Cycle: 0.34 0.34 0.34 0.34 0.34 0.50 0.50 0.50 0.50 0.50 0.50
Volume/Cap: 1.99 1.99 1.99 0.90 0.90 0.90 0.24 0.54 0.54 1.99 0.55 0.55
Delay/Veh: 468.0 468 468.0 29.5 29.5 29.5 7.7 8.9 8.9 475.3 9.0 9.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 468.0 468 468.0 29.5 29.5 29.5 7.7 8.9 8.9 475.3 9.0 9.0
LOS by Move: F F F C C C A A A F A A
HCM2kAvgQ: 69 69 69 9 9 9 1 6 6 36 6 6

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Depot Rd & Lassen St

Cycle (sec): 50 Critical Vol./Cap.(X): 0.745
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 9.0
Optimal Cycle: 46 Level Of Service: A

Street Name: Depot Rd Lassen 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 Protected Permitted
Rights: Include Include Include Include
Min. Green: 5 5 5 5 5 5 5 5 5 5 5 5
Lanes: 0 0 1 0 0 1 0 0 1 0 1 0 1 0 1 1 0

Volume Module:

Base Vol: 65 0 15 41 0 149 96 1396 19 24 1538 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: 65 0 15 41 0 149 96 1396 19 24 1538 71
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: 65 0 15 41 0 149 96 1396 19 24 1538 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: 68 0 16 43 0 157 101 1469 20 25 1619 75
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 68 0 16 43 0 157 101 1469 20 25 1619 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
FinalVolume: 68 0 16 43 0 157 101 1469 20 25 1619 75

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.56 1.00 0.56 0.80 1.00 0.85 0.95 0.95 0.95 0.13 0.94 0.94
Lanes: 0.81 0.00 0.19 1.00 0.00 1.00 1.00 1.97 0.03 1.00 1.91 0.09
Final Sat.: 864 0 199 1526 0 1615 1805 3554 48 247 3427 158

Capacity Analysis Module:

Vol/Sat: 0.08 0.00 0.08 0.03 0.00 0.10 0.06 0.41 0.41 0.10 0.47 0.47
Crit Moves: ****
Green/Cycle: 0.13 0.00 0.13 0.13 0.00 0.13 0.10 0.71 0.71 0.61 0.61 0.61
Volume/Cap: 0.63 0.00 0.63 0.22 0.00 0.77 0.56 0.58 0.58 0.17 0.77 0.77
Delay/Veh: 29.8 0.0 29.8 20.2 0.0 37.4 25.4 3.8 3.8 4.7 8.8 8.8
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: 29.8 0.0 29.8 20.2 0.0 37.4 25.4 3.8 3.8 4.7 8.8 8.8
LOS by Move: C A C C A D C A A A A
HCM2kAvgQ: 2 0 2 1 0 4 2 7 7 0 12 12

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 De Soto Ave & Lassen St

Cycle (sec): 50 Critical Vol./Cap.(X): 1.366
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 67.3
Optimal Cycle: 120 Level Of Service: E

Street Name: De Soto Ave Lassen 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: 20 20 20 20 20 20 8 8 8 8 8 8
Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 1 1 0 1 0 1 1 0

Volume Module:

Base Vol: 197 2349 243 101 1591 114 207 1134 121 124 750 118
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: 197 2349 243 101 1591 114 207 1134 121 124 750 118
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: 197 2349 243 101 1591 114 207 1134 121 124 750 118
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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 207 2473 256 106 1675 120 218 1194 127 131 789 124
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 207 2473 256 106 1675 120 218 1194 127 131 789 124
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 207 2473 256 106 1675 120 218 1194 127 131 789 124

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.18 0.90 0.90 0.18 0.90 0.90 0.21 0.94 0.94 0.20 0.93 0.93
Lanes: 1.00 2.72 0.28 1.00 2.80 0.20 1.00 1.81 0.19 1.00 1.73 0.27
Final Sat.: 350 4635 479 350 4792 343 393 3216 343 374 3057 481

Capacity Analysis Module:

Vol/Sat: 0.59 0.53 0.53 0.30 0.35 0.35 0.55 0.37 0.37 0.35 0.26 0.26
Crit Moves: ****
Green/Cycle: 0.43 0.43 0.43 0.43 0.43 0.43 0.41 0.41 0.41 0.41 0.41 0.41
Volume/Cap: 1.37 1.23 1.23 0.70 0.80 0.80 1.37 0.91 0.91 0.86 0.64 0.64
Delay/Veh: 215.0 121 121.1 25.1 14.5 14.5 214.2 23.4 23.4 49.5 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: 215.0 121 121.1 25.1 14.5 14.5 214.2 23.4 23.4 49.5 12.9 12.9
LOS by Move: F F F C B B F C C D B B
HCM2kAvgQ: 13 42 42 3 11 11 13 15 15 5 7 7

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Owensmouth Ave & Marilla St
Cycle (sec): 50 Critical Vol./Cap.(X): 1.053
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 38.0
Optimal Cycle: 120 Level Of Service: D

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Owensmouth Ave and Marilla St.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume. Rows for Owensmouth Ave and Marilla St.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat. Rows for Owensmouth Ave and Marilla St.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ. Rows for Owensmouth Ave and Marilla St.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #12 Owensmouth Ave & Plummer St
Cycle (sec): 100 Critical Vol./Cap.(X): 1.672
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 157.7
Optimal Cycle: 0 Level Of Service: F

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Owensmouth Ave and Plummer St.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume. Rows for Owensmouth Ave and Plummer St.

Table with columns: Saturation Flow Module, Adjustment, Lanes, Final Sat. Rows for Owensmouth Ave and Plummer St.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, ApprAdjDel, LOS by Appr, AllWayAvgQ. Rows for Owensmouth Ave and Plummer St.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #13 Canoga Ave &Plummer St

Average Delay (sec/veh): 102.5 Worst Case Level Of Service: F[1037.8]

Table with columns for Street Name (Canoga Ave, Plummer St), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), and Lanes (1 0 1 0 0).

Volume Module:

Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume.

Critical Gap Module:

Table with columns for Critical Gp and FollowUpTim.

Capacity Module:

Table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module:

Table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Owensmouth Ave & Nordhoff St

Cycle (sec): 50 Critical Vol./Cap.(X): 1.107

Loss Time (sec): 8 (Y+R=4.5 sec) Average Delay (sec/veh): 43.3

Optimal Cycle: 120 Level Of Service: D

Table with columns for Street Name (Owensmouth Ave, Nordhoff St), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Permitted), Rights (Include), Min. Green (8 8 8), and Lanes (1 0 0 1 0).

Volume Module:

Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module:

Table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Canoga Ave & Nordhoff St

Cycle (sec): 90 Critical Vol./Cap.(X): 1.669
Loss Time (sec): 8 (Y+R=4.5 sec) Average Delay (sec/veh): 45.3
Optimal Cycle: 120 Level Of Service: D

Street Name: Canoga Ave Nordhoff 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: 20 20 20 20 20 20 11 11 11 11 11 11
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:
Base Vol: 134 913 246 131 1091 106 208 1183 151 163 906 141
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: 134 913 246 131 1091 106 208 1183 151 163 906 141
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: 134 913 246 131 1091 106 208 1183 151 163 906 141
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: 141 961 259 138 1148 112 219 1245 159 172 954 148
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 141 961 259 138 1148 112 219 1245 159 172 954 148
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 141 961 259 138 1148 112 219 1245 159 172 954 148

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.11 0.95 0.85 0.17 0.95 0.85 0.21 0.95 0.85 0.11 0.95 0.85
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 200 3610 1615 325 3610 1615 393 3610 1615 211 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.71 0.27 0.16 0.42 0.32 0.07 0.56 0.34 0.10 0.81 0.26 0.09
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: 1.67 0.63 0.38 1.00 0.75 0.16 1.14 0.71 0.20 1.67 0.54 0.19
Delay/Veh: 373.0 21.2 18.2 103.1 24.1 16.2 131.5 19.4 13.2 362.8 16.4 13.1
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: 373.0 21.2 18.2 103.1 24.1 16.2 131.5 19.4 13.2 362.8 16.4 13.1
LOS by Move: F C B F C B F B B F B B
HCM2kAvgQ: 13 12 5 8 15 2 13 15 3 15 10 2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 De Soto Ave & Nordhoff St

Cycle (sec): 75 Critical Vol./Cap.(X): 1.260
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 146.8
Optimal Cycle: 120 Level Of Service: F

Street Name: De Soto Ave Nordhoff 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 Prot+Permit Prot+Permit Permitted
Rights: Include Include Include Include
Min. Green: 12 12 12 5 12 12 5 12 12 12 12 12 12
Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 2 1 0

Volume Module:
Base Vol: 108 2174 94 114 1459 384 326 1006 178 186 746 220
Growth Adj: 1.00 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 2174 94 114 1459 384 326 1006 178 186 746 220
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: 108 2174 94 114 1459 384 326 1006 178 186 746 220
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 114 2288 99 120 1536 404 343 1059 187 196 785 232
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 114 2288 99 120 1536 404 343 1059 187 196 785 232
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 114 2288 99 120 1536 404 343 1059 187 196 785 232

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.90 0.90 0.95 0.88 0.88 0.96 0.89 0.89 0.95 0.88 0.88
Lanes: 1.00 2.88 0.12 1.00 2.37 0.63 1.00 2.55 0.45 1.00 2.32 0.68
Final Sat.: 1805 4942 214 1805 3979 1047 1817 4310 763 1805 3870 1141

Capacity Analysis Module:
Vol/Sat: 0.06 0.46 0.46 0.07 0.39 0.39 0.19 0.25 0.25 0.11 0.20 0.20
Crit Moves: ****
Green/Cycle: 0.16 0.38 0.38 0.29 0.29 0.29 0.18 0.18 0.18 0.16 0.18 0.18
Volume/Cap: 0.39 1.22 1.22 0.54 1.35 1.35 1.04 1.35 1.35 0.68 1.15 1.15
Delay/Veh: 29.1 129 128.6 23.2 191 190.6 91.6 197 197.0 36.0 112 111.8
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: 29.1 129 128.6 23.2 191 190.6 91.6 197 197.0 36.0 112 111.8
LOS by Move: C F F C F F F F F D F F
HCM2kAvgQ: 3 43 43 3 41 41 15 28 28 6 18 18

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Parthenia St. & Owensmouth Ave.

Cycle (sec): 50 Critical Vol./Cap.(X): 0.502
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 10.2
Optimal Cycle: 31 Level Of Service: B

Street Name: Owensmouth Ave. Parthenia 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: 8 8 8 8 8 8 15 15 15 15 15 15
Lanes: 0 1 0 0 1 0 1 0 0 1 1 0 2 0 1

Volume Module:
Base Vol: 16 270 203 79 231 25 34 504 14 168 496 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: 16 270 203 79 231 25 34 504 14 168 496 62
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: 16 270 203 79 231 25 34 504 14 168 496 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: 17 284 214 83 243 26 36 531 15 177 522 65
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 17 284 214 83 243 26 36 531 15 177 522 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
FinalVolume: 17 284 214 83 243 26 36 531 15 177 522 65

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.98 0.98 0.85 0.84 0.84 0.85 0.43 0.95 0.85 0.43 0.95 0.85
Lanes: 0.06 0.94 1.00 0.25 0.75 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 104 1749 1615 409 1195 1615 821 3610 1615 809 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.16 0.16 0.13 0.20 0.20 0.02 0.04 0.15 0.01 0.22 0.14 0.04
Crit Moves: ****
Green/Cycle: 0.41 0.41 0.41 0.41 0.41 0.41 0.43 0.43 0.43 0.43 0.43 0.43
Volume/Cap: 0.40 0.40 0.33 0.50 0.50 0.04 0.10 0.34 0.02 0.50 0.33 0.09
Delay/Veh: 10.9 10.9 10.5 11.7 11.7 9.0 8.5 9.5 8.1 11.4 9.5 8.4
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 10.9 10.5 11.7 11.7 9.0 8.5 9.5 8.1 11.4 9.5 8.4
LOS by Move: B B B B B A A A A B A A
HCM2kAvgQ: 4 4 3 4 4 0 0 3 0 3 3 1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Canoga Ave & Parthenia St

Cycle (sec): 90 Critical Vol./Cap.(X): 1.148
Loss Time (sec): 8 (Y+R=5.0 sec) Average Delay (sec/veh): 26.1
Optimal Cycle: 120 Level Of Service: C

Street Name: Canoga Ave Parthenia 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: 22 22 22 22 22 22 18 18 18 18 18 18
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:
Base Vol: 66 1195 314 138 1180 54 26 611 61 209 690 101
Growth Adj: 1.00 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 1195 314 138 1180 54 26 611 61 209 690 101
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: 66 1195 314 138 1180 54 26 611 61 209 690 101
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 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 1258 331 145 1242 57 27 643 64 220 726 106
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 69 1258 331 145 1242 57 27 643 64 220 726 106
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
FinalVolume: 69 1258 331 145 1242 57 27 643 64 220 726 106

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.12 0.95 0.85 0.11 0.95 0.85 0.27 0.95 0.85 0.31 0.95 0.85
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 224 3610 1615 216 3610 1615 504 3610 1615 590 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.31 0.35 0.20 0.67 0.34 0.04 0.05 0.18 0.04 0.37 0.20 0.07
Crit Moves: ****
Green/Cycle: 0.59 0.59 0.59 0.59 0.59 0.59 0.33 0.33 0.33 0.33 0.33 0.33
Volume/Cap: 0.53 0.59 0.35 1.15 0.59 0.06 0.17 0.55 0.12 1.15 0.62 0.20
Delay/Veh: 15.2 12.3 9.9 144.0 12.2 8.0 22.2 25.5 21.5 141.0 26.7 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: 15.2 12.3 9.9 144.0 12.2 8.0 22.2 25.5 21.5 141.0 26.7 22.1
LOS by Move: B B A F B A C C C F C C
HCM2kAvgQ: 2 12 5 9 12 1 1 8 1 13 10 2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 De Soto Ave & Parthenia St

Cycle (sec): 50 Critical Vol./Cap.(X): 1.074
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 33.9
Optimal Cycle: 120 Level Of Service: C

Street Name: De Soto Ave Parthenia 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: 18 18 18 18 18 18 10 10 10 10 10 10
Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 2 0 1

Volume Module:
Base Vol: 76 2053 129 146 1570 91 213 781 69 113 774 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: 76 2053 129 146 1570 91 213 781 69 113 774 74
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: 76 2053 129 146 1570 91 213 781 69 113 774 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: 80 2161 136 154 1653 96 224 822 73 119 815 78
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 80 2161 136 154 1653 96 224 822 73 119 815 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
FinalVolume: 80 2161 136 154 1653 96 224 822 73 119 815 78

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.19 0.90 0.90 0.19 0.90 0.90 0.26 0.95 0.85 0.26 0.95 0.85
Lanes: 1.00 2.82 0.18 1.00 2.84 0.16 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 365 4836 304 365 4864 282 492 3610 1615 486 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.22 0.45 0.45 0.42 0.34 0.34 0.46 0.23 0.04 0.24 0.23 0.05
Crit Moves: ****
Green/Cycle: 0.42 0.42 0.42 0.42 0.42 0.42 0.42 0.42 0.42 0.42 0.42 0.42
Volume/Cap: 0.53 1.07 1.07 1.01 0.82 0.82 1.07 0.54 0.11 0.58 0.53 0.11
Delay/Veh: 14.4 57.5 57.5 91.1 15.5 15.5 97.8 11.1 8.8 15.0 11.1 8.8
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: 14.4 57.5 57.5 91.1 15.5 15.5 97.8 11.1 8.8 15.0 11.1 8.8
LOS by Move: B E E F B B F B A B B A
HCM2kAvgQ: 2 26 26 7 12 12 9 6 1 2 6 1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Owensmouth Ave & Roscoe Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.137
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 40.5
Optimal Cycle: 120 Level Of Service: D

Street Name: Owensmouth Ave Roscoe 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: 10 10 10 10 10 10 10 10 10 10 10 10
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: 73 351 179 73 305 63 69 1287 78 146 1011 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: 73 351 179 73 305 63 69 1287 78 146 1011 103
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: 73 351 179 73 305 63 69 1287 78 146 1011 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: 77 369 188 77 321 66 73 1355 82 154 1064 108
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 77 369 188 77 321 66 73 1355 82 154 1064 108
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 77 369 188 77 321 66 73 1355 82 154 1064 108

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.81 0.81 0.81 0.69 0.69 0.69 0.19 0.90 0.90 0.13 0.90 0.90
Lanes: 0.12 0.58 0.30 0.17 0.69 0.14 1.00 2.83 0.17 1.00 2.72 0.28
Final Sat.: 186 893 455 218 910 188 357 4847 294 243 4642 473

Capacity Analysis Module:
Vol/Sat: 0.41 0.41 0.41 0.35 0.35 0.35 0.20 0.28 0.28 0.63 0.23 0.23
Crit Moves: ****
Green/Cycle: 0.36 0.36 0.36 0.36 0.36 0.36 0.56 0.56 0.56 0.56 0.56 0.56
Volume/Cap: 1.14 1.14 1.14 0.97 0.97 0.97 0.37 0.50 0.50 1.14 0.41 0.41
Delay/Veh: 113.5 113 113.5 64.3 64.3 64.3 13.5 13.8 13.8 141.0 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: 113.5 113 113.5 64.3 64.3 64.3 13.5 13.8 13.8 141.0 12.9 12.9
LOS by Move: F F F E E E B B B F B B
HCM2kAvgQ: 33 33 33 19 19 19 2 10 10 10 8 8

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Canoga Ave & Roscoe Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 2.057
Loss Time (sec): 8 (Y+R=5.0 sec) Average Delay (sec/veh): 51.6
Optimal Cycle: 120 Level Of Service: D

Street Name: Canoga Ave Roscoe 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: 22 22 22 22 22 22 17 17 17 17 17 17
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 1 0

Volume Module:
Base Vol: 64 1322 219 161 1150 101 111 1300 139 170 1026 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: 64 1322 219 161 1150 101 111 1300 139 170 1026 134
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: 64 1322 219 161 1150 101 111 1300 139 170 1026 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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 67 1392 231 169 1211 106 117 1368 146 179 1080 141
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 67 1392 231 169 1211 106 117 1368 146 179 1080 141
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 67 1392 231 169 1211 106 117 1368 146 179 1080 141

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.13 0.95 0.85 0.09 0.95 0.85 0.14 0.90 0.90 0.11 0.89 0.89
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.71 1.29 1.00 2.65 0.35
Final Sat.: 241 3610 1615 168 3610 1615 260 4616 494 207 4510 589

Capacity Analysis Module:
Vol/Sat: 0.28 0.39 0.14 1.01 0.34 0.07 0.45 0.30 0.30 0.87 0.24 0.24
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: 0.57 0.79 0.29 2.06 0.68 0.13 1.07 0.70 0.70 2.06 0.57 0.57
Delay/Veh: 22.7 21.4 13.8 537.9 18.7 12.6 131.1 22.6 22.6 539.2 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: 22.7 21.4 13.8 537.9 18.7 12.6 131.1 22.6 22.6 539.2 20.2 20.2
LOS by Move: C C B F B B F C C F C C
HCM2kAvgQ: 2 18 4 17 14 2 7 14 14 18 10 10

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #22 De Soto Ave & Roscoe Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.067
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 37.1
Optimal Cycle: 109 Level Of Service: D

Street Name: De Soto Ave Roscoe 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 Prot+Permit Permit+Prot Prot+Permit
Rights: Include Include Include Include
Min. Green: 5 12 12 5 12 12 5 12 12 5 12 12
Lanes: 2 0 2 1 0 2 0 2 1 0 2 0 2 1 0

Volume Module:
Base Vol: 165 1725 140 198 1379 109 238 1327 20 76 1056 120
Growth Adj: 1.00 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 1725 140 198 1379 109 238 1327 20 76 1056 120
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: 165 1725 140 198 1379 109 238 1327 20 76 1056 120
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 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 1816 147 208 1452 115 251 1397 21 80 1112 126
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 174 1816 147 208 1452 115 251 1397 21 80 1112 126
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 174 1816 147 208 1452 115 251 1397 21 80 1112 126

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 0.90 0.90 0.92 0.90 0.90 0.92 0.91 0.91 0.92 0.90 0.90
Lanes: 2.00 2.77 0.23 2.00 2.78 0.22 2.00 2.96 0.04 2.00 2.69 0.31
Final Sat.: 3502 4745 385 3502 4754 376 3502 5100 77 3502 4588 521

Capacity Analysis Module:
Vol/Sat: 0.00 0.38 0.38 0.00 0.31 0.31 0.00 0.27 0.27 0.00 0.24 0.24
Crit Moves: ****
Green/Cycle: 0.11 0.42 0.42 0.07 0.42 0.42 0.12 0.30 0.30 0.05 0.27 0.27
Volume/Cap: 0.46 0.91 0.91 0.91 0.73 0.73 0.59 0.91 0.91 0.46 0.89 0.89
Delay/Veh: 42.7 33.0 33.0 81.6 25.6 25.6 44.0 41.5 41.5 48.1 42.6 42.6
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: 42.7 33.0 33.0 81.6 25.6 25.6 44.0 41.5 41.5 48.1 42.6 42.6
LOS by Move: D C C F C C D D D D D D
HCM2kAvgQ: 3 25 25 6 16 16 5 19 19 2 17 17

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #23 Saticoy St. & Owensmouth Ave.

Cycle (sec): 50 Critical Vol./Cap.(X): 1.138
Loss Time (sec): 8 (Y+R=4.5 sec) Average Delay (sec/veh): 54.1
Optimal Cycle: 120 Level Of Service: D

Street Name: Owensmouth Ave. Saticoy 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: 8 8 8 8 8 8 16 16 16 16 16 16
Lanes: 0 1 0 0 1 0 0 1 0 0 1 0 2 0 1

Volume Module:
Base Vol: 33 525 48 125 335 54 60 1484 16 88 1122 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: 33 525 48 125 335 54 60 1484 16 88 1122 53
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: 33 525 48 125 335 54 60 1484 16 88 1122 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: 35 553 51 132 353 57 63 1562 17 93 1181 56
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 35 553 51 132 353 57 63 1562 17 93 1181 56
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 35 553 51 132 353 57 63 1562 17 93 1181 56

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.96 0.96 0.85 0.54 0.54 0.54 0.21 0.95 0.85 0.21 0.95 0.85
Lanes: 0.06 0.94 1.00 0.24 0.65 0.11 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 107 1707 1615 251 674 109 399 3610 1615 399 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.32 0.32 0.03 0.52 0.52 0.52 0.16 0.43 0.01 0.23 0.33 0.03
Crit Moves: ****
Green/Cycle: 0.46 0.46 0.46 0.46 0.46 0.46 0.38 0.38 0.38 0.38 0.38 0.38
Volume/Cap: 0.70 0.70 0.07 1.14 1.14 1.14 0.42 1.14 0.03 0.61 0.86 0.09
Delay/Veh: 13.5 13.5 7.6 98.4 98.4 98.4 13.3 87.0 9.7 19.6 20.0 10.0
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: 13.5 13.5 7.6 98.4 98.4 98.4 13.3 87.0 9.7 19.6 20.0 10.0
LOS by Move: B B A F F F B F A B C B
HCM2kAvgQ: 9 9 0 21 21 21 1 30 0 2 12 1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #24 Canoga Ave & Saticoy St

Cycle (sec): 90 Critical Vol./Cap.(X): 1.927
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 83.3
Optimal Cycle: 120 Level Of Service: F

Street Name: Canoga Ave Saticoy 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: 10 10 10 10 10 10 8 8 8 8 8 8
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:
Base Vol: 130 1388 263 154 1190 196 201 1409 75 183 1022 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: 130 1388 263 154 1190 196 201 1409 75 183 1022 240
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: 130 1388 263 154 1190 196 201 1409 75 183 1022 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: 137 1461 277 162 1253 206 212 1483 79 193 1076 253
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 137 1461 277 162 1253 206 212 1483 79 193 1076 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
FinalVolume: 137 1461 277 162 1253 206 212 1483 79 193 1076 253

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.13 0.95 0.85 0.13 0.95 0.85 0.20 0.95 0.85 0.09 0.95 0.85
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 253 3610 1615 253 3610 1615 374 3610 1615 173 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.54 0.40 0.17 0.64 0.35 0.13 0.57 0.41 0.05 1.11 0.30 0.16
Crit Moves: ****
Green/Cycle: 0.33 0.33 0.33 0.33 0.33 0.33 0.58 0.58 0.58 0.58 0.58 0.58
Volume/Cap: 1.63 1.22 0.51 1.93 1.04 0.38 0.98 0.71 0.08 1.93 0.52 0.27
Delay/Veh: 359.5 135 25.0 487.7 67.7 23.4 73.0 14.8 8.5 470.6 11.6 9.6
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: 359.5 135 25.0 487.7 67.7 23.4 73.0 14.8 8.5 470.6 11.6 9.6
LOS by Move: F F C F E C E B A F B A
HCM2kAvgQ: 12 41 7 16 27 5 10 16 1 18 10 4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 De Soto Ave & Saticoy St

Cycle (sec): 75 Critical Vol./Cap.(X): 1.276
Loss Time (sec): 16 (Y+R=5.0 sec) Average Delay (sec/veh): 186.4
Optimal Cycle: 120 Level Of Service: F

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for De Soto Ave and Saticoy St.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 Valerio St. & Canoga Ave.

Cycle (sec): 90 Critical Vol./Cap.(X): 0.725
Loss Time (sec): 8 (Y+R=3.5 sec) Average Delay (sec/veh): 10.1
Optimal Cycle: 51 Level Of Service: B

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Canoga Ave. and Valerio St.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #27 Owensmouth Ave & Sherman Way

Cycle (sec): 100 Critical Vol./Cap.(X): 1.164
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 39.8
Optimal Cycle: 120 Level Of Service: D

Street Name: Owensmouth Ave Sherman Way
Approach: North 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: 10 10 10 10 10 10 20 20 20 20 20 20
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 0 1

Volume Module:
Base Vol: 106 460 204 80 350 49 79 1497 54 191 1278 61
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 106 460 204 80 350 49 79 1497 54 191 1278 61
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: 106 460 204 80 350 49 79 1497 54 191 1278 61
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 112 484 215 84 368 52 83 1576 57 201 1345 64
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 112 484 215 84 368 52 83 1576 57 201 1345 64
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 112 484 215 84 368 52 83 1576 57 201 1345 64

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.29 0.91 0.91 0.23 0.93 0.93 0.17 0.95 0.85 0.12 0.95 0.85
Lanes: 1.00 1.39 0.61 1.00 1.75 0.25 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 542 2386 1058 436 3110 435 321 3610 1615 232 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.21 0.20 0.20 0.19 0.12 0.12 0.26 0.44 0.04 0.86 0.37 0.04
Crit Moves: ****
Green/Cycle: 0.18 0.18 0.18 0.18 0.18 0.18 0.74 0.74 0.74 0.74 0.74 0.74
Volume/Cap: 1.16 1.15 1.15 1.09 0.67 0.67 0.35 0.59 0.05 1.16 0.50 0.05
Delay/Veh: 183.8 126 125.6 170.7 41.2 41.2 5.3 6.2 3.4 132.3 5.4 3.5
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: 183.8 126 125.6 170.7 41.2 41.2 5.3 6.2 3.4 132.3 5.4 3.5
LOS by Move: F F F F D D A A A F A A
HCM2kAvgQ: 8 21 21 6 8 8 1 12 0 13 9 1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #28 Canoga Ave & Sherman Way

Cycle (sec): 100 Critical Vol./Cap.(X): 1.322
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 84.6
Optimal Cycle: 120 Level Of Service: F

Street Name: Canoga Ave Sherman Way
Approach: North 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: 10 10 10 10 10 10 10 10 10 10 10 10
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:
Base Vol: 89 1400 201 109 1040 81 78 1702 83 90 1422 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: 89 1400 201 109 1040 81 78 1702 83 90 1422 106
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: 89 1400 201 109 1040 81 78 1702 83 90 1422 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: 0.95 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 1474 212 115 1095 85 82 1792 87 95 1497 112
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 94 1474 212 115 1095 85 82 1792 87 95 1497 112
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 94 1474 212 115 1095 85 82 1792 87 95 1497 112

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.18 0.95 0.85 0.08 0.95 0.85 0.11 0.95 0.85 0.11 0.95 0.85
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 346 3610 1615 159 3610 1615 210 3610 1615 210 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.27 0.41 0.13 0.72 0.30 0.05 0.39 0.50 0.05 0.45 0.41 0.07
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: 0.50 0.75 0.24 1.32 0.56 0.10 1.04 1.32 0.14 1.20 1.10 0.18
Delay/Veh: 16.3 19.2 12.1 227.8 15.2 11.0 144.6 181 20.7 196.9 89.5 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: 16.3 19.2 12.1 227.8 15.2 11.0 144.6 181 20.7 196.9 89.5 21.1
LOS by Move: B B B F B B F F C F F C
HCM2kAvgQ: 3 19 3 9 12 1 6 59 2 7 38 2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #29 De Soto Ave & Sherman Way

Cycle (sec): 100 Critical Vol./Cap.(X): 1.739
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 181.2
Optimal Cycle: 120 Level Of Service: F

Street Name: De Soto Ave Sherman Way
Approach: 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: 10 10 10 10 10 10 5 12 12 5 12 12
Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 2 1 0

Volume Module:
Base Vol: 129 1823 245 126 1196 154 209 1611 163 184 1289 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: 129 1823 245 126 1196 154 209 1611 163 184 1289 141
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: 129 1823 245 126 1196 154 209 1611 163 184 1289 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: 136 1919 258 133 1259 162 220 1696 172 194 1357 148
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 136 1919 258 133 1259 162 220 1696 172 194 1357 148
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 136 1919 258 133 1259 162 220 1696 172 194 1357 148

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.14 0.89 0.89 0.07 0.89 0.89 0.95 0.90 0.90 0.95 0.90 0.90
Lanes: 1.00 2.64 0.36 1.00 2.66 0.34 1.00 2.72 0.28 1.00 2.70 0.30
Final Sat.: 270 4490 603 125 4517 582 1805 4644 470 1805 4605 504

Capacity Analysis Module:
Vol/Sat: 0.50 0.43 0.43 1.06 0.28 0.28 0.12 0.37 0.37 0.11 0.29 0.29
Crit Moves: ****
Green/Cycle: 0.61 0.61 0.61 0.61 0.61 0.61 0.08 0.21 0.21 0.06 0.19 0.19
Volume/Cap: 0.83 0.70 0.70 1.74 0.46 0.46 1.53 1.74 1.74 1.74 1.53 1.53
Delay/Veh: 43.4 14.1 14.1 400.5 10.7 10.7 317.7 376 375.8 413.8 285 285.4
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: 43.4 14.1 14.1 400.5 10.7 10.7 317.7 376 375.8 413.8 285 285.4
LOS by Move: D B B F B B F F F F F F
HCM2kAvgQ: 6 17 17 13 9 9 18 58 58 18 42 42

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #30 Owensmouth Ave & Vanowen St

Cycle (sec): 50 Critical Vol./Cap.(X): 1.380
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 28.9
Optimal Cycle: 120 Level Of Service: C

Street Name: Owensmouth Ave Vanowen 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: 10 10 10 10 10 10 10 10 10 10 10 10
Lanes: 1 0 2 0 1 1 0 1 1 0 1 0 2 0 1

Volume Module:
Base Vol: 81 619 220 81 613 70 121 1569 94 216 1355 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: 81 619 220 81 613 70 121 1569 94 216 1355 123
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: 81 619 220 81 613 70 121 1569 94 216 1355 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: 85 652 232 85 645 74 127 1652 99 227 1426 129
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 85 652 232 85 645 74 127 1652 99 227 1426 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: 85 652 232 85 645 74 127 1652 99 227 1426 129

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.40 0.95 0.85 0.40 0.94 0.94 0.14 0.95 0.85 0.13 0.95 0.85
Lanes: 1.00 2.00 1.00 1.00 1.80 0.20 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 760 3610 1615 760 3191 364 257 3610 1615 238 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.11 0.18 0.14 0.11 0.20 0.20 0.50 0.46 0.06 0.96 0.40 0.08
Crit Moves: ****
Green/Cycle: 0.20 0.20 0.20 0.20 0.20 0.20 0.64 0.64 0.64 0.64 0.64 0.64
Volume/Cap: 0.56 0.90 0.72 0.56 1.01 1.01 0.78 0.71 0.10 1.50 0.62 0.13
Delay/Veh: 22.7 34.1 26.2 22.7 56.5 56.5 26.8 7.1 3.5 263.5 5.9 3.6
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 34.1 26.2 22.7 56.5 56.5 26.8 7.1 3.5 263.5 5.9 3.6
LOS by Move: C C C C E E C A A F A A
HCM2kAvgQ: 2 9 5 2 12 12 4 10 1 15 8 1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #31 Vanowen St & Canoga Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 1.736
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 65.5
Optimal Cycle: 120 Level Of Service: E

Street Name: Canoga Ave Vanowen 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: 12 12 12 12 12 12 12 12 12 12 12 12
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 1 1 0 1

Volume Module:
Base Vol: 129 1356 328 159 1076 121 141 1370 76 104 943 136
Growth Adj: 1.00 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 1356 328 159 1076 121 141 1370 76 104 943 136
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: 129 1356 328 159 1076 121 141 1370 76 104 943 136
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 136 1427 345 167 1133 127 148 1442 80 109 993 143
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 136 1427 345 167 1133 127 148 1442 80 109 993 143
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
FinalVolume: 136 1427 345 167 1133 127 148 1442 80 109 993 143

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.17 0.95 0.85 0.09 0.95 0.85 0.12 0.94 0.94 0.09 0.95 0.85
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 1.89 0.11 1.00 2.00 1.00
Final Sat.: 321 3610 1615 177 3610 1615 220 3393 188 170 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.42 0.40 0.21 0.95 0.31 0.08 0.67 0.43 0.43 0.64 0.27 0.09
Crit Moves: ****
Green/Cycle: 0.54 0.54 0.54 0.54 0.54 0.39 0.39 0.39 0.39 0.39 0.39 0.39
Volume/Cap: 0.78 0.73 0.39 1.74 0.58 0.14 1.74 1.09 1.09 1.66 0.71 0.23
Delay/Veh: 41.0 22.0 16.1 398.0 18.6 13.6 411.9 90.6 90.6 389.7 32.6 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: 41.0 22.0 16.1 398.0 18.6 13.6 411.9 90.6 90.6 389.7 32.6 24.8
LOS by Move: D C B F B B F F F C C
HCM2kAvgQ: 6 21 7 16 15 2 15 42 42 11 17 3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 Vanowen St & De Soto Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 1.734
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 167.6
Optimal Cycle: 120 Level Of Service: F

Street Name: De Soto Ave Vanowen 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 Prot+Permit
Rights: Include Include Include Include
Min. Green: 12 12 12 12 12 12 12 12 5 12 12
Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 1 1 0

Volume Module:
Base Vol: 74 1856 156 136 1174 246 184 1546 103 143 959 189
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: 74 1856 156 136 1174 246 184 1546 103 143 959 189
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: 74 1856 156 136 1174 246 184 1546 103 143 959 189
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: 0.95 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 1954 164 143 1236 259 194 1627 108 151 1009 199
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 78 1954 164 143 1236 259 194 1627 108 151 1009 199
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 78 1954 164 143 1236 259 194 1627 108 151 1009 199

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.12 0.90 0.90 0.08 0.89 0.89 0.95 0.95 0.85 0.59 0.93 0.93
Lanes: 1.00 2.77 0.23 1.00 2.48 0.52 1.00 2.00 1.00 1.00 1.67 0.33
Final Sat.: 222 4727 397 156 4177 875 1805 3610 1615 1120 2940 579

Capacity Analysis Module:
Vol/Sat: 0.35 0.41 0.41 0.92 0.30 0.30 0.11 0.45 0.07 0.13 0.34 0.34
Crit Moves: ****
Green/Cycle: 0.54 0.54 0.54 0.54 0.54 0.13 0.27 0.27 0.19 0.19 0.19
Volume/Cap: 0.64 0.76 0.76 1.69 0.54 0.54 0.80 1.69 0.25 0.81 1.81 1.81
Delay/Veh: 25.7 17.2 17.2 375.8 13.5 13.5 55.5 347 26.2 53.4 409 409.1
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: 25.7 17.2 17.2 375.8 13.5 13.5 55.5 347 26.2 53.4 409 409.1
LOS by Move: C B B F B B E F C D F F
HCM2kAvgQ: 3 18 18 13 10 10 7 67 2 6 54 54

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #33 Owensmouth Ave & Victory Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.838
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 35.2
Optimal Cycle: 84 Level Of Service: D

Street Name: Owensmouth Ave Victory 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 Prot+Permit Permitted Prot+Permit
Rights: Include Include Include Ovl
Min. Green: 5 12 12 5 12 12 10 10 10 5 10 10
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 3 0 1

Volume Module:
Base Vol: 225 734 105 230 550 179 99 1425 116 158 1330 170
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 225 734 105 230 550 179 99 1425 116 158 1330 170
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: 225 734 105 230 550 179 99 1425 116 158 1330 170
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 237 773 111 242 579 188 104 1500 122 166 1400 179
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 237 773 111 242 579 188 104 1500 122 166 1400 179
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 237 773 111 242 579 188 104 1500 122 166 1400 179

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 0.85 0.95 0.95 0.85 0.95 0.91 0.85 0.95 0.91 0.85
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 3.00 1.00 1.00 3.00 1.00
Final Sat.: 1805 3610 1615 1805 3610 1615 1805 5187 1615 1805 5187 1615

Capacity Analysis Module:
Vol/Sat: 0.00 0.21 0.07 0.00 0.16 0.12 0.06 0.29 0.08 0.09 0.27 0.11
Crit Moves: ****
Green/Cycle: 0.22 0.26 0.26 0.16 0.23 0.23 0.12 0.35 0.35 0.34 0.34 0.50
Volume/Cap: 0.60 0.83 0.27 0.83 0.69 0.51 0.46 0.83 0.22 0.60 0.80 0.22
Delay/Veh: 37.6 41.3 29.9 58.2 37.8 34.6 42.2 33.2 23.1 28.0 33.1 14.3
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 37.6 41.3 29.9 58.2 37.8 34.6 42.2 33.2 23.1 28.0 33.1 14.3
LOS by Move: D D C E D C D C C C B
HCM2kAvgQ: 7 14 3 10 10 6 4 18 3 5 16 3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 Victory Blvd & Canoga Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 1.695
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 168.4
Optimal Cycle: 120 Level Of Service: F

Street Name: Canoga Ave Victory 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 Prot+Permit Prot+Permit
Rights: Include Include Include Ovl
Min. Green: 12 12 12 5 12 12 5 12 12 5 12 12
Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 2 1 0 1 0 3 0 1

Volume Module:
Base Vol: 276 1508 306 113 1148 150 164 1275 50 226 1315 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: 276 1508 306 113 1148 150 164 1275 50 226 1315 126
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: 276 1508 306 113 1148 150 164 1275 50 226 1315 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: 291 1587 322 119 1208 158 173 1342 53 238 1384 133
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 291 1587 322 119 1208 158 173 1342 53 238 1384 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
FinalVolume: 291 1587 322 119 1208 158 173 1342 53 238 1384 133

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.15 0.89 0.89 0.95 0.89 0.89 0.43 0.90 0.90 0.33 0.91 0.85
Lanes: 1.00 2.49 0.51 1.00 2.65 0.35 1.00 2.89 0.11 1.00 3.00 1.00
Final Sat.: 289 4204 853 1805 4510 589 811 4961 195 634 5187 1615

Capacity Analysis Module:
Vol/Sat: 1.01 0.38 0.38 0.07 0.27 0.27 0.21 0.27 0.27 0.38 0.27 0.08
Crit Moves: ****
Green/Cycle: 0.59 0.59 0.59 0.04 0.63 0.63 0.22 0.16 0.16 0.28 0.17 0.22
Volume/Cap: 1.71 0.64 0.64 1.58 0.43 0.43 0.98 1.70 1.70 1.15 1.53 0.38
Delay/Veh: 368.1 16.8 16.8 372.6 11.3 11.3 99.6 370 370.3 145.4 294 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: 368.1 16.8 16.8 372.6 11.3 11.3 99.6 370 370.3 145.4 294 40.9
LOS by Move: F B B F B B F F F F D
HCM2kAvgQ: 27 17 17 11 9 9 10 46 46 16 41 4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #35 Variel Ave & Victory Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.261
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 42.5
Optimal Cycle: 120 Level Of Service: D

Street Name: Variel Ave Victory 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: 12 12 12 12 12 12 10 10 10 10 10 10
Lanes: 1 0 0 0 1 0 0 0 0 0 1 0 3 0 0

Volume Module:
Base Vol: 226 0 590 0 0 0 0 1665 78 113 1399 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: 226 0 590 0 0 0 0 1665 78 113 1399 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 226 0 590 0 0 0 0 1665 78 113 1399 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: 238 0 621 0 0 0 0 1753 82 119 1473 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 238 0 621 0 0 0 0 1753 82 119 1473 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 238 0 621 0 0 0 0 1753 82 119 1473 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.77 1.00 0.85 1.00 1.00 1.00 1.00 0.90 0.90 0.08 0.91 1.00
Lanes: 1.00 1.00 1.00 1.00 1.00 1.00 0.00 2.87 0.13 1.00 3.00 1.00
Final Sat.: 1461 0 1615 0 0 0 0 4920 230 150 5187 0

Capacity Analysis Module:
Vol/Sat: 0.16 0.00 0.38 0.00 0.00 0.00 0.00 0.36 0.36 0.79 0.28 0.00
Crit Moves: ****
Green/Cycle: 0.30 0.00 0.30 0.00 0.00 0.00 0.00 0.63 0.63 0.63 0.63 0.00
Volume/Cap: 0.53 0.00 1.26 0.00 0.00 0.00 0.00 0.57 0.57 1.26 0.45 0.00
Delay/Veh: 35.9 0.0 174.8 0.0 0.0 0.0 0.0 13.1 13.1 200.5 11.7 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: 35.9 0.0 174.8 0.0 0.0 0.0 0.0 13.1 13.1 200.5 11.7 0.0
LOS by Move: D A F A A A A B B F B A
HCM2kAvgQ: 8 0 41 0 0 0 0 14 14 10 10 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #36 Victory Blvd & De Soto Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 1.137
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 70.5
Optimal Cycle: 120 Level Of Service: E

Street Name: De Soto Ave Victory 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 Prot+Permit Prot+Permit Permit+Prot
Rights: Include Include Include Include
Min. Green: 5 12 12 5 12 12 5 12 12 5 12 12
Lanes: 1 0 2 1 0 1 0 2 1 0 2 0 2 1 0 2 0 3 0 1

Volume Module:
Base Vol: 73 1608 564 126 1013 230 428 1415 170 258 1158 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: 73 1608 564 126 1013 230 428 1415 170 258 1158 135
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: 73 1608 564 126 1013 230 428 1415 170 258 1158 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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 77 1693 594 133 1066 242 451 1489 179 272 1219 142
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 77 1693 594 133 1066 242 451 1489 179 272 1219 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
FinalVolume: 77 1693 594 133 1066 242 451 1489 179 272 1219 142

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.87 0.87 0.95 0.88 0.88 0.92 0.90 0.90 0.92 0.91 0.85
Lanes: 1.00 2.22 0.78 1.00 2.44 0.56 2.00 2.68 0.32 2.00 3.00 1.00
Final Sat.: 1805 3690 1294 1805 4109 933 3502 4557 547 3502 5187 1615

Capacity Analysis Module:
Vol/Sat: 0.00 0.46 0.46 0.00 0.26 0.26 0.00 0.33 0.33 0.00 0.24 0.09
Crit Moves: ****
Green/Cycle: 0.10 0.42 0.42 0.07 0.42 0.42 0.13 0.30 0.30 0.11 0.24 0.24
Volume/Cap: 0.41 1.08 1.08 1.08 0.61 0.61 0.97 1.08 1.08 0.74 0.97 0.36
Delay/Veh: 52.0 79.9 79.9 160.5 27.5 27.5 86.2 89.9 89.9 59.8 64.0 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: 52.0 79.9 79.9 160.5 27.5 27.5 86.2 89.9 89.9 59.8 64.0 38.4
LOS by Move: D E E F C C F F F E E D
HCM2kAvgQ: 3 43 43 9 14 14 13 32 32 7 21 4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 Erwin St & Owensmouth Ave

Cycle (sec): 60 Critical Vol./Cap.(X): 0.727
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 13.7
Optimal Cycle: 46 Level Of Service: B

Street Name: Owensmouth Ave Erwin 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: 10 10 10 10 10 10 10 10 10 10 10 10
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 1 1 0

Volume Module:
Base Vol: 85 876 120 125 721 326 149 333 33 51 489 124
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: 85 876 120 125 721 326 149 333 33 51 489 124
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: 85 876 120 125 721 326 149 333 33 51 489 124
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: 89 922 126 132 759 343 157 351 35 54 515 131
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 89 922 126 132 759 343 157 351 35 54 515 131
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 89 922 126 132 759 343 157 351 35 54 515 131

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.17 0.93 0.93 0.19 0.91 0.91 0.31 0.94 0.94 0.50 0.92 0.92
Lanes: 1.00 1.76 0.24 1.00 1.38 0.62 1.00 1.82 0.18 1.00 1.60 0.40
Final Sat.: 325 3118 427 361 2369 1071 591 3242 321 956 2793 708

Capacity Analysis Module:
Vol/Sat: 0.28 0.30 0.30 0.36 0.32 0.32 0.27 0.11 0.11 0.06 0.18 0.18
Crit Moves: ****
Green/Cycle: 0.50 0.50 0.50 0.50 0.50 0.37 0.37 0.37 0.37 0.37 0.37 0.37
Volume/Cap: 0.55 0.59 0.59 0.73 0.64 0.64 0.73 0.30 0.30 0.15 0.50 0.50
Delay/Veh: 14.2 11.1 11.1 25.5 11.8 11.8 28.2 13.7 13.7 13.0 15.1 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: 14.2 11.1 11.1 25.5 11.8 11.8 28.2 13.7 13.7 13.0 15.1 15.1
LOS by Move: B B B C B B C B B B B
HCM2kAvgQ: 2 8 8 4 9 9 4 3 3 1 5 5

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #38 Erwin St & Canoga Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 1.886
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 64.5
Optimal Cycle: 120 Level Of Service: E

Street Name: Canoga Ave Erwin 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: 10 10 10 10 10 10 12 12 12 12 12 12 12
Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 1 1 0 1 0 1 1 0

Volume Module:
Base Vol: 293 1785 110 75 1429 169 189 290 240 96 301 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: 293 1785 110 75 1429 169 189 290 240 96 301 93
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: 293 1785 110 75 1429 169 189 290 240 96 301 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: 308 1879 116 79 1504 178 199 305 253 101 317 98
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 308 1879 116 79 1504 178 199 305 253 101 317 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
FinalVolume: 308 1879 116 79 1504 178 199 305 253 101 317 98

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.12 0.90 0.90 0.08 0.90 0.90 0.29 0.89 0.89 0.18 0.92 0.92
Lanes: 1.00 2.83 0.17 1.00 2.68 0.32 1.00 1.09 0.91 1.00 1.53 0.47
Final Sat.: 220 4842 298 148 4564 540 551 1841 1524 342 2661 822

Capacity Analysis Module:
Vol/Sat: 1.40 0.39 0.39 0.53 0.33 0.33 0.36 0.17 0.17 0.30 0.12 0.12
Crit Moves: ****
Green/Cycle: 0.74 0.74 0.74 0.74 0.74 0.74 0.19 0.19 0.19 0.19 0.19 0.19
Volume/Cap: 1.89 0.52 0.52 0.72 0.44 0.44 1.89 0.87 0.87 1.54 0.62 0.62
Delay/Veh: 436.5 6.7 6.7 28.9 6.0 6.0 480.8 58.9 58.9 355.3 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: 436.5 6.7 6.7 28.9 6.0 6.0 480.8 58.9 58.9 355.3 46.4 46.4
LOS by Move: F A A C A A F E E F D D
HCM2kAvgQ: 30 11 11 3 9 9 20 13 13 10 8 8

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #39 Oxnard St & Owensmouth Ave

Cycle (sec): 60 Critical Vol./Cap.(X): 0.927
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 20.2
Optimal Cycle: 87 Level Of Service: C

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Owensmouth Ave, North Bound, South Bound, East Bound, West Bound.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #40 Oxnard St & Canoga Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 1.790
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 68.5
Optimal Cycle: 120 Level Of Service: E

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Canoga Ave, North Bound, South Bound, East Bound, West Bound.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #41 Oxnard St & De Soto Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 1.126
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 30.6
Optimal Cycle: 120 Level Of Service: C

Street Name: De Soto Ave Oxnard 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: 20 20 20 20 20 20 10 10 10 10 10 10
Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 1 1 0

Volume Module:
Base Vol: 113 2003 216 59 1446 181 291 636 190 45 210 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: 113 2003 216 59 1446 181 291 636 190 45 210 44
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: 113 2003 216 59 1446 181 291 636 190 45 210 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: 119 2108 227 62 1522 191 306 669 200 47 221 46
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 119 2108 227 62 1522 191 306 669 200 47 221 46
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 119 2108 227 62 1522 191 306 669 200 47 221 46

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.09 0.90 0.90 0.07 0.89 0.89 0.57 1.00 0.85 0.14 0.93 0.93
Lanes: 1.00 2.71 0.29 1.00 2.67 0.33 1.00 1.00 1.00 1.00 1.65 0.35
Final Sat.: 177 4612 497 141 4532 567 1079 1900 1615 270 2907 609

Capacity Analysis Module:
Vol/Sat: 0.67 0.46 0.46 0.44 0.34 0.34 0.28 0.35 0.12 0.18 0.08 0.08
Crit Moves: ****
Green/Cycle: 0.60 0.60 0.60 0.60 0.60 0.60 0.31 0.31 0.31 0.31 0.31 0.31
Volume/Cap: 1.13 0.76 0.76 0.74 0.56 0.56 0.91 1.13 0.40 0.56 0.24 0.24
Delay/Veh: 143.4 14.6 14.6 41.9 11.2 11.2 56.5 107 24.7 34.0 23.1 23.1
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: 143.4 14.6 14.6 41.9 11.2 11.2 56.5 107 24.7 34.0 23.1 23.1
LOS by Move: F B B D B B E F C C C C
HCM2kAvgQ: 8 19 19 3 11 11 12 32 5 2 3 3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #42 Lassen St & Busway A

Cycle (sec): 50 Critical Vol./Cap.(X): 0.601
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 1.5
Optimal Cycle: 35 Level Of Service: A

Street Name: Busway A Lassen 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: Ovl Include Include Include
Min. Green: 5 5 5 5 5 5 5 5 5 5 5 5
Lanes: 0 0 0 0 1 0 0 0 0 0 1 0 2 0 1 1 0 2 0 1

Volume Module:
Base Vol: 0 0 0 0 0 0 0 1454 0 0 1731 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 0 0 0 0 1454 0 0 1731 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 0 0 0 0 1454 0 0 1731 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 0 0 0 0 1531 0 0 1822 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 0 0 0 0 1531 0 0 1822 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 0 0 0 0 1531 0 0 1822 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.95 1.00 1.00 0.95 1.00
Lanes: 0.00 0.00 1.00 0.00 0.00 0.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 0 0 1900 0 0 0 1900 3610 1900 1900 3610 1900

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.42 0.00 0.00 0.50 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.84 0.00 0.00 0.84 0.00
Volume/Cap: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.50 0.00 0.00 0.60 0.00
Delay/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 1.2 0.0 0.0 1.6 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 0.0 0.0 0.0 0.0 1.2 0.0 0.0 1.6 0.0
LOS by Move: A A A A A A A A A A A A
HCM2kAvgQ: 0 0 0 0 0 0 0 4 0 0 6 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #43 Lassen St & Busway B

Cycle (sec): 50 Critical Vol./Cap.(X): 0.601
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 1.5
Optimal Cycle: 35 Level Of Service: A

Street Name: Busway B Lassen 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: 5 5 5 5 5 5 5 5 5 5 5 5
Lanes: 0 0 1 0 0 0 0 1 0 0 0 0 2 0 0 0 0 2 0 0

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Volume Module:

Base Vol: 0 0 0 0 0 0 0 1454 0 0 1731 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 0 0 0 0 1454 0 0 1731 0
Added Vol: 0
PasserByVol: 0
Initial Fut: 0 0 0 0 0 0 0 1454 0 0 1731 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 0 0 0 0 1531 0 0 1822 0
Reduct Vol: 0
Reduced Vol: 0 0 0 0 0 0 0 1531 0 0 1822 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 0 0 0 0 1531 0 0 1822 0

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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.95 1.00 1.00 0.95 1.00
Lanes: 0.00 1.00 0.00 0.00 1.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00
Final Sat.: 0 1900 0 0 1900 0 0 3610 0 0 3610 0

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Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.42 0.00 0.00 0.50 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.84 0.00 0.00 0.84 0.00
Volume/Cap: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.50 0.00 0.00 0.60 0.00
Delay/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 1.2 0.0 0.0 1.6 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 0.0 0.0 0.0 0.0 1.2 0.0 0.0 1.6 0.0
LOS by Move: A A A A A A A A A A A A
HCM2kAvgQ: 0 0 0 0 0 0 0 4 0 0 6 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 Lassen St & Busway C

Cycle (sec): 50 Critical Vol./Cap.(X): 0.601
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 1.5
Optimal Cycle: 35 Level Of Service: A

Street Name: Busway C Lassen 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: 5 5 5 5 5 5 5 5 5 5 5 5
Lanes: 0 0 0 0 0 0 0 0 0 0 0 0 2 0 0 0 0 2 0 0

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Volume Module:

Base Vol: 0 0 0 0 0 0 0 1454 0 0 1731 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 0 0 0 0 1454 0 0 1731 0
Added Vol: 0
PasserByVol: 0
Initial Fut: 0 0 0 0 0 0 0 1454 0 0 1731 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 0 0 0 0 1531 0 0 1822 0
Reduct Vol: 0
Reduced Vol: 0 0 0 0 0 0 0 1531 0 0 1822 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 0 0 0 0 1531 0 0 1822 0

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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.95 1.00 1.00 0.95 1.00
Lanes: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00
Final Sat.: 0 0 0 0 0 0 0 3610 0 0 3610 0

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Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.42 0.00 0.00 0.50 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.84 0.00 0.00 0.84 0.00
Volume/Cap: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.50 0.00 0.00 0.60 0.00
Delay/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 1.2 0.0 0.0 1.6 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 0.0 0.0 0.0 0.0 1.2 0.0 0.0 1.6 0.0
LOS by Move: A A A A A A A A A A A A
HCM2kAvgQ: 0 0 0 0 0 0 0 4 0 0 6 0

Note: Queue reported is the number of cars per lane.

ALTERNATIVE 3.2

***-ONLY INTERSECTIONS 8, 9, 11, 12,13,42,43, and 44
The remainder intersection do not change from Alternative 3.1***

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Owensmouth Ave & Lassen St

Cycle (sec): 50 Critical Vol./Cap.(X): 1.406
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 104.0
Optimal Cycle: 120 Level Of Service: F

Street Name: Owensmouth Ave Lassen 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: 10 10 10 10 10 10 18 18 18 18 18 18
Lanes: 0 1 0 1 0 0 1 0 1 1 0 1 0 1 1 0

Volume Module:
Base Vol: 73 368 306 65 660 26 16 681 154 422 777 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: 73 368 306 65 660 26 16 681 154 422 777 76
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: 73 368 306 65 660 26 16 681 154 422 777 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: 77 387 322 68 695 27 17 717 162 444 818 80
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 77 387 322 68 695 27 17 717 162 444 818 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
FinalVolume: 77 387 322 68 695 27 17 717 162 444 818 80

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.57 0.57 0.57 0.63 0.63 0.63 0.28 0.92 0.92 0.29 0.94 0.94
Lanes: 0.20 0.98 0.82 0.17 1.76 0.07 1.00 1.63 0.37 1.00 1.82 0.18
Final Sat.: 211 1065 886 206 2090 82 530 2862 647 543 3246 317

Capacity Analysis Module:
Vol/Sat: 0.36 0.36 0.36 0.33 0.33 0.33 0.03 0.25 0.25 0.82 0.25 0.25
Crit Moves: ****
Green/Cycle: 0.26 0.26 0.26 0.26 0.26 0.26 0.58 0.58 0.58 0.58 0.58 0.58
Volume/Cap: 1.41 1.41 1.41 1.29 1.29 1.29 0.05 0.43 0.43 1.41 0.43 0.43
Delay/Veh: 211.8 212 211.8 159.1 159 159.1 4.6 6.0 6.0 211.1 6.0 6.0
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: 211.8 212 211.8 159.1 159 159.1 4.6 6.0 6.0 211.1 6.0 6.0
LOS by Move: F F F F F F A A A F A A
HCM2kAvgQ: 24 24 24 21 21 21 0 4 4 25 4 4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Depot Rd & Lassen St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.426
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 9.3
Optimal Cycle: 40 Level Of Service: A

Street Name: Depot Rd Lassen St
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: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 1 0 0 1 0 1 0 1 0 1 0

Volume Module:
Base Vol: 9 1 21 34 0 71 120 910 16 11 936 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: 9 1 21 34 0 71 120 910 16 11 936 54
Added Vol: 0 0 0 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 0 0 0
Initial Fut: 9 1 21 34 0 71 120 910 16 11 936 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 1.00
PHF Adj: 0.95 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 1 22 36 0 75 126 958 17 12 985 57
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 9 1 22 36 0 75 126 958 17 12 985 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 1.00
MLF Adj: 1.00 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: 9 1 22 36 0 75 126 958 17 12 985 57

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.90 0.90 0.90 0.95 1.00 0.85 0.95 0.95 0.95 0.95 0.94 0.94
Lanes: 0.29 0.03 0.68 1.00 1.00 1.00 1.00 1.97 0.03 1.00 1.89 0.11
Final Sat.: 494 55 1154 1805 0 1615 1805 3537 62 1805 3386 195

Capacity Analysis Module:
Vol/Sat: 0.02 0.02 0.02 0.02 0.00 0.05 0.07 0.27 0.27 0.01 0.29 0.29
Crit Moves: ****
Green/Cycle: 0.04 0.08 0.08 0.08 0.00 0.11 0.16 0.83 0.83 0.02 0.68 0.68
Volume/Cap: 0.43 0.25 0.25 0.25 0.00 0.43 0.43 0.33 0.33 0.33 0.43 0.43
Delay/Veh: 50.3 44.6 44.6 44.3 0.0 43.3 38.6 2.1 2.1 53.7 7.2 7.2
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: 50.3 44.6 44.6 44.3 0.0 43.3 38.6 2.1 2.1 53.7 7.2 7.2
LOS by Move: D D D D A D D A A D A A
HCM2kAvgQ: 2 1 1 1 0 3 4 4 4 1 8 8

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Owensmouth Ave & Marilla St

Cycle (sec): 50 Critical Vol./Cap.(X): 0.918
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 20.7
Optimal Cycle: 75 Level Of Service: C

Street Name: Owensmouth Ave Marilla 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: 8 8 8 8 8 8 14 14 14 14 14 14
Lanes: 0 1 0 1 0 0 1 0 0 1 0 1

Volume Module:

Base Vol: 37 387 24 541 465 143 52 156 27 9 113 370
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: 37 387 24 541 465 143 52 156 27 9 113 370
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: 37 387 24 541 465 143 52 156 27 9 113 370
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: 39 407 25 569 489 151 55 164 28 9 119 389
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 39 407 25 569 489 151 55 164 28 9 119 389
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
FinalVolume: 39 407 25 569 489 151 55 164 28 9 119 389

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.78 0.78 0.78 0.60 0.60 0.60 0.68 0.98 0.98 0.62 1.00 0.85
Lanes: 0.16 1.73 0.11 0.94 0.81 0.25 1.00 0.85 0.15 1.00 1.00 1.00
Final Sat.: 245 2568 159 1074 923 284 1284 1584 274 1169 1900 1615

Capacity Analysis Module:

Vol/Sat: 0.16 0.16 0.16 0.53 0.53 0.53 0.04 0.10 0.10 0.01 0.06 0.24
Crit Moves: ****
Green/Cycle: 0.56 0.56 0.56 0.56 0.56 0.56 0.28 0.28 0.28 0.28 0.28 0.28
Volume/Cap: 0.28 0.28 0.28 0.95 0.95 0.95 0.15 0.37 0.37 0.03 0.22 0.86
Delay/Veh: 5.8 5.8 5.8 24.7 24.7 24.7 13.7 14.9 14.9 13.1 14.0 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: 5.8 5.8 5.8 24.7 24.7 24.7 13.7 14.9 14.9 13.1 14.0 32.5
LOS by Move: A A A C C C B B B B B C
HCM2kAvgQ: 2 2 2 15 15 15 1 3 3 0 2 9

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #12 Owensmouth Ave & Plummer St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.846
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 23.9
Optimal Cycle: 0 Level Of Service: C

Street Name: Owensmouth Ave Plummer St
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 1 0 0 1 0 1 0 0 1 1 0 2 0 1

Volume Module:

Base Vol: 41 361 25 32 333 67 69 154 25 52 148 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: 41 361 25 32 333 67 69 154 25 52 148 46
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: 41 361 25 32 333 67 69 154 25 52 148 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: 43 380 26 34 351 71 73 162 26 55 156 48
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 43 380 26 34 351 71 73 162 26 55 156 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
FinalVolume: 43 380 26 34 351 71 73 162 26 55 156 48

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: 0.10 0.90 1.00 0.09 0.91 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 51 449 540 44 453 539 381 804 435 380 802 435

Capacity Analysis Module:

Vol/Sat: 0.85 0.85 0.05 0.77 0.77 0.13 0.19 0.20 0.06 0.14 0.19 0.11
Crit Moves: ****
Delay/Veh: 36.4 36.4 9.4 29.0 29.0 10.0 13.4 12.9 10.7 12.9 12.8 11.2
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: 36.4 36.4 9.4 29.0 29.0 10.0 13.4 12.9 10.7 12.9 12.8 11.2
LOS by Move: E E A D D A B B B B B
ApproachDel: 34.8 26.0 12.8 12.5
Delay Adj: 1.00 1.00 1.00 1.00
ApprAdjDel: 34.8 26.0 12.8 12.5
LOS by Appr: D D B B
AllWayAvgQ: 3.7 3.7 0.0 2.6 2.6 0.1 0.2 0.2 0.1 0.1 0.2 0.1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #13 Canoga Ave &Plummer St

Average Delay (sec/veh): 4.3 Worst Case Level Of Service: D[27.3]

Table with columns for Street Name (Canoga Ave, Plummer St), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), and Lanes (1 0 1 0 0).

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume across various movements.

Critical Gap Module table with columns for Critical Gp, FollowUpTim, and values for different movements.

Capacity Module table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. across movements.

Level Of Service Module table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #42 Lassen St & Busway A

Cycle (sec): 50 Critical Vol./Cap.(X): 0.460

Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 5.0

Optimal Cycle: 35 Level Of Service: A

Table with columns for Street Name (Busway A, Lassen St), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Permitted, Protected), Rights (Ovl, Include), Min. Green (5 5 5), and Lanes (0 0 0 0 1).

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume across various movements.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat. across movements.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #43 Lassen St & Busway B

Cycle (sec):	50	Critical Vol./Cap.(X):	0.371
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	1.0
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Busway B			Lassen St			West Bound		
Approach:	North Bound			South Bound			East Bound		
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	

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Control:	Permitted			Permitted			Permitted		
Rights:	Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	
Lanes:	0	0	1	0	0	1	0	0	

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Volume Module:

Base Vol:	0	0	0	0	0	0	1070	0	0	1010	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
Initial Bse:	0	0	0	0	0	0	0	1070	0	0	1010
Added Vol:	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1070	0	0	1010
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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	0	0	0	0	1126	0	0	1063
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1126	0	0	1063
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1126	0	0	1063

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Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	1.00	1.00	0.00	1.00	1.00	0.00	2.00	0.00	0.00	2.00
Final Sat.:	0	1900	0	0	1900	0	0	3610	0	0	3610

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Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.31	0.00	0.00	0.29
Crit Moves:	****										
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.84	0.00	0.00	0.84
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.37	0.00	0.00	0.35
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	3	0	0	2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #44 Lassen St & Busway C

Cycle (sec):	50	Critical Vol./Cap.(X):	0.371
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	1.0
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Busway C			Lassen St			West Bound		
Approach:	North Bound			South Bound			East Bound		
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	

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Control:	Permitted			Permitted			Permitted		
Rights:	Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	
Lanes:	0	0	1	0	0	1	0	0	

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Volume Module:

Base Vol:	0	0	0	0	0	0	1070	0	0	1010	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
Initial Bse:	0	0	0	0	0	0	0	1070	0	0	1010
Added Vol:	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1070	0	0	1010
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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	0	0	0	0	1126	0	0	1063
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1126	0	0	1063
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1126	0	0	1063

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Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	1.00	1.00	0.00	1.00	1.00	0.00	2.00	0.00	0.00	2.00
Final Sat.:	0	1900	0	0	1900	0	0	3610	0	0	3610

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Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.31	0.00	0.00	0.29
Crit Moves:	****										
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.84	0.00	0.00	0.84
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.37	0.00	0.00	0.35
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	3	0	0	2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #45 Canoga Ave & Bus Lane

Cycle (sec): 100 Critical Vol./Cap.(X): 0.480
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 1.7
Optimal Cycle: 44 Level Of Service: A

Street Name: Canoga Ave Bus Lane
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: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 0

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Volume Module:

Base Vol: 0 779 40 0 722 0 0 0 0 40 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: 0 779 40 0 722 0 0 0 0 40 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 779 40 0 722 0 0 0 0 40 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: 0 820 42 0 760 0 0 0 0 42 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 820 42 0 760 0 0 0 0 42 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 820 42 0 760 0 0 0 0 42 0 0

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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 0.99 0.99 1.00 1.00 1.00 1.00 1.00 1.00 0.95 1.00 1.00
Lanes: 0.00 0.95 0.05 1.00 1.00 0.00 0.00 0.00 0.00 1.00 0.00 0.00
Final Sat.: 0 1795 92 0 1900 0 0 0 0 1805 0 0

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Capacity Analysis Module:

Vol/Sat: 0.00 0.46 0.46 0.00 0.40 0.00 0.00 0.00 0.00 0.02 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.95 0.95 0.00 0.95 0.00 0.00 0.00 0.00 0.05 0.00 0.00
Volume/Cap: 0.00 0.48 0.48 0.00 0.42 0.00 0.00 0.00 0.00 0.48 0.00 0.00
Delay/Veh: 0.0 0.4 0.4 0.0 0.4 0.0 0.0 0.0 0.0 50.4 0.0 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.4 0.4 0.0 0.4 0.0 0.0 0.0 0.0 50.4 0.0 0.0
LOS by Move: A A A A A A A A A D A A
HCM2kAvgQ: 0 3 3 0 2 0 0 0 0 2 0 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Owensmouth Ave & Lassen St

Cycle (sec): 50 Critical Vol./Cap.(X): 1.877
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 189.0
Optimal Cycle: 120 Level Of Service: F

Street Name: Owensmouth Ave Lassen 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: 10 10 10 10 10 10 18 18 18 18 18 18
Lanes: 0 1 0 1 0 0 1 0 1 1 0 1 0 1 1 0

Volume Module:
Base Vol: 140 919 480 225 339 74 49 713 185 386 759 159
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: 140 919 480 225 339 74 49 713 185 386 759 159
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: 140 919 480 225 339 74 49 713 185 386 759 159
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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 147 967 505 237 357 78 52 751 195 406 799 167
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 147 967 505 237 357 78 52 751 195 406 799 167
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 147 967 505 237 357 78 52 751 195 406 799 167

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.65 0.65 0.65 0.57 0.57 0.57 0.22 0.92 0.92 0.23 0.93 0.93
Lanes: 0.18 1.20 0.62 0.71 1.06 0.23 1.00 1.59 0.41 1.00 1.65 0.35
Final Sat.: 224 1469 767 770 1160 253 426 2777 721 443 2907 609

Capacity Analysis Module:
Vol/Sat: 0.66 0.66 0.66 0.31 0.31 0.31 0.12 0.27 0.27 0.92 0.27 0.27
Crit Moves: ****
Green/Cycle: 0.35 0.35 0.35 0.35 0.35 0.35 0.49 0.49 0.49 0.49 0.49 0.49
Volume/Cap: 1.88 1.88 1.88 0.88 0.88 0.88 0.25 0.55 0.55 1.88 0.56 0.56
Delay/Veh: 415.1 415 415.1 26.4 26.4 26.4 8.1 9.3 9.3 424.3 9.4 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: 415.1 415 415.1 26.4 26.4 26.4 8.1 9.3 9.3 424.3 9.4 9.4
LOS by Move: F F F C C C A A A F A A
HCM2kAvgQ: 64 64 64 9 9 9 1 6 6 31 6 6

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Depot Rd & Lassen St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.673
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 12.4
Optimal Cycle: 70 Level Of Service: B

Street Name: Depot Rd Lassen St
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: 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 1 0 0 1 0 1 0 1 0 1 0

Volume Module:
Base Vol: 65 0 15 41 0 149 96 1396 19 24 1538 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: 65 0 15 41 0 149 96 1396 19 24 1538 71
Added Vol: 0 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 0
Initial Fut: 65 0 15 41 0 149 96 1396 19 24 1538 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: 68 0 16 43 0 157 101 1469 20 25 1619 75
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 68 0 16 43 0 157 101 1469 20 25 1619 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
FinalVolume: 68 0 16 43 0 157 101 1469 20 25 1619 75

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.94 1.00 0.94 0.95 1.00 0.85 0.95 0.95 0.95 0.95 0.94 0.94
Lanes: 0.81 0.00 0.19 1.00 1.00 1.00 1.00 1.97 0.03 1.00 1.91 0.09
Final Sat.: 1446 0 334 1805 0 1615 1805 3554 48 1805 3427 158

Capacity Analysis Module:
Vol/Sat: 0.05 0.00 0.05 0.02 0.00 0.10 0.06 0.41 0.41 0.01 0.47 0.47
Crit Moves: ****
Green/Cycle: 0.07 0.00 0.14 0.07 0.00 0.14 0.08 0.76 0.76 0.03 0.70 0.70
Volume/Cap: 0.67 0.00 0.33 0.33 0.00 0.67 0.67 0.54 0.54 0.54 0.67 0.67
Delay/Veh: 58.8 0.0 39.4 45.6 0.0 48.1 55.9 5.2 5.2 60.8 9.1 9.1
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: 58.8 0.0 39.4 45.6 0.0 48.1 55.9 5.2 5.2 60.8 9.1 9.1
LOS by Move: E A D D A D E A A E A A
HCM2kAvgQ: 4 0 3 2 0 6 4 10 10 2 16 16

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Owensmouth Ave & Marilla St

Cycle (sec): 50 Critical Vol./Cap.(X): 1.004
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 30.4
Optimal Cycle: 110 Level Of Service: C

Street Name: Owensmouth Ave Marilla 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: 8 8 8 8 8 8 14 14 14 14 14 14
Lanes: 0 1 0 1 0 0 1 0 0 1 0 1

Volume Module:

Base Vol: 29 845 26 313 404 34 118 148 21 9 323 720
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 29 845 26 313 404 34 118 148 21 9 323 720
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: 29 845 26 313 404 34 118 148 21 9 323 720
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 31 889 27 329 425 36 124 156 22 9 340 758
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 31 889 27 329 425 36 124 156 22 9 340 758
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 31 889 27 329 425 36 124 156 22 9 340 758

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.87 0.87 0.87 0.56 0.56 0.56 0.50 0.98 0.98 0.64 1.00 0.85
Lanes: 0.06 1.88 0.06 0.83 1.08 0.09 1.00 0.88 0.12 1.00 1.00 1.00
Final Sat.: 106 3089 95 881 1138 96 950 1632 232 1212 1900 1615

Capacity Analysis Module:

Vol/Sat: 0.29 0.29 0.29 0.37 0.37 0.37 0.13 0.10 0.10 0.01 0.18 0.47
Crit Moves: ****
Green/Cycle: 0.37 0.37 0.37 0.37 0.37 0.37 0.47 0.47 0.47 0.47 0.47 0.47
Volume/Cap: 0.77 0.77 0.77 1.00 1.00 1.00 0.28 0.20 0.20 0.02 0.38 1.00
Delay/Veh: 17.0 17.0 17.0 48.6 48.6 48.6 8.5 8.0 8.0 7.2 8.9 47.0
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: 17.0 17.0 17.0 48.6 48.6 48.6 8.5 8.0 8.0 7.2 8.9 47.0
LOS by Move: B B B D D D A A A A A D
HCM2kAvgQ: 9 9 9 13 13 13 1 2 2 0 4 20

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #12 Owensmouth Ave & Plummer St

Cycle (sec): 100 Critical Vol./Cap.(X): 1.672
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 157.7
Optimal Cycle: 0 Level Of Service: F

Street Name: Owensmouth Ave Plummer St
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 1 0 0 1 0 1 0 0 1 1 0 2 0 1

Volume Module:

Base Vol: 24 743 40 100 301 17 28 173 40 11 239 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: 24 743 40 100 301 17 28 173 40 11 239 65
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: 24 743 40 100 301 17 28 173 40 11 239 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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 25 782 42 105 317 18 29 182 42 12 252 68
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 25 782 42 105 317 18 29 182 42 12 252 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
FinalVolume: 25 782 42 105 317 18 29 182 42 12 252 68

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: 0.03 0.97 1.00 0.25 0.75 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 15 468 514 116 350 510 368 777 419 378 800 433

Capacity Analysis Module:

Vol/Sat: 1.67 1.67 0.08 0.91 0.91 0.04 0.08 0.23 0.10 0.03 0.31 0.16
Crit Moves: ****
Delay/Veh: 329.9 330 10.0 48.3 48.3 9.8 13.0 14.3 11.8 12.2 15.2 12.2
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: 329.9 330 10.0 48.3 48.3 9.8 13.0 14.3 11.8 12.2 15.2 12.2
LOS by Move: F F B E E A B B B C B
ApproachDel: 314.0 46.8 13.7 14.5
Delay Adj: 1.00 1.00 1.00 1.00
ApprAdjDel: 314.0 46.8 13.7 14.5
LOS by Appr: F E B B
AllWayAvgQ: 42.9 42.9 0.1 4.9 4.9 0.0 0.1 0.3 0.1 0.0 0.4 0.2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #43 Lassen St & Busway B

Cycle (sec): 50 Critical Vol./Cap.(X): 0.601
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 1.5
Optimal Cycle: 35 Level Of Service: A

Street Name: Busway B Lassen 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: 5 5 5 5 5 5 5 5 5 5 5 5
Lanes: 0 0 1 0 0 0 0 1 0 0 0 0 2 0 0 0 0 2 0 0

-----|-----|-----|-----|

Volume Module:
Base Vol: 0 0 0 0 0 0 0 1454 0 0 1731 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 0 0 0 0 1454 0 0 1731 0
Added Vol: 0
PasserByVol: 0
Initial Fut: 0 0 0 0 0 0 0 1454 0 0 1731 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 0 0 0 0 1531 0 0 1822 0
Reduct Vol: 0
Reduced Vol: 0 0 0 0 0 0 0 1531 0 0 1822 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 0 0 0 0 1531 0 0 1822 0

-----|-----|-----|-----|

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.95 1.00 1.00 0.95 1.00
Lanes: 0.00 1.00 0.00 0.00 1.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00
Final Sat.: 0 1900 0 0 1900 0 0 3610 0 0 3610 0

-----|-----|-----|-----|

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.42 0.00 0.00 0.50 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.84 0.00 0.00 0.84 0.00
Volume/Cap: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.50 0.00 0.00 0.60 0.00
Delay/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 1.2 0.0 0.0 1.6 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 0.0 0.0 0.0 0.0 1.2 0.0 0.0 1.6 0.0
LOS by Move: A A A A A A A A A A A A
HCM2kAvgQ: 0 0 0 0 0 0 0 4 0 0 6 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 Lassen St & Busway C

Cycle (sec): 50 Critical Vol./Cap.(X): 0.601
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 1.5
Optimal Cycle: 35 Level Of Service: A

Street Name: Busway C Lassen 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: 5 5 5 5 5 5 5 5 5 5 5 5
Lanes: 0 0 1 0 0 0 0 1 0 0 0 0 2 0 0 0 0 2 0 0

-----|-----|-----|-----|

Volume Module:
Base Vol: 0 0 0 0 0 0 0 1454 0 0 1731 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 0 0 0 0 1454 0 0 1731 0
Added Vol: 0
PasserByVol: 0
Initial Fut: 0 0 0 0 0 0 0 1454 0 0 1731 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 0 0 0 0 1531 0 0 1822 0
Reduct Vol: 0
Reduced Vol: 0 0 0 0 0 0 0 1531 0 0 1822 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 0 0 0 0 1531 0 0 1822 0

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Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.95 1.00 1.00 0.95 1.00
Lanes: 0.00 1.00 0.00 0.00 1.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00
Final Sat.: 0 1900 0 0 1900 0 0 3610 0 0 3610 0

-----|-----|-----|-----|

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.42 0.00 0.00 0.50 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.84 0.00 0.00 0.84 0.00
Volume/Cap: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.50 0.00 0.00 0.60 0.00
Delay/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 1.2 0.0 0.0 1.6 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 0.0 0.0 0.0 0.0 1.2 0.0 0.0 1.6 0.0
LOS by Move: A A A A A A A A A A A A
HCM2kAvgQ: 0 0 0 0 0 0 0 4 0 0 6 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

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*****
Intersection #45 Canoga Ave & Bus Lane
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.704
Loss Time (sec):      0 (Y+R=4.0 sec)  Average Delay (sec/veh):          2.7
Optimal Cycle:        77          Level Of Service:          A
*****

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Street Name:          Canoga Ave          Bus Lane
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:           0 0 0 0          0 0 0 0          0 0 0 0          0 0 0 0
Lanes:                0 0 0 1 0        0 0 1 0 0        0 0 0 0 0        1 0 0 0 0
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Volume Module:
Base Vol:             0 1184          40          0 1228          0          0 0 0 0          40 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 1184          40          0 1228          0          0 0 0 0          40 0 0
Added Vol:            0 0 0 0          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          0 0 0 0
Initial Fut:          0 1184          40          0 1228          0          0 0 0 0          40 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 1246          42          0 1293          0          0 0 0 0          42 0 0
Reduct Vol:           0 0 0 0          0 0 0 0          0 0 0 0          0 0 0 0
Reduced Vol:         0 1246          42          0 1293          0          0 0 0 0          42 0 0
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:         0 1246          42          0 1293          0          0 0 0 0          42 0 0
-----|-----|-----|-----|

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Saturation Flow Module:
Sat/Lane:             1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.95 1.00 1.00
Lanes:                0.00 0.97 0.03 1.00 1.00 0.00 0.00 0.00 0.00 1.00 0.00 0.00
Final Sat.:           0 1831          62          0 1900          0          0 0 0 0          1805 0 0
-----|-----|-----|-----|

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Capacity Analysis Module:
Vol/Sat:              0.00 0.68 0.68 0.00 0.68 0.00 0.00 0.00 0.00 0.02 0.00 0.00
Crit Moves:          ****          ****          ****
Green/Cycle:          0.00 0.97 0.97 0.00 0.97 0.00 0.00 0.00 0.00 0.03 0.00 0.00
Volume/Cap:           0.00 0.70 0.70 0.00 0.70 0.00 0.00 0.00 0.00 0.70 0.00 0.00
Delay/Veh:            0.0 1.4 1.4 0.0 1.4 0.0 0.0 0.0 0.0 79.4 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 1.4 1.4 0.0 1.4 0.0 0.0 0.0 0.0 79.4 0.0 0.0
LOS by Move:          A A A A A A A A A E A A
HCM2kAvgQ:            0 6 6 0 6 0 0 0 0 3 0 0
*****

```

Note: Queue reported is the number of cars per lane.

ALTERNATIVE 3.3

***-ONLY INTERSECTIONS 8, 9, 11, 12,13,42,43, and 44
The remainder intersection do not change from Alternative 3.1***

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Owensmouth Ave & Lassen St

Cycle (sec): 50 Critical Vol./Cap.(X): 1.406
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 104.0
Optimal Cycle: 120 Level Of Service: F

Table with columns for Street Name (Owensmouth Ave, Lassen St), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Permitted, Include), Rights, and Lanes.

Table with columns for Volume Module (Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume) and 12 columns of values.

Table with columns for Saturation Flow Module (Sat/Lane, Adjustment, Lanes, Final Sat) and 12 columns of values.

Table with columns for Capacity Analysis Module (Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ) and 12 columns of values.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #9 Depot Rd & Lassen St

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Table with columns for Street Name (Depot Rd, Lassen St), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Uncontrolled, Stop Sign, Include), Rights, and Lanes.

Table with columns for Volume Module (Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume) and 12 columns of values.

Table with columns for Critical Gap Module (Critical Gp, FollowUpTim) and 12 columns of values.

Table with columns for Capacity Module (Conflict Vol, Potent Cap., Move Cap., Volume/Cap) and 12 columns of values.

Table with columns for Level Of Service Module (2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS) and 12 columns of values.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Owensmouth Ave & Marilla St

Cycle (sec): 50 Critical Vol./Cap.(X): 0.918
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 20.7
Optimal Cycle: 75 Level Of Service: C

Street Name: Owensmouth Ave Marilla 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: 8 8 8 8 8 8 14 14 14 14 14 14
Lanes: 0 1 0 1 0 0 1 0 0 1 0 1

Volume Module:
Base Vol: 37 387 24 541 465 143 52 156 27 9 113 370
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: 37 387 24 541 465 143 52 156 27 9 113 370
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: 37 387 24 541 465 143 52 156 27 9 113 370
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: 39 407 25 569 489 151 55 164 28 9 119 389
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 39 407 25 569 489 151 55 164 28 9 119 389
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
FinalVolume: 39 407 25 569 489 151 55 164 28 9 119 389

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.78 0.78 0.78 0.60 0.60 0.60 0.68 0.98 0.98 0.62 1.00 0.85
Lanes: 0.16 1.73 0.11 0.94 0.81 0.25 1.00 0.85 0.15 1.00 1.00 1.00
Final Sat.: 245 2568 159 1074 923 284 1284 1584 274 1169 1900 1615

Capacity Analysis Module:
Vol/Sat: 0.16 0.16 0.16 0.53 0.53 0.53 0.04 0.10 0.10 0.01 0.06 0.24
Crit Moves: ****
Green/Cycle: 0.56 0.56 0.56 0.56 0.56 0.56 0.28 0.28 0.28 0.28 0.28 0.28
Volume/Cap: 0.28 0.28 0.28 0.95 0.95 0.95 0.15 0.37 0.37 0.03 0.22 0.86
Delay/Veh: 5.8 5.8 5.8 24.7 24.7 24.7 13.7 14.9 14.9 13.1 14.0 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: 5.8 5.8 5.8 24.7 24.7 24.7 13.7 14.9 14.9 13.1 14.0 32.5
LOS by Move: A A A C C C B B B B B C
HCM2kAvgQ: 2 2 2 15 15 15 1 3 3 0 2 9

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #12 Owensmouth Ave & Plummer St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.846
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 23.9
Optimal Cycle: 0 Level Of Service: C

Street Name: Owensmouth Ave Plummer St
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 1 0 0 1 0 1 0 0 1 1 0 2 0 1

Volume Module:
Base Vol: 41 361 25 32 333 67 69 154 25 52 148 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: 41 361 25 32 333 67 69 154 25 52 148 46
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: 41 361 25 32 333 67 69 154 25 52 148 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: 43 380 26 34 351 71 73 162 26 55 156 48
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 43 380 26 34 351 71 73 162 26 55 156 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
FinalVolume: 43 380 26 34 351 71 73 162 26 55 156 48

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: 0.10 0.90 1.00 0.09 0.91 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 51 449 540 44 453 539 381 804 435 380 802 435

Capacity Analysis Module:
Vol/Sat: 0.85 0.85 0.05 0.77 0.77 0.13 0.19 0.20 0.06 0.14 0.19 0.11
Crit Moves: ****
Delay/Veh: 36.4 36.4 9.4 29.0 29.0 10.0 13.4 12.9 10.7 12.9 12.8 11.2
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: 36.4 36.4 9.4 29.0 29.0 10.0 13.4 12.9 10.7 12.9 12.8 11.2
LOS by Move: E E A D D A B B B B B
ApproachDel: 34.8 26.0 12.8 12.5
Delay Adj: 1.00 1.00 1.00 1.00
ApprAdjDel: 34.8 26.0 12.8 12.5
LOS by Appr: D D B B
AllWayAvgQ: 3.7 3.7 0.0 2.6 2.6 0.1 0.2 0.2 0.1 0.1 0.2 0.1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Canoga Ave & Nordhoff St

Cycle (sec): 90 Critical Vol./Cap.(X): 1.494
Loss Time (sec): 8 (Y+R=4.5 sec) Average Delay (sec/veh): 48.3
Optimal Cycle: 120 Level Of Service: D

Street Name: Canoga Ave Nordhoff 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: 20 20 20 20 20 20 11 11 11 11 11 11
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:
Base Vol: 129 759 174 193 707 5 38 942 109 305 798 123
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: 129 759 174 193 707 5 38 942 109 305 798 123
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: 129 759 174 193 707 5 38 942 109 305 798 123
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: 136 799 183 203 744 5 40 992 115 321 840 129
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 136 799 183 203 744 5 40 992 115 321 840 129
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: 136 799 183 203 744 5 40 992 115 321 840 129

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.20 0.95 0.85 0.17 0.95 0.85 0.28 0.95 0.85 0.23 0.95 0.85
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 383 3610 1615 327 3610 1615 535 3610 1615 434 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.35 0.22 0.11 0.62 0.21 0.00 0.07 0.27 0.07 0.74 0.23 0.08
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: 0.85 0.53 0.27 1.49 0.50 0.01 0.15 0.55 0.14 1.49 0.47 0.16
Delay/Veh: 57.1 20.1 17.5 283.2 19.6 15.4 12.7 16.2 12.4 268.0 15.2 12.6
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: 57.1 20.1 17.5 283.2 19.6 15.4 12.7 16.2 12.4 268.0 15.2 12.6
LOS by Move: E C B F B B B B B F B B
HCM2kAvgQ: 6 9 3 16 8 0 1 10 2 24 8 2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #42 Lassen St & Busway A

Cycle (sec): 50 Critical Vol./Cap.(X): 0.358
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 1.0
Optimal Cycle: 25 Level Of Service: A

Street Name: Busway A Lassen 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: Ovl Include Include Include
Min. Green: 5 5 5 5 5 5 5 5 5 5 5 5
Lanes: 0 0 0 0 1 0 0 0 0 0 1 0 2 0 1

Volume Module:
Base Vol: 0 0 0 0 0 0 0 1030 0 0 970 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 0 0 0 0 1030 0 0 970 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 0 0 0 0 1030 0 0 970 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 0 0 0 0 1084 0 0 1021 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 0 0 0 0 1084 0 0 1021 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 0 0 0 0 1084 0 0 1021 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.95 1.00 1.00 0.95 1.00
Lanes: 0.00 0.00 1.00 0.00 0.00 0.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 0 0 1900 0 0 0 1900 3610 1900 1900 3610 1900

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.30 0.00 0.00 0.28 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.84 0.00 0.00 0.84 0.00
Volume/Cap: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.36 0.00 0.00 0.34 0.00
Delay/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 1.0 0.0 0.0 1.0 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 1.0 0.0 0.0 1.0 0.0
LOS by Move: A A A A A A A A A A A A
HCM2kAvgQ: 0 0 0 0 0 0 0 2 0 0 2 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #43 Lassen St & Busway B

Cycle (sec): 50 Critical Vol./Cap.(X): 0.384
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 3.2
Optimal Cycle: 25 Level Of Service: A

Street Name: Busway B Lassen 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: 5 5 5 5 5 5 5 5 5 5 5 5
Lanes: 0 0 1 0 0 0 0 1 0 0 0 0 2 0 0 0 0 2 0 0

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Volume Module:

Base Vol: 0 40 0 0 40 0 0 1030 0 0 970 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 40 0 0 40 0 0 1030 0 0 970 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 40 0 0 40 0 0 1030 0 0 970 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 42 0 0 42 0 0 1084 0 0 1021 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 42 0 0 42 0 0 1084 0 0 1021 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 42 0 0 42 0 0 1084 0 0 1021 0

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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.95 1.00 1.00 0.95 1.00
Lanes: 0.00 1.00 0.00 0.00 1.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00
Final Sat.: 0 1900 0 0 1900 0 0 3610 0 0 3610 0

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Capacity Analysis Module:

Vol/Sat: 0.00 0.02 0.00 0.00 0.02 0.00 0.00 0.30 0.00 0.00 0.28 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.10 0.00 0.00 0.10 0.00 0.00 0.74 0.00 0.00 0.74 0.00
Volume/Cap: 0.00 0.22 0.00 0.00 0.22 0.00 0.00 0.41 0.00 0.00 0.38 0.00
Delay/Veh: 0.0 21.3 0.0 0.0 21.3 0.0 0.0 2.5 0.0 0.0 2.4 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 21.3 0.0 0.0 21.3 0.0 0.0 2.5 0.0 0.0 2.4 0.0
LOS by Move: A C A A C A A A A A A A
HCM2kAvgQ: 0 1 0 0 1 0 0 4 0 0 3 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 Lassen St & Busway C

Cycle (sec): 50 Critical Vol./Cap.(X): 0.358
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 1.0
Optimal Cycle: 25 Level Of Service: A

Street Name: Busway C Lassen 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: 5 5 5 5 5 5 5 5 5 5 5 5
Lanes: 0 0 0 0 0 0 0 0 0 0 0 0 2 0 0 0 0 2 0 0

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Volume Module:

Base Vol: 0 0 0 0 0 0 0 1030 0 0 970 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 0 0 0 0 1030 0 0 970 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 0 0 0 0 1030 0 0 970 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 0 0 0 0 1084 0 0 1021 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 0 0 0 0 1084 0 0 1021 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 0 0 0 0 1084 0 0 1021 0

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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.95 1.00 1.00 0.95 1.00
Lanes: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00
Final Sat.: 0 0 0 0 0 0 0 3610 0 0 3610 0

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Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.30 0.00 0.00 0.28 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.84 0.00 0.00 0.84 0.00
Volume/Cap: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.36 0.00 0.00 0.34 0.00
Delay/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 1.0 0.0 0.0 1.0 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 1.0 0.0 0.0 1.0 0.0
LOS by Move: A A A A A A A A A A A A
HCM2kAvgQ: 0 0 0 0 0 0 0 2 0 0 2 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #45 Canoga Ave & Bus Lane

Cycle (sec): 0 Critical Vol./Cap.(X): 0.637
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 8.1
Optimal Cycle: 42 Level Of Service: A

Street Name: Canoga Ave Bus Lane
Approach: North 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: Ignore Include Include Include
Min. Green: 0 5 5 5 5 5 0 0 0 5 5 0
Lanes: 0 0 1 0 1 0 0 1 0 0 1 0 0 0 0 0 0 0 0 1 0 0 0 0

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Volume Module:

Base Vol: 0 779 0 0 722 0 0 0 0 40 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: 0 779 0 0 722 0 0 0 0 40 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 779 0 0 722 0 0 0 0 40 0 0
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.00 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 0 820 0 0 760 0 0 0 0 42 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 820 0 0 760 0 0 0 0 42 0 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 820 0 0 760 0 0 0 0 42 0 0

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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.95 1.00 1.00
Lanes: 0.00 1.00 1.00 0.00 1.00 0.00 0.00 0.00 0.00 1.00 0.00 0.00
Final Sat.: 0 1900 1900 0 1900 0 0 0 0 1805 0 0

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Capacity Analysis Module:

Vol/Sat: 0.00 0.43 0.00 0.00 0.40 0.00 0.00 0.00 0.00 0.02 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.60 0.00 0.00 0.60 0.00 0.00 0.00 0.00 0.12 0.00 0.00
Volume/Cap: 0.00 0.73 0.00 0.00 0.67 0.00 0.00 0.00 0.00 0.20 0.00 0.00
Delay/Veh: 0.0 8.4 0.0 0.0 7.3 0.0 0.0 0.0 0.0 17.1 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 8.4 0.0 0.0 7.3 0.0 0.0 0.0 0.0 17.1 0.0 0.0
LOS by Move: A A A A A A A A A B A A
HCM2kAvgQ: 0 9 0 0 8 0 0 0 0 1 0 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Owensmouth Ave & Marilla St

Cycle (sec): 50 Critical Vol./Cap.(X): 1.004
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 30.4
Optimal Cycle: 110 Level Of Service: C

Street Name: Owensmouth Ave Marilla 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: 8 8 8 8 8 8 14 14 14 14 14 14
Lanes: 0 1 0 1 0 0 1 0 0 1 0 1

Volume Module:
Base Vol: 29 845 26 313 404 34 118 148 21 9 323 720
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 29 845 26 313 404 34 118 148 21 9 323 720
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: 29 845 26 313 404 34 118 148 21 9 323 720
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 31 889 27 329 425 36 124 156 22 9 340 758
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 31 889 27 329 425 36 124 156 22 9 340 758
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 31 889 27 329 425 36 124 156 22 9 340 758

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.87 0.87 0.87 0.56 0.56 0.56 0.50 0.98 0.98 0.64 1.00 0.85
Lanes: 0.06 1.88 0.06 0.83 1.08 0.09 1.00 0.88 0.12 1.00 1.00 1.00
Final Sat.: 106 3089 95 881 1138 96 950 1632 232 1212 1900 1615

Capacity Analysis Module:
Vol/Sat: 0.29 0.29 0.29 0.37 0.37 0.37 0.13 0.10 0.10 0.01 0.18 0.47
Crit Moves: ****
Green/Cycle: 0.37 0.37 0.37 0.37 0.37 0.37 0.47 0.47 0.47 0.47 0.47 0.47
Volume/Cap: 0.77 0.77 0.77 1.00 1.00 1.00 0.28 0.20 0.20 0.02 0.38 1.00
Delay/Veh: 17.0 17.0 17.0 48.6 48.6 48.6 8.5 8.0 8.0 7.2 8.9 47.0
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: 17.0 17.0 17.0 48.6 48.6 48.6 8.5 8.0 8.0 7.2 8.9 47.0
LOS by Move: B B B D D D A A A A A D
HCM2kAvgQ: 9 9 9 13 13 13 1 2 2 0 4 20

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #12 Owensmouth Ave & Plummer St

Cycle (sec): 100 Critical Vol./Cap.(X): 1.672
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 157.7
Optimal Cycle: 0 Level Of Service: F

Street Name: Owensmouth Ave Plummer St
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 1 0 0 1 0 1 0 0 1 1 0 2 0 1

Volume Module:
Base Vol: 24 743 40 100 301 17 28 173 40 11 239 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: 24 743 40 100 301 17 28 173 40 11 239 65
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: 24 743 40 100 301 17 28 173 40 11 239 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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 25 782 42 105 317 18 29 182 42 12 252 68
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 25 782 42 105 317 18 29 182 42 12 252 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
FinalVolume: 25 782 42 105 317 18 29 182 42 12 252 68

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: 0.03 0.97 1.00 0.25 0.75 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 15 468 514 116 350 510 368 777 419 378 800 433

Capacity Analysis Module:
Vol/Sat: 1.67 1.67 0.08 0.91 0.91 0.04 0.08 0.23 0.10 0.03 0.31 0.16
Crit Moves: ****
Delay/Veh: 329.9 330 10.0 48.3 48.3 9.8 13.0 14.3 11.8 12.2 15.2 12.2
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: 329.9 330 10.0 48.3 48.3 9.8 13.0 14.3 11.8 12.2 15.2 12.2
LOS by Move: F F B E E A B B B C B
ApproachDel: 314.0 46.8 13.7 14.5
Delay Adj: 1.00 1.00 1.00 1.00
ApprAdjDel: 314.0 46.8 13.7 14.5
LOS by Appr: F E B B
AllWayAvgQ: 42.9 42.9 0.1 4.9 4.9 0.0 0.1 0.3 0.1 0.0 0.4 0.2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #13 Canoga Ave &Plummer St

Average Delay (sec/veh): 102.5 Worst Case Level Of Service: F[1037.8]

Street Name: Canoga Ave Plummer St

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 0 0 0 0 0 1 0 0 0 0 0

Volume Module:

Table with 12 columns for traffic movements and 12 rows for volume metrics including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume.

Critical Gap Module:

Table with 12 columns for traffic movements and 2 rows for Critical Gap and FollowUpTim.

Capacity Module:

Table with 12 columns for traffic movements and 4 rows for Capacity metrics including Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module:

Table with 12 columns for traffic movements and 10 rows for Level of Service metrics including 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Owensmouth Ave & Nordhoff St

Cycle (sec): 50 Critical Vol./Cap.(X): 1.107
Loss Time (sec): 8 (Y+R=4.5 sec) Average Delay (sec/veh): 43.3
Optimal Cycle: 120 Level Of Service: D

Street Name: Owensmouth Ave Nordhoff 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: 8 8 8 8 8 8 17 17 17 17 17 17

Lanes: 1 0 0 1 0 1 0 0 1 0 1 0 2 0 1

Volume Module:

Table with 12 columns for traffic movements and 12 rows for volume metrics including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module:

Table with 12 columns for traffic movements and 4 rows for Saturation Flow metrics including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns for traffic movements and 10 rows for Capacity Analysis metrics including Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Canoga Ave & Nordhoff St

Cycle (sec): 90 Critical Vol./Cap.(X): 1.669
Loss Time (sec): 8 (Y+R=4.5 sec) Average Delay (sec/veh): 45.3
Optimal Cycle: 120 Level Of Service: D

Street Name: Canoga Ave Nordhoff 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: 20 20 20 20 20 20 11 11 11 11 11 11
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:
Base Vol: 134 913 246 131 1091 106 208 1183 151 163 906 141
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: 134 913 246 131 1091 106 208 1183 151 163 906 141
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: 134 913 246 131 1091 106 208 1183 151 163 906 141
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: 141 961 259 138 1148 112 219 1245 159 172 954 148
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 141 961 259 138 1148 112 219 1245 159 172 954 148
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 141 961 259 138 1148 112 219 1245 159 172 954 148

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.11 0.95 0.85 0.17 0.95 0.85 0.21 0.95 0.85 0.11 0.95 0.85
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 200 3610 1615 325 3610 1615 393 3610 1615 211 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.71 0.27 0.16 0.42 0.32 0.07 0.56 0.34 0.10 0.81 0.26 0.09
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: 1.67 0.63 0.38 1.00 0.75 0.16 1.14 0.71 0.20 1.67 0.54 0.19
Delay/Veh: 373.0 21.2 18.2 103.1 24.1 16.2 131.5 19.4 13.2 362.8 16.4 13.1
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: 373.0 21.2 18.2 103.1 24.1 16.2 131.5 19.4 13.2 362.8 16.4 13.1
LOS by Move: F C B F C B F B B F B B
HCM2kAvgQ: 13 12 5 8 15 2 13 15 3 15 10 2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #42 Lassen St & Busway A

Cycle (sec): 50 Critical Vol./Cap.(X): 0.587
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 1.4
Optimal Cycle: 34 Level Of Service: A

Street Name: Busway A Lassen 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: Ovl Include Include Include
Min. Green: 5 5 5 5 5 5 5 5 5 5 5 5
Lanes: 0 0 0 0 1 0 0 0 0 0 1 0 2 0 1 1 0 2 0 1

Volume Module:
Base Vol: 0 0 0 0 0 0 0 1414 0 0 1691 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 0 0 0 0 1414 0 0 1691 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 0 0 0 0 1414 0 0 1691 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 0 0 0 0 1488 0 0 1780 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 0 0 0 0 1488 0 0 1780 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 0 0 0 0 1488 0 0 1780 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.95 1.00 1.00 0.95 1.00
Lanes: 0.00 0.00 1.00 0.00 0.00 0.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 0 0 1900 0 0 0 1900 3610 1900 1900 3610 1900

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.41 0.00 0.00 0.49 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.84 0.00 0.00 0.84 0.00
Volume/Cap: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.49 0.00 0.00 0.59 0.00
Delay/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 1.2 0.0 0.0 1.6 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 0.0 0.0 0.0 0.0 1.2 0.0 0.0 1.6 0.0
LOS by Move: A A A A A A A A A A A A
HCM2kAvgQ: 0 0 0 0 0 0 0 4 0 0 6 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #43 Lassen St & Busway B

Cycle (sec): 50 Critical Vol./Cap.(X): 0.613
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 4.0
Optimal Cycle: 35 Level Of Service: A

Street Name: Busway B Lassen 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: 5 5 5 5 5 5 5 5 5 5 5 5
Lanes: 0 0 1 0 0 0 0 1 0 0 0 0 2 0 0 0 0 2 0 0

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Volume Module:

Base Vol: 0 40 0 0 40 0 0 1414 0 0 1691 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 40 0 0 40 0 0 1414 0 0 1691 0
Added Vol: 0
PasserByVol: 0
Initial Fut: 0 40 0 0 40 0 0 1414 0 0 1691 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 42 0 0 42 0 0 1488 0 0 1780 0
Reduct Vol: 0
Reduced Vol: 0 42 0 0 42 0 0 1488 0 0 1780 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 42 0 0 42 0 0 1488 0 0 1780 0

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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.95 1.00 1.00 0.95 1.00
Lanes: 0.00 1.00 0.00 0.00 1.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00
Final Sat.: 0 1900 0 0 1900 0 0 3610 0 0 3610 0

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Capacity Analysis Module:

Vol/Sat: 0.00 0.02 0.00 0.00 0.02 0.00 0.00 0.41 0.00 0.00 0.49 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.10 0.00 0.00 0.10 0.00 0.00 0.74 0.00 0.00 0.74 0.00
Volume/Cap: 0.00 0.22 0.00 0.00 0.22 0.00 0.00 0.56 0.00 0.00 0.67 0.00
Delay/Veh: 0.0 21.3 0.0 0.0 21.3 0.0 0.0 3.1 0.0 0.0 4.0 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 21.3 0.0 0.0 21.3 0.0 0.0 3.1 0.0 0.0 4.0 0.0
LOS by Move: A C A A C A A A A A A A
HCM2kAvgQ: 0 1 0 0 1 0 0 6 0 0 9 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 Lassen St & Busway C

Cycle (sec): 50 Critical Vol./Cap.(X): 0.587
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 1.4
Optimal Cycle: 34 Level Of Service: A

Street Name: Busway C Lassen 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: 5 5 5 5 5 5 5 5 5 5 5 5
Lanes: 0 0 0 0 0 0 0 0 0 0 0 0 2 0 0 0 0 2 0 0

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Volume Module:

Base Vol: 0 0 0 0 0 0 0 1414 0 0 1691 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 0 0 0 0 1414 0 0 1691 0
Added Vol: 0
PasserByVol: 0
Initial Fut: 0 0 0 0 0 0 0 1414 0 0 1691 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 0 0 0 0 1488 0 0 1780 0
Reduct Vol: 0
Reduced Vol: 0 0 0 0 0 0 0 1488 0 0 1780 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 0 0 0 0 1488 0 0 1780 0

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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.95 1.00 1.00 0.95 1.00
Lanes: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00
Final Sat.: 0 0 0 0 0 0 0 3610 0 0 3610 0

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Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.41 0.00 0.00 0.49 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.84 0.00 0.00 0.84 0.00
Volume/Cap: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.49 0.00 0.00 0.59 0.00
Delay/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 1.2 0.0 0.0 1.6 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 0.0 0.0 0.0 0.0 1.2 0.0 0.0 1.6 0.0
LOS by Move: A A A A A A A A A A A A
HCM2kAvgQ: 0 0 0 0 0 0 0 4 0 0 6 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #45 Canoga Ave & Bus Lane

Cycle (sec): 0 Critical Vol./Cap.(X): 0.834
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 11.4
Optimal Cycle: 77 Level Of Service: B

Street Name: Canoga Ave Bus Lane
Approach: North 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: Ignore Include Include Include
Min. Green: 0 5 5 5 5 5 0 0 0 5 5 0
Lanes: 0 0 1 0 1 0 0 1 0 0 0 0 1 0 0 0 0

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Volume Module:

Base Vol: 0 1184 0 0 1228 0 0 0 0 40 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 1184 0 0 1228 0 0 0 0 40 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 1184 0 0 1228 0 0 0 0 40 0 0
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.00 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 0 1246 0 0 1293 0 0 0 0 42 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 1246 0 0 1293 0 0 0 0 42 0 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 1246 0 0 1293 0 0 0 0 42 0 0

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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.95 1.00 1.00
Lanes: 0.00 1.00 1.00 0.00 1.00 0.00 0.00 0.00 0.00 1.00 0.00 0.00
Final Sat.: 0 1900 1900 0 1900 0 0 0 0 1805 0 0

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Capacity Analysis Module:

Vol/Sat: 0.00 0.66 0.00 0.00 0.68 0.00 0.00 0.00 0.00 0.02 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.78 0.00 0.00 0.78 0.00 0.00 0.00 0.00 0.06 0.00 0.00
Volume/Cap: 0.00 0.84 0.00 0.00 0.87 0.00 0.00 0.00 0.00 0.36 0.00 0.00
Delay/Veh: 0.0 10.0 0.0 0.0 11.9 0.0 0.0 0.0 0.0 36.4 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 10.0 0.0 0.0 11.9 0.0 0.0 0.0 0.0 36.4 0.0 0.0
LOS by Move: A A A A B A A A A D A A
HCM2kAvgQ: 0 22 0 0 25 0 0 0 0 1 0 0

Note: Queue reported is the number of cars per lane.

ALTERNATIVE 4.1

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 De Soto Ave & Chatsworth St

Cycle (sec): 90 Critical Vol./Cap.(X): 1.436
Loss Time (sec): 12 (Y+R=5.0 sec) Average Delay (sec/veh): 117.9
Optimal Cycle: 120 Level Of Service: F

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for De Soto Ave and Chatsworth St.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume. Rows for De Soto Ave and Chatsworth St.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat. Rows for De Soto Ave and Chatsworth St.

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ. Rows for De Soto Ave and Chatsworth St.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Topanga Canyon Blvd & Devonshire St

Cycle (sec): 90 Critical Vol./Cap.(X): 1.358
Loss Time (sec): 16 (Y+R=5.0 sec) Average Delay (sec/veh): 187.9
Optimal Cycle: 120 Level Of Service: F

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Topanga Canyon Blvd and Devonshire St.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume. Rows for Topanga Canyon Blvd and Devonshire St.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat. Rows for Topanga Canyon Blvd and Devonshire St.

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ. Rows for Topanga Canyon Blvd and Devonshire St.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #3 Owensmouth Ave & Devonshire St

Cycle (sec): 90 Critical Vol./Cap.(X): 1.497
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 90.1
 Optimal Cycle: 120 Level Of Service: F

Street Name:	Owensmouth Ave			Devonshire St		
Approach:	North Bound	South Bound	East Bound	West Bound	West Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	10 10 10	0 10 10	10 10 10	10 10 10	10 10 10	10 10 10
Lanes:	0 0 1 0 0	0 0 1 0 0	1 0 2 0 1	1 0 2 0 1	1 0 2 0 1	1 0 2 0 1

Volume Module:
 Base Vol: 77 143 293 199 342 21 19 802 61 370 928 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: 77 143 293 199 342 21 19 802 61 370 928 62
 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: 77 143 293 199 342 21 19 802 61 370 928 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: 81 151 308 209 360 22 20 844 64 389 977 65
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 81 151 308 209 360 22 20 844 64 389 977 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
 FinalVolume: 81 151 308 209 360 22 20 844 64 389 977 65

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.77 0.77 0.77 0.54 0.54 0.54 0.21 0.95 0.85 0.26 0.95 0.85
 Lanes: 0.15 0.28 0.57 0.35 0.61 0.04 1.00 2.00 1.00 1.00 2.00 1.00
 Final Sat.: 220 409 838 362 622 38 405 3610 1615 496 3610 1615

Capacity Analysis Module:
 Vol/Sat: 0.37 0.37 0.37 0.58 0.58 0.58 0.05 0.23 0.04 0.79 0.27 0.04
 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: 0.95 0.95 0.95 1.50 1.50 1.50 0.09 0.45 0.08 1.50 0.52 0.08
 Delay/Veh: 53.0 53.0 53.0 264.2 264 264.2 10.9 13.4 10.6 264.2 14.2 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: 53.0 53.0 53.0 264.2 264 264.2 10.9 13.4 10.6 264.2 14.2 10.6
 LOS by Move: D D D F F F B B B F B B
 HCM2kAvgQ: 20 20 20 42 42 42 0 8 1 28 9 1

 Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

 Intersection #4 Depot Rd & Devonshire St

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: F[257.5]

Street Name:	Depot Rd			Devonshire St		
Approach:	North Bound	South Bound	East Bound	West Bound	West Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled
Rights:	Include	Include	Include	Include	Include	Include
Lanes:	0 1 0 0 1	1 0 0 1 0	1 0 2 0 1	1 0 2 0 1	1 0 2 0 1	1 0 2 0 1

Volume Module:
 Base Vol: 3 4 15 0 2 0 2 1319 19 26 1316 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: 3 4 15 0 2 0 2 1319 19 26 1316 12
 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: 3 4 15 0 2 0 2 1319 19 26 1316 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: 3 4 16 0 2 0 2 1388 20 27 1385 13
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 FinalVolume: 3 4 16 0 2 0 2 1388 20 27 1385 13

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: 2141 2845 694 2141 2853 693 1398 xxxx xxxxx 1408 xxxx xxxxx
 Potent Cap.: 28 17 390 28 17 391 495 xxxx xxxxx 491 xxxx xxxxx
 Move Cap.: 24 16 390 21 16 391 495 xxxx xxxxx 491 xxxx xxxxx
 Volume/Cap: 0.13 0.26 0.04 0.00 0.13 0.00 0.00 xxxx xxxxx 0.06 xxxx xxxxx

Level Of Service Module:
 2Way95thQ: xxxx xxxx 0.1 xxxx xxxx xxxxx 0.0 xxxx xxxxx 0.2 xxxx xxxxx
 Control Del:xxxxx xxxx 14.6 xxxxxx xxxx xxxxxx 12.3 xxxx xxxxxx 12.8 xxxx xxxxxx
 LOS by Move: * * B * * * B * * B * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: 19 xxxxx xxxxxx xxxx xxxxx 16 xxxxx xxxx xxxxxx xxxx xxxxx xxxxxx
 SharedQueue: 1.1 xxxx xxxxxx xxxxx xxxx 0.4 xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx
 Shrd ConDel:283.6 xxxxx xxxxxx xxxxxx xxxxx 257.5 xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx
 Shared LOS: F * * * * F * * * *
 ApproachDel: 100.2 257.5 xxxxxxx xxxxxxx
 ApproachLOS: F F * *

 Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Canoga Ave & Devonshire St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.968
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 23.6
Optimal Cycle: 120 Level Of Service: C

Street Name: Canoga Ave Devonshire 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: 12 12 12 12 12 12 10 10 10 10 10 10
Lanes: 1 0 1 1 0 1 0 1 0 1 1 0 2 0 1

Volume Module:
Base Vol: 141 130 356 181 409 199 71 880 205 205 964 149
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: 141 130 356 181 409 199 71 880 205 205 964 149
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: 141 130 356 181 409 199 71 880 205 205 964 149
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: 148 137 375 191 431 209 75 926 216 216 1015 157
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 148 137 375 191 431 209 75 926 216 216 1015 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
FinalVolume: 148 137 375 191 431 209 75 926 216 216 1015 157

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.18 0.85 0.85 0.36 1.00 0.85 0.23 0.95 0.85 0.26 0.95 0.85
Lanes: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 335 1606 1606 678 1900 1615 433 3610 1615 492 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.44 0.09 0.23 0.28 0.23 0.13 0.17 0.26 0.13 0.44 0.28 0.10
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: 0.97 0.19 0.51 0.61 0.49 0.28 0.38 0.57 0.30 0.97 0.62 0.21
Delay/Veh: 86.6 14.5 17.7 22.0 17.5 15.4 17.5 18.6 15.8 75.0 19.5 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: 86.6 14.5 17.7 22.0 17.5 15.4 17.5 18.6 15.8 75.0 19.5 15.1
LOS by Move: F B B C B B B B B E B B
HCM2kAvgQ: 8 2 8 5 9 4 2 10 4 10 12 3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 De Soto Ave & Devonshire St

Cycle (sec): 90 Critical Vol./Cap.(X): 1.152
Loss Time (sec): 16 (Y+R=4.5 sec) Average Delay (sec/veh): 80.8
Optimal Cycle: 120 Level Of Service: F

Street Name: De Soto Ave Devonshire St
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 Ovl
Min. Green: 5 10 10 5 10 10 5 10 10 5 10 10
Lanes: 2 0 2 1 0 2 0 2 1 0 2 0 1 1 0 2 0 2 0 1

Volume Module:
Base Vol: 235 1456 164 129 1916 132 328 1099 138 298 962 107
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: 235 1456 164 129 1916 132 328 1099 138 298 962 107
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: 235 1456 164 129 1916 132 328 1099 138 298 962 107
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: 0.95 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 1533 173 136 2017 139 345 1157 145 314 1013 113
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 247 1533 173 136 2017 139 345 1157 145 314 1013 113
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 247 1533 173 136 2017 139 345 1157 145 314 1013 113

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 0.90 0.90 0.92 0.90 0.90 0.92 0.93 0.93 0.92 0.95 0.85
Lanes: 2.00 2.70 0.30 2.00 2.81 0.19 2.00 1.78 0.22 2.00 2.00 1.00
Final Sat.: 3502 4592 517 3502 4804 331 3502 3153 396 3502 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.07 0.33 0.33 0.04 0.42 0.42 0.10 0.37 0.37 0.09 0.28 0.07
Crit Moves: ****
Green/Cycle: 0.06 0.37 0.37 0.06 0.36 0.36 0.10 0.32 0.32 0.08 0.29 0.35
Volume/Cap: 1.15 0.91 0.91 0.64 1.15 1.15 0.96 1.15 1.15 1.15 0.96 0.20
Delay/Veh: 150.6 34.7 34.7 47.6 104 103.5 76.1 109 109.4 143.4 49.3 20.4
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: 150.6 34.7 34.7 47.6 104 103.5 76.1 109 109.4 143.4 49.3 20.4
LOS by Move: F C C D F F E F F F D C
HCM2kAvgQ: 8 21 21 3 38 38 9 34 34 10 20 2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Topanga Canyon Blvd & Lassen St

Cycle (sec): 150 Critical Vol./Cap.(X): 1.437
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 178.0
Optimal Cycle: 120 Level Of Service: F

Street Name: Topanga Canyon Blvd Lassen St
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 Protected
Rights: Ovl Include Include Include
Min. Green: 5 10 10 5 10 10 13 13 13 5 13 13
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:
Base Vol: 41 1591 290 74 2314 15 93 583 42 646 156 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: 41 1591 290 74 2314 15 93 583 42 646 156 45
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: 41 1591 290 74 2314 15 93 583 42 646 156 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: 43 1675 305 78 2436 16 98 614 44 680 164 47
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 43 1675 305 78 2436 16 98 614 44 680 164 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
FinalVolume: 43 1675 305 78 2436 16 98 614 44 680 164 47

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 0.85 0.95 0.95 0.85 0.85 0.95 0.85 0.85 0.95 0.95 0.85
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 1805 3610 1615 1805 3610 1615 1615 3610 1615 1805 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.02 0.46 0.19 0.04 0.67 0.01 0.06 0.17 0.03 0.38 0.05 0.03
Crit Moves: ****
Green/Cycle: 0.04 0.46 0.71 0.04 0.46 0.46 0.11 0.11 0.11 0.25 0.37 0.37
Volume/Cap: 0.57 1.02 0.27 1.02 1.48 0.02 0.53 1.48 0.24 1.48 0.12 0.08
Delay/Veh: 66.7 59.9 6.4 166.1 252 18.0 52.9 282 49.0 272.3 25.0 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: 66.7 59.9 6.4 166.1 252 18.0 52.9 282 49.0 272.3 25.0 24.6
LOS by Move: E E A F F B D F D F C C
HCM2kAvgQ: 2 41 4 6 98 0 4 26 2 53 2 1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Owensmouth Ave & Lassen St

Cycle (sec): 50 Critical Vol./Cap.(X): 1.527
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 131.4
Optimal Cycle: 120 Level Of Service: F

Street Name: Owensmouth Ave Lassen 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: 10 10 10 10 10 10 18 18 18 18 18 18
Lanes: 0 1 0 1 0 0 1 0 1 0 1 0 1 0 1 0 1 0

Volume Module:
Base Vol: 73 368 346 65 660 26 16 683 154 462 778 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: 73 368 346 65 660 26 16 683 154 462 778 76
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: 73 368 346 65 660 26 16 683 154 462 778 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: 77 387 364 68 695 27 17 719 162 486 819 80
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 77 387 364 68 695 27 17 719 162 486 819 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
FinalVolume: 77 387 364 68 695 27 17 719 162 486 819 80

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.56 0.56 0.56 0.60 0.60 0.60 0.28 0.92 0.92 0.29 0.94 0.94
Lanes: 0.19 0.93 0.88 0.17 1.76 0.07 1.00 1.63 0.37 1.00 1.82 0.18
Final Sat.: 198 998 938 197 1998 79 532 2863 646 543 3246 317

Capacity Analysis Module:
Vol/Sat: 0.39 0.39 0.39 0.35 0.35 0.35 0.03 0.25 0.25 0.89 0.25 0.25
Crit Moves: ****
Green/Cycle: 0.25 0.25 0.25 0.25 0.25 0.25 0.59 0.59 0.59 0.59 0.59 0.59
Volume/Cap: 1.53 1.53 1.53 1.37 1.37 1.37 0.05 0.43 0.43 1.53 0.43 0.43
Delay/Veh: 265.3 265 265.3 195.2 195 195.2 4.5 5.9 5.9 263.1 5.9 5.9
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: 265.3 265 265.3 195.2 195 195.2 4.5 5.9 5.9 263.1 5.9 5.9
LOS by Move: F F F F F F A A A F A A
HCM2kAvgQ: 27 27 27 23 23 23 0 4 4 30 4 4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Depot Rd & Lassen St

Cycle (sec): 50 Critical Vol./Cap.(X): 0.487
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 6.3
Optimal Cycle: 29 Level Of Service: A

Street Name: Depot Rd Lassen 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 Protected Permitted
Rights: Include Include Include Include
Min. Green: 5 5 5 5 5 5 5 5 5 5 5 5
Lanes: 0 0 1 0 0 1 0 0 1 0 1 0 1 0 1 0

Volume Module:

Base Vol: 9 1 21 34 0 72 122 910 16 11 936 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: 9 1 21 34 0 72 122 910 16 11 936 55
Added Vol: 0 0 0 0 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 0 0 0 0
Initial Fut: 9 1 21 34 0 72 122 910 16 11 936 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: 9 1 22 36 0 76 128 958 17 12 985 58
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 9 1 22 36 0 76 128 958 17 12 985 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
FinalVolume: 9 1 22 36 0 76 128 958 17 12 985 58

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.80 0.80 0.80 0.80 1.00 0.85 0.95 0.95 0.95 0.27 0.94 0.94
Lanes: 0.29 0.03 0.68 1.00 1.00 1.00 1.00 1.97 0.03 1.00 1.89 0.11
Final Sat.: 439 49 1025 1520 0 1615 1805 3537 62 513 3382 199

Capacity Analysis Module:

Vol/Sat: 0.02 0.02 0.02 0.02 0.00 0.05 0.07 0.27 0.27 0.02 0.29 0.29
Crit Moves: ****
Green/Cycle: 0.10 0.10 0.10 0.10 0.00 0.10 0.15 0.74 0.74 0.59 0.59 0.59
Volume/Cap: 0.22 0.22 0.22 0.24 0.00 0.47 0.49 0.37 0.37 0.04 0.49 0.49
Delay/Veh: 21.4 21.4 21.4 21.5 0.0 23.4 21.1 2.4 2.4 4.3 6.0 6.0
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: 21.4 21.4 21.4 21.5 0.0 23.4 21.1 2.4 2.4 4.3 6.0 6.0
LOS by Move: C C C C A C C A A A A A
HCM2kAvgQ: 1 1 1 1 0 2 3 3 3 0 5 5

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 De Soto Ave & Lassen St

Cycle (sec): 50 Critical Vol./Cap.(X): 1.290
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 60.5
Optimal Cycle: 120 Level Of Service: E

Street Name: De Soto Ave Lassen 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: 20 20 20 20 20 20 8 8 8 8 8 8 8
Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 1 1 0 1 0

Volume Module:

Base Vol: 153 1524 126 164 2098 249 124 957 136 197 932 118
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: 153 1524 126 164 2098 249 124 957 136 197 932 118
Added Vol: 0 0 0 0 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 0 0 0 0
Initial Fut: 153 1524 126 164 2098 249 124 957 136 197 932 118
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: 0.95 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 1604 133 173 2208 262 131 1007 143 207 981 124
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 161 1604 133 173 2208 262 131 1007 143 207 981 124
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 161 1604 133 173 2208 262 131 1007 143 207 981 124

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.20 0.90 0.90 0.20 0.90 0.90 0.18 0.93 0.93 0.18 0.93 0.93
Lanes: 1.00 2.77 0.23 1.00 2.68 0.32 1.00 1.75 0.25 1.00 1.78 0.22
Final Sat.: 380 4738 392 380 4563 541 346 3101 441 346 3150 399

Capacity Analysis Module:

Vol/Sat: 0.42 0.34 0.34 0.45 0.48 0.48 0.38 0.32 0.32 0.60 0.31 0.31
Crit Moves: ****
Green/Cycle: 0.40 0.40 0.40 0.40 0.40 0.40 0.44 0.44 0.44 0.44 0.44 0.44
Volume/Cap: 1.06 0.85 0.85 1.14 1.21 1.21 0.86 0.74 0.74 1.36 0.71 0.71
Delay/Veh: 104.7 17.1 17.1 129.1 114 114.4 48.1 13.5 13.5 213.6 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: 104.7 17.1 17.1 129.1 114 114.4 48.1 13.5 13.5 213.6 12.9 12.9
LOS by Move: F B B F F F D B B F B B
HCM2kAvgQ: 7 12 12 9 37 37 5 10 10 12 9 9

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Owensmouth Ave & Marilla St

Cycle (sec): 50 Critical Vol./Cap.(X): 0.946
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 24.8
Optimal Cycle: 84 Level Of Service: C

Street Name: Owensmouth Ave Marilla 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: 8 8 8 8 8 8 14 14 14 14 14 14
Lanes: 0 1 0 1 0 0 1 0 0 1 0 1

Volume Module:

Base Vol: 37 427 24 541 505 143 52 156 27 9 113 370
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: 37 427 24 541 505 143 52 156 27 9 113 370
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: 37 427 24 541 505 143 52 156 27 9 113 370
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: 39 449 25 569 532 151 55 164 28 9 119 389
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 39 449 25 569 532 151 55 164 28 9 119 389
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
FinalVolume: 39 449 25 569 532 151 55 164 28 9 119 389

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.78 0.78 0.78 0.60 0.60 0.60 0.68 0.98 0.98 0.62 1.00 0.85
Lanes: 0.15 1.75 0.10 0.91 0.85 0.24 1.00 0.85 0.15 1.00 1.00 1.00
Final Sat.: 226 2603 146 1029 961 272 1284 1584 274 1169 1900 1615

Capacity Analysis Module:

Vol/Sat: 0.17 0.17 0.17 0.55 0.55 0.55 0.04 0.10 0.10 0.01 0.06 0.24
Crit Moves: ****
Green/Cycle: 0.56 0.56 0.56 0.56 0.56 0.56 0.28 0.28 0.28 0.28 0.28 0.28
Volume/Cap: 0.31 0.31 0.31 0.99 0.99 0.99 0.15 0.37 0.37 0.03 0.22 0.86
Delay/Veh: 6.0 6.0 6.0 33.2 33.2 33.2 13.7 14.9 14.9 13.1 14.0 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: 6.0 6.0 6.0 33.2 33.2 33.2 13.7 14.9 14.9 13.1 14.0 32.5
LOS by Move: A A A C C C B B B B B C
HCM2kAvgQ: 2 2 2 18 18 18 1 3 3 0 2 9

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Owensmouth Ave & Plummer St

Cycle (sec): 50 Critical Vol./Cap.(X): 0.417
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 12.2
Optimal Cycle: 37 Level Of Service: B

Street Name: Owensmouth Ave Plummer 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 Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 10 10 10 5 10 10 10 10 10 10 10 10
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0 2 0 1

Volume Module:

Base Vol: 41 361 25 72 333 67 69 154 25 52 148 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: 41 361 25 72 333 67 69 154 25 52 148 86
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: 41 361 25 72 333 67 69 154 25 52 148 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: 43 380 26 76 351 71 73 162 26 55 156 91
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 43 380 26 76 351 71 73 162 26 55 156 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
FinalVolume: 43 380 26 76 351 71 73 162 26 55 156 91

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.45 0.99 0.99 0.95 0.98 0.98 0.65 0.95 0.85 0.64 0.95 0.85
Lanes: 1.00 0.94 0.06 1.00 0.83 0.17 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 863 1759 122 1805 1542 310 1229 3610 1615 1220 3610 1615

Capacity Analysis Module:

Vol/Sat: 0.05 0.22 0.22 0.04 0.23 0.23 0.06 0.04 0.02 0.04 0.04 0.06
Crit Moves: ****
Green/Cycle: 0.46 0.46 0.46 0.10 0.56 0.56 0.20 0.20 0.20 0.20 0.20 0.20
Volume/Cap: 0.11 0.47 0.47 0.42 0.41 0.41 0.30 0.22 0.08 0.22 0.22 0.28
Delay/Veh: 7.8 9.7 9.7 22.7 6.5 6.5 17.7 16.9 16.4 17.2 16.9 17.4
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: 7.8 9.7 9.7 22.7 6.5 6.5 17.7 16.9 16.4 17.2 16.9 17.4
LOS by Move: A A A C A A B B B B B B
HCM2kAvgQ: 0 5 5 2 4 4 1 1 0 1 1 1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 Canoga Ave &Plummer St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.615
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 15.9
Optimal Cycle: 51 Level Of Service: B

Street Name: Canoga Ave Plummer 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 Protected Protected
Rights: Include Include Include Include
Min. Green: 10 10 10 10 10 10 10 10 5 5 5
Lanes: 1 0 1 0 0 0 0 0 1 0 1 0 0 0

Volume Module:
Base Vol: 215 761 0 0 650 72 17 40 202 0 40 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: 215 761 0 0 650 72 17 40 202 0 40 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 215 761 0 0 650 72 17 40 202 0 40 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: 226 801 0 0 684 76 18 42 213 0 42 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 226 801 0 0 684 76 18 42 213 0 42 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 226 801 0 0 684 76 18 42 213 0 42 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.47 1.00 1.00 1.00 0.99 0.99 0.95 1.00 0.85 1.00 1.00 1.00
Lanes: 1.00 1.00 1.00 0.00 0.00 0.90 0.10 1.00 1.00 1.00 0.00 1.00 0.00
Final Sat.: 893 1900 0 0 1688 187 1805 1900 1615 0 1900 0

Capacity Analysis Module:
Vol/Sat: 0.25 0.42 0.00 0.00 0.41 0.41 0.01 0.02 0.13 0.00 0.02 0.00
Crit Moves: ****
Green/Cycle: 0.69 0.69 0.00 0.00 0.69 0.69 0.14 0.21 0.21 0.00 0.07 0.00
Volume/Cap: 0.37 0.61 0.00 0.00 0.59 0.59 0.07 0.10 0.61 0.00 0.31 0.00
Delay/Veh: 8.3 11.1 0.0 0.0 10.7 10.7 44.6 38.0 46.0 0.0 54.2 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: 8.3 11.1 0.0 0.0 10.7 10.7 44.6 38.0 46.0 0.0 54.2 0.0
LOS by Move: A B A A B B D D D A D A
HCM2kAvgQ: 4 16 0 0 15 15 1 1 8 0 2 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Owensmouth Ave & Nordhoff St

Cycle (sec): 50 Critical Vol./Cap.(X): 0.906
Loss Time (sec): 8 (Y+R=4.5 sec) Average Delay (sec/veh): 17.3
Optimal Cycle: 72 Level Of Service: B

Street Name: Owensmouth Ave Nordhoff 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: 8 8 8 8 8 8 17 17 17 17 17 17
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0 2 0 1

Volume Module:
Base Vol: 51 218 122 81 279 37 63 808 43 149 730 136
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 51 218 122 81 279 37 63 808 43 149 730 136
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: 51 218 122 81 279 37 63 808 43 149 730 136
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 54 229 128 85 294 39 66 851 45 157 768 143
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 54 229 128 85 294 39 66 851 45 157 768 143
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
FinalVolume: 54 229 128 85 294 39 66 851 45 157 768 143

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.37 0.95 0.95 0.37 0.98 0.98 0.36 0.99 0.99 0.15 0.95 0.85
Lanes: 1.00 0.64 0.36 1.00 0.88 0.12 1.00 0.95 0.05 1.00 2.00 1.00
Final Sat.: 701 1152 645 701 1647 218 675 1790 95 279 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.08 0.20 0.20 0.12 0.18 0.18 0.10 0.48 0.48 0.56 0.21 0.09
Crit Moves: ****
Green/Cycle: 0.22 0.22 0.22 0.22 0.22 0.22 0.62 0.62 0.62 0.62 0.62 0.62
Volume/Cap: 0.35 0.91 0.91 0.55 0.81 0.81 0.16 0.77 0.77 0.91 0.34 0.14
Delay/Veh: 17.8 42.8 42.8 21.6 30.1 30.1 4.2 10.0 10.0 50.6 4.7 4.0
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: 17.8 42.8 42.8 21.6 30.1 30.1 4.2 10.0 10.0 50.6 4.7 4.0
LOS by Move: B D D C C C A A A D A A
HCM2kAvgQ: 1 10 10 2 8 8 1 12 12 5 3 1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Canoga Ave & Nordhoff St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.907
Loss Time (sec): 16 (Y+R=6.0 sec) Average Delay (sec/veh): 47.7
Optimal Cycle: 120 Level Of Service: D

Street Name: Canoga Ave Nordhoff St
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 Include Include
Min. Green: 5 20 20 7 20 20 5 18 18 7 18 18
Lanes: 1 0 2 0 1 1 0 1 1 0 1 0 2 0 1

Volume Module:

Base Vol: 129 759 174 193 707 5 38 942 109 305 798 123
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: 129 759 174 193 707 5 38 942 109 305 798 123
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: 129 759 174 193 707 5 38 942 109 305 798 123
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: 136 799 183 203 744 5 40 992 115 321 840 129
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 136 799 183 203 744 5 40 992 115 321 840 129
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: 136 799 183 203 744 5 40 992 115 321 840 129

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 0.85 0.95 0.95 0.95 0.95 0.95 0.85 0.95 0.95 0.85
Lanes: 1.00 2.00 1.00 1.00 1.99 0.01 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 1805 3610 1615 1805 3581 25 1805 3610 1615 1805 3610 1615

Capacity Analysis Module:

Vol/Sat: 0.08 0.22 0.11 0.11 0.21 0.21 0.02 0.27 0.07 0.18 0.23 0.08
Crit Moves: ****
Green/Cycle: 0.10 0.24 0.44 0.12 0.27 0.27 0.08 0.30 0.30 0.20 0.42 0.42
Volume/Cap: 0.77 0.91 0.26 0.91 0.77 0.77 0.29 0.91 0.23 0.91 0.55 0.19
Delay/Veh: 71.2 57.1 21.4 87.9 44.1 44.1 53.6 51.1 31.7 73.3 26.5 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: 71.2 57.1 21.4 87.9 44.1 44.1 53.6 51.1 31.7 73.3 26.5 21.9
LOS by Move: E E C F D D D D C E C C
HCM2kAvgQ: 7 19 4 11 15 15 2 22 3 15 12 3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 De Soto Ave & Nordhoff St

Cycle (sec): 75 Critical Vol./Cap.(X): 1.109
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 154.5
Optimal Cycle: 120 Level Of Service: F

Street Name: De Soto Ave Nordhoff 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 Prot+Permit Prot+Permit Permitted
Rights: Include Include Include Include
Min. Green: 12 12 12 5 12 12 5 12 12 12 12 12 12
Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 2 1 0

Volume Module:

Base Vol: 74 1437 126 126 2096 403 327 895 63 125 870 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: 74 1437 126 126 2096 403 327 895 63 125 870 69
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: 74 1437 126 126 2096 403 327 895 63 125 870 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: 78 1513 133 133 2206 424 344 942 66 132 916 73
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 78 1513 133 133 2206 424 344 942 66 132 916 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
FinalVolume: 78 1513 133 133 2206 424 344 942 66 132 916 73

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.90 0.90 0.95 0.89 0.89 0.97 0.90 0.90 0.95 0.90 0.90
Lanes: 1.00 2.76 0.24 1.00 2.52 0.48 1.00 2.80 0.20 1.00 2.78 0.22
Final Sat.: 1805 4712 413 1805 4246 816 1836 4797 338 1805 4753 377

Capacity Analysis Module:

Vol/Sat: 0.04 0.32 0.32 0.07 0.52 0.52 0.19 0.20 0.20 0.07 0.19 0.19
Crit Moves: ****
Green/Cycle: 0.16 0.41 0.41 0.34 0.34 0.34 0.16 0.16 0.16 0.13 0.16 0.16
Volume/Cap: 0.27 0.79 0.79 0.49 1.52 1.52 1.20 1.25 1.25 0.57 1.20 1.20
Delay/Veh: 28.2 21.4 21.4 19.0 263 262.6 148.9 154 154.0 34.1 135 134.9
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: 28.2 21.4 21.4 19.0 263 262.6 148.9 154 154.0 34.1 135 134.9
LOS by Move: C C C B F F F F C F F
HCM2kAvgQ: 2 14 14 3 64 64 18 21 21 4 19 19

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Parthenia St. & Owensmouth Ave.

Cycle (sec): 50 Critical Vol./Cap.(X): 0.636
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 10.9
Optimal Cycle: 37 Level Of Service: B

Street Name: Owensmouth Ave. Parthenia 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: 8 8 8 8 8 8 15 15 15 15 15 15
Lanes: 0 1 0 0 1 0 1 0 0 1 1 0 2 0 1

Volume Module:
Base Vol: 10 241 255 92 309 79 41 426 25 241 556 109
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: 10 241 255 92 309 79 41 426 25 241 556 109
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: 10 241 255 92 309 79 41 426 25 241 556 109
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: 11 254 268 97 325 83 43 448 26 254 585 115
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 11 254 268 97 325 83 43 448 26 254 585 115
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
FinalVolume: 11 254 268 97 325 83 43 448 26 254 585 115

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.98 0.98 0.85 0.86 0.86 0.85 0.39 0.95 0.85 0.48 0.95 0.85
Lanes: 0.04 0.96 1.00 0.23 0.77 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 74 1793 1615 376 1262 1615 743 3610 1615 918 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.14 0.14 0.17 0.26 0.26 0.05 0.06 0.12 0.02 0.28 0.16 0.07
Crit Moves: ****
Green/Cycle: 0.41 0.41 0.41 0.41 0.41 0.41 0.43 0.43 0.43 0.43 0.43 0.43
Volume/Cap: 0.35 0.35 0.41 0.64 0.64 0.13 0.13 0.29 0.04 0.64 0.37 0.16
Delay/Veh: 10.6 10.6 11.0 14.0 14.0 9.4 8.7 9.2 8.1 14.4 9.7 8.7
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: 10.6 10.6 11.0 14.0 14.0 9.4 8.7 9.2 8.1 14.4 9.7 8.7
LOS by Move: B B B B A A A B A A
HCM2kAvgQ: 3 3 3 6 6 1 1 3 0 4 3 1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Canoga Ave & Parthenia St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.833
Loss Time (sec): 16 (Y+R=6.0 sec) Average Delay (sec/veh): 40.9
Optimal Cycle: 102 Level Of Service: D

Street Name: Canoga Ave Parthenia St
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 Include Include
Min. Green: 5 22 22 7 22 22 5 25 25 7 25 25
Lanes: 1 0 2 0 1 1 0 1 1 0 1 0 2 0 1

Volume Module:
Base Vol: 29 703 186 82 1048 14 95 631 117 362 804 294
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 29 703 186 82 1048 14 95 631 117 362 804 294
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: 29 703 186 82 1048 14 95 631 117 362 804 294
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 31 740 196 86 1103 15 100 664 123 381 846 309
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 31 740 196 86 1103 15 100 664 123 381 846 309
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 31 740 196 86 1103 15 100 664 123 381 846 309

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 0.85 0.95 0.95 0.95 0.95 0.95 0.85 0.95 0.95 0.85
Lanes: 1.00 2.00 1.00 1.00 1.97 0.03 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 1805 3610 1615 1805 3555 47 1805 3610 1615 1805 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.02 0.20 0.12 0.05 0.31 0.31 0.06 0.18 0.08 0.21 0.23 0.19
Crit Moves: ****
Green/Cycle: 0.04 0.31 0.56 0.09 0.36 0.36 0.09 0.22 0.22 0.25 0.37 0.37
Volume/Cap: 0.41 0.65 0.22 0.53 0.86 0.86 0.63 0.86 0.35 0.86 0.63 0.51
Delay/Veh: 59.6 36.8 13.2 55.7 41.0 41.0 60.5 54.5 40.6 58.0 31.7 29.9
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: 59.6 36.8 13.2 55.7 41.0 41.0 60.5 54.5 40.6 58.0 31.7 29.9
LOS by Move: E D B E D D E D D E C C
HCM2kAvgQ: 2 13 4 4 22 22 5 15 4 16 14 9

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 De Soto Ave & Parthenia St

Cycle (sec): 50 Critical Vol./Cap.(X): 1.713
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 104.3
Optimal Cycle: 120 Level Of Service: F

Street Name: De Soto Ave Parthenia 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: 18 18 18 18 18 18 10 10 10 10 10 10
Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 2 0 1

Volume Module:

Base Vol: 45 1340 95 247 1751 117 76 817 31 94 1432 145
Growth Adj: 1.00 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 1340 95 247 1751 117 76 817 31 94 1432 145
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: 45 1340 95 247 1751 117 76 817 31 94 1432 145
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 47 1411 100 260 1843 123 80 860 33 99 1507 153
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 47 1411 100 260 1843 123 80 860 33 99 1507 153
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 47 1411 100 260 1843 123 80 860 33 99 1507 153

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.13 0.90 0.90 0.13 0.90 0.90 0.33 0.95 0.85 0.33 0.95 0.85
Lanes: 1.00 2.80 1.00 1.00 2.81 0.19 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 255 4795 340 255 4818 322 623 3610 1615 623 3610 1615

Capacity Analysis Module:

Vol/Sat: 0.19 0.29 0.29 1.02 0.38 0.38 0.13 0.24 0.02 0.16 0.42 0.09
Crit Moves: ****
Green/Cycle: 0.60 0.60 0.60 0.60 0.60 0.60 0.24 0.24 0.24 0.24 0.24 0.24
Volume/Cap: 0.31 0.49 0.49 1.71 0.64 0.64 0.53 0.98 0.08 0.65 1.71 0.39
Delay/Veh: 6.2 5.9 5.9 357.2 7.1 7.1 19.8 43.5 14.7 26.6 345 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: 6.2 5.9 5.9 357.2 7.1 7.1 19.8 43.5 14.7 26.6 345 16.4
LOS by Move: A A A F A A B D B C F B
HCM2kAvgQ: 1 5 5 19 8 8 2 13 0 3 55 2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Owensmouth Ave & Roscoe Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.007
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 29.0
Optimal Cycle: 120 Level Of Service: C

Street Name: Owensmouth Ave Roscoe 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: 10 10 10 10 10 10 10 10 10 10 10 10
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: 38 166 125 86 355 161 138 1139 69 119 1204 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: 38 166 125 86 355 161 138 1139 69 119 1204 50
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: 38 166 125 86 355 161 138 1139 69 119 1204 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: 40 175 132 91 374 169 145 1199 73 125 1267 53
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 40 175 132 91 374 169 145 1199 73 125 1267 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
FinalVolume: 40 175 132 91 374 169 145 1199 73 125 1267 53

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.82 0.82 0.82 0.84 0.84 0.84 0.15 0.90 0.90 0.16 0.90 0.90
Lanes: 0.12 0.50 0.38 0.14 0.59 0.27 1.00 2.83 0.17 1.00 2.88 0.12
Final Sat.: 181 791 595 227 936 425 276 4847 294 296 4950 206

Capacity Analysis Module:

Vol/Sat: 0.22 0.22 0.22 0.40 0.40 0.40 0.53 0.25 0.25 0.42 0.26 0.26
Crit Moves: ****
Green/Cycle: 0.40 0.40 0.40 0.40 0.40 0.40 0.52 0.52 0.52 0.52 0.52 0.52
Volume/Cap: 0.56 0.56 0.56 1.01 1.01 1.01 1.01 0.47 0.47 0.81 0.49 0.49
Delay/Veh: 24.5 24.5 24.5 67.8 67.8 67.8 100.6 15.2 15.2 45.5 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: 24.5 24.5 24.5 67.8 67.8 67.8 100.6 15.2 15.2 45.5 15.4 15.4
LOS by Move: C C C E E E F B B D B B
HCM2kAvgQ: 9 9 9 27 27 27 8 9 9 5 10 10

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Canoga Ave & Roscoe Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.990
Loss Time (sec): 16 (Y+R=6.0 sec) Average Delay (sec/veh): 57.1
Optimal Cycle: 120 Level Of Service: E

Street Name: Canoga Ave Roscoe 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 Include Include
Min. Green: 5 22 22 7 22 22 5 24 24 7 24 24
Lanes: 1 0 2 0 1 1 0 1 1 0 1 0 2 1 0

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Volume Module:

Base Vol: 93 769 104 81 1382 104 160 1121 55 175 1198 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: 93 769 104 81 1382 104 160 1121 55 175 1198 126
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: 93 769 104 81 1382 104 160 1121 55 175 1198 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: 98 809 109 85 1455 109 168 1180 58 184 1261 133
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 98 809 109 85 1455 109 168 1180 58 184 1261 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
FinalVolume: 98 809 109 85 1455 109 168 1180 58 184 1261 133

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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 0.85 0.95 0.94 0.94 0.95 0.90 0.90 0.95 0.90 0.90
Lanes: 1.00 2.00 1.00 1.00 1.86 0.14 1.00 2.86 0.14 1.00 2.71 0.29
Final Sat.: 1805 3610 1615 1805 3324 250 1805 4910 241 1805 4628 487

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Capacity Analysis Module:

Vol/Sat: 0.05 0.22 0.07 0.05 0.44 0.44 0.09 0.24 0.24 0.10 0.27 0.27
Crit Moves: ****
Green/Cycle: 0.05 0.39 0.50 0.10 0.44 0.44 0.09 0.26 0.26 0.11 0.28 0.28
Volume/Cap: 0.99 0.57 0.13 0.46 0.99 0.99 0.99 0.93 0.93 0.93 0.99 0.99
Delay/Veh: 143.7 28.9 15.9 52.5 53.3 53.3 120.1 54.5 54.5 96.4 64.8 64.8
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: 143.7 28.9 15.9 52.5 53.3 53.3 120.1 54.5 54.5 96.4 64.8 64.8
LOS by Move: F C B D D D F D D F E E
HCM2kAvgQ: 7 12 2 3 37 37 10 20 20 10 25 25

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #22 De Soto Ave & Roscoe Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.982
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 34.4
Optimal Cycle: 101 Level Of Service: C

Street Name: De Soto Ave Roscoe 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 Prot+Permit Permit+Prot Prot+Permit
Rights: Include Include Include Include
Min. Green: 5 12 12 5 12 12 5 12 12 5 12 12
Lanes: 2 0 2 1 0 2 0 2 1 0 2 0 2 1 0

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Volume Module:

Base Vol: 65 1002 47 84 1572 183 386 659 24 131 1041 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: 65 1002 47 84 1572 183 386 659 24 131 1041 48
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: 65 1002 47 84 1572 183 386 659 24 131 1041 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: 68 1055 49 88 1655 193 406 694 25 138 1096 51
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 68 1055 49 88 1655 193 406 694 25 138 1096 51
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 68 1055 49 88 1655 193 406 694 25 138 1096 51

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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 0.90 0.90 0.92 0.90 0.90 0.92 0.91 0.91 0.92 0.90 0.90
Lanes: 2.00 2.87 0.13 2.00 2.69 0.31 2.00 2.89 0.11 2.00 2.87 0.13
Final Sat.: 3502 4920 231 3502 4572 532 3502 4980 181 3502 4924 227

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Capacity Analysis Module:

Vol/Sat: 0.00 0.21 0.21 0.00 0.36 0.36 0.00 0.14 0.14 0.00 0.22 0.22
Crit Moves: ****
Green/Cycle: 0.09 0.37 0.37 0.09 0.41 0.41 0.17 0.28 0.28 0.10 0.25 0.25
Volume/Cap: 0.22 0.58 0.58 0.29 0.89 0.89 0.68 0.50 0.50 0.39 0.89 0.89
Delay/Veh: 42.6 25.6 25.6 43.3 32.5 32.5 42.0 30.3 30.3 42.8 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: 42.6 25.6 25.6 43.3 32.5 32.5 42.0 30.3 30.3 42.8 43.8 43.8
LOS by Move: D C C D C C D C C D D D
HCM2kAvgQ: 1 10 10 2 23 23 7 7 7 2 16 16

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #23 Saticoy St. & Owensmouth Ave.

Cycle (sec): 50 Critical Vol./Cap.(X): 1.434
Loss Time (sec): 8 (Y+R=4.5 sec) Average Delay (sec/veh): 52.9
Optimal Cycle: 120 Level Of Service: D

Street Name: Owensmouth Ave. Saticoy 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: 8 8 8 8 8 8 16 16 16 16 16 16
Lanes: 0 1 0 0 1 0 0 1 0 0 1 0 2 0 1

Volume Module:
Base Vol: 51 180 63 66 440 57 58 1321 58 207 1322 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: 51 180 63 66 440 57 58 1321 58 207 1322 81
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: 51 180 63 66 440 57 58 1321 58 207 1322 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: 54 189 66 69 463 60 61 1391 61 218 1392 85
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 54 189 66 69 463 60 61 1391 61 218 1392 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
FinalVolume: 54 189 66 69 463 60 61 1391 61 218 1392 85

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.65 0.65 0.85 0.86 0.86 0.86 0.14 0.95 0.85 0.14 0.95 0.85
Lanes: 0.22 0.78 1.00 0.12 0.78 0.10 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 274 967 1615 192 1283 166 258 3610 1615 258 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.20 0.20 0.04 0.36 0.36 0.36 0.24 0.39 0.04 0.84 0.39 0.05
Crit Moves: ****
Green/Cycle: 0.25 0.25 0.25 0.25 0.25 0.25 0.59 0.59 0.59 0.59 0.59 0.59
Volume/Cap: 0.78 0.78 0.16 1.43 1.43 1.43 0.40 0.65 0.06 1.43 0.66 0.09
Delay/Veh: 29.1 29.1 14.8 227.4 227 227.4 7.3 7.6 4.4 238.9 7.7 4.5
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: 29.1 29.1 14.8 227.4 227 227.4 7.3 7.6 4.4 238.9 7.7 4.5
LOS by Move: C C B F F F A A A F A A
HCM2kAvgQ: 6 6 1 34 34 34 1 9 0 14 9 1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #24 Canoga Ave & Saticoy St

Cycle (sec): 120 Critical Vol./Cap.(X): 1.131
Loss Time (sec): 16 (Y+R=6.0 sec) Average Delay (sec/veh): 86.5
Optimal Cycle: 120 Level Of Service: F

Street Name: Canoga Ave Saticoy St
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 Include Include
Min. Green: 5 10 10 7 10 10 5 15 15 7 15 15
Lanes: 1 0 2 0 1 1 0 1 1 0 1 0 2 0 1

Volume Module:
Base Vol: 132 805 103 143 1375 92 134 1099 223 176 1349 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: 132 805 103 143 1375 92 134 1099 223 176 1349 179
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: 132 805 103 143 1375 92 134 1099 223 176 1349 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 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 139 847 108 151 1447 97 141 1157 235 185 1420 188
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 139 847 108 151 1447 97 141 1157 235 185 1420 188
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 139 847 108 151 1447 97 141 1157 235 185 1420 188

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 0.85 0.95 0.94 0.94 0.95 0.95 0.85 0.95 0.95 0.85
Lanes: 1.00 2.00 1.00 1.00 1.87 0.13 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 1805 3610 1615 1805 3353 224 1805 3610 1615 1805 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.08 0.23 0.07 0.08 0.43 0.43 0.08 0.32 0.15 0.10 0.39 0.12
Crit Moves: ****
Green/Cycle: 0.07 0.33 0.43 0.12 0.38 0.38 0.07 0.32 0.32 0.10 0.35 0.35
Volume/Cap: 1.13 0.71 0.16 0.71 1.13 1.13 1.13 1.01 0.46 1.01 1.13 0.34
Delay/Veh: 176.6 37.0 20.8 61.4 106 105.8 175.9 71.4 33.5 124.4 109 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: 176.6 37.0 20.8 61.4 106 105.8 175.9 71.4 33.5 124.4 109 29.2
LOS by Move: F D C E F F F E C F F C
HCM2kAvgQ: 10 15 2 7 45 45 10 30 7 11 41 5

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 De Soto Ave & Saticoy St

Cycle (sec): 75 Critical Vol./Cap.(X): 1.223
Loss Time (sec): 16 (Y+R=5.0 sec) Average Delay (sec/veh): 152.2
Optimal Cycle: 120 Level Of Service: F

Street Name: De Soto Ave Saticoy 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 Prot+Permit Prot+Permit Permitted
Rights: Include Include Include Include
Min. Green: 10 10 10 5 10 10 5 10 10 10 10 10
Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 2 0 1

Volume Module:
Base Vol: 150 921 177 117 1570 192 162 1162 117 201 1595 79
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 150 921 177 117 1570 192 162 1162 117 201 1595 79
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: 150 921 177 117 1570 192 162 1162 117 201 1595 79
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 158 969 186 123 1653 202 171 1223 123 212 1679 83
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 158 969 186 123 1653 202 171 1223 123 212 1679 83
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 158 969 186 123 1653 202 171 1223 123 212 1679 83

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.89 0.89 0.95 0.90 0.90 0.55 0.95 0.85 0.95 0.95 0.85
Lanes: 1.00 2.52 0.48 1.00 2.67 0.33 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 1805 4246 816 1805 4548 556 1045 3610 1615 1805 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.09 0.23 0.23 0.07 0.36 0.36 0.16 0.34 0.08 0.12 0.47 0.05
Crit Moves: ****
Green/Cycle: 0.13 0.30 0.30 0.26 0.26 0.26 0.26 0.26 0.26 0.13 0.33 0.33
Volume/Cap: 0.66 0.76 0.76 0.47 1.41 1.41 0.77 1.29 0.29 0.88 1.41 0.16
Delay/Veh: 37.3 26.0 26.0 23.5 218 218.1 37.0 166 22.4 60.6 216 17.9
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: 37.3 26.0 26.0 23.5 218 218.1 37.0 166 22.4 60.6 216 17.9
LOS by Move: D C C C F F D F C E F B
HCM2kAvgQ: 5 11 11 3 42 42 6 35 2 8 54 1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 Valerio St. & Canoga Ave.

Cycle (sec): 120 Critical Vol./Cap.(X): 0.923
Loss Time (sec): 16 (Y+R=6.0 sec) Average Delay (sec/veh): 46.0
Optimal Cycle: 120 Level Of Service: D

Street Name: Canoga Ave. Valerio St.
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 Include Include
Min. Green: 5 19 19 7 19 19 5 15 15 7 15 15
Lanes: 1 0 2 0 1 1 0 1 1 0 1 0 1 0 1

Volume Module:
Base Vol: 40 906 25 63 1649 31 42 100 29 113 263 126
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: 40 906 25 63 1649 31 42 100 29 113 263 126
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: 40 906 25 63 1649 31 42 100 29 113 263 126
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: 42 954 26 66 1736 33 44 105 31 119 277 133
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 42 954 26 66 1736 33 44 105 31 119 277 133
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
FinalVolume: 42 954 26 66 1736 33 44 105 31 119 277 133

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 0.85 0.95 0.95 0.95 0.95 0.97 0.97 0.99 0.99 0.85
Lanes: 1.00 2.00 1.00 1.00 1.96 0.04 1.00 0.78 0.22 1.00 0.70 1.00
Final Sat.: 1805 3610 1615 1805 3533 66 1805 1423 413 562 1309 1615

Capacity Analysis Module:
Vol/Sat: 0.02 0.26 0.02 0.04 0.49 0.49 0.02 0.07 0.07 0.21 0.21 0.08
Crit Moves: ****
Green/Cycle: 0.04 0.43 0.65 0.10 0.49 0.49 0.06 0.13 0.13 0.21 0.28 0.28
Volume/Cap: 0.56 0.61 0.03 0.38 1.00 1.00 0.44 0.59 0.59 1.00 0.75 0.29
Delay/Veh: 65.6 26.7 7.7 52.3 53.1 53.1 58.0 53.7 53.7 93.7 45.5 34.2
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: 65.6 26.7 7.7 52.3 53.1 53.1 58.0 53.7 53.7 93.7 45.5 34.2
LOS by Move: E C A D D D E D D F D C
HCM2kAvgQ: 2 14 0 3 42 42 2 6 6 20 15 4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #27 Owensmouth Ave & Sherman Way

Cycle (sec): 100 Critical Vol./Cap.(X): 1.355
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 59.8
Optimal Cycle: 120 Level Of Service: E

Street Name: Owensmouth Ave Sherman Way
Approach: North 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: 10 10 10 10 10 10 20 20 20 20 20 20
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 0 1

Volume Module:
Base Vol: 82 166 130 66 630 45 57 1169 107 382 1520 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: 82 166 130 66 630 45 57 1169 107 382 1520 35
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: 82 166 130 66 630 45 57 1169 107 382 1520 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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 86 175 137 69 663 47 60 1231 113 402 1600 37
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 86 175 137 69 663 47 60 1231 113 402 1600 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
FinalVolume: 86 175 137 69 663 47 60 1231 113 402 1600 37

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.27 0.89 0.89 0.38 0.94 0.94 0.12 0.95 0.85 0.20 0.95 0.85
Lanes: 1.00 1.12 0.88 1.00 1.87 0.13 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 519 1891 1481 730 3336 238 236 3610 1615 384 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.17 0.09 0.09 0.10 0.20 0.20 0.25 0.34 0.07 1.05 0.44 0.02
Crit Moves: ****
Green/Cycle: 0.15 0.15 0.15 0.15 0.15 0.15 0.77 0.77 0.77 0.77 0.77 0.77
Volume/Cap: 1.13 0.63 0.63 0.65 1.35 1.35 0.33 0.44 0.09 1.35 0.57 0.03
Delay/Veh: 186.8 42.7 42.7 53.4 215 214.5 4.5 4.0 2.8 191.6 4.9 2.6
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: 186.8 42.7 42.7 53.4 215 214.5 4.5 4.0 2.8 191.6 4.9 2.6
LOS by Move: F D D D F F A A A F A A
HCM2kAvgQ: 6 6 6 3 26 26 1 7 1 27 11 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #28 Canoga Ave & Sherman Way

Cycle (sec): 120 Critical Vol./Cap.(X): 1.179
Loss Time (sec): 16 (Y+R=6.0 sec) Average Delay (sec/veh): 103.2
Optimal Cycle: 120 Level Of Service: F

Street Name: Canoga Ave Sherman Way
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 Include Include
Min. Green: 5 10 10 7 10 10 5 17 17 7 17 17
Lanes: 1 0 2 0 1 1 0 1 1 0 1 0 2 0 1

Volume Module:
Base Vol: 61 870 122 140 1384 156 82 1237 51 188 1655 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: 61 870 122 140 1384 156 82 1237 51 188 1655 148
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: 61 870 122 140 1384 156 82 1237 51 188 1655 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: 64 916 128 147 1457 164 86 1302 54 198 1742 156
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 64 916 128 147 1457 164 86 1302 54 198 1742 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
FinalVolume: 64 916 128 147 1457 164 86 1302 54 198 1742 156

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 0.85 0.95 0.94 0.94 0.95 0.95 0.85 0.95 0.95 0.85
Lanes: 1.00 2.00 1.00 1.00 1.80 0.20 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 1805 3610 1615 1805 3196 360 1805 3610 1615 1805 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.04 0.25 0.08 0.08 0.46 0.46 0.05 0.36 0.03 0.11 0.48 0.10
Crit Moves: ****
Green/Cycle: 0.04 0.32 0.42 0.10 0.38 0.38 0.04 0.34 0.34 0.10 0.40 0.40
Volume/Cap: 0.85 0.79 0.19 0.79 1.20 1.20 1.15 1.06 0.10 1.06 1.20 0.24
Delay/Veh: 114.4 41.1 21.8 73.2 134 133.7 206.8 82.1 27.0 135.8 132 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: 114.4 41.1 21.8 73.2 134 133.7 206.8 82.1 27.0 135.8 132 23.9
LOS by Move: F D C E F F F F C F F C
HCM2kAvgQ: 4 18 3 7 51 51 7 35 1 12 54 4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #29 De Soto Ave & Sherman Way

Cycle (sec): 100 Critical Vol./Cap.(X): 1.277
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 87.3
Optimal Cycle: 120 Level Of Service: F

Street Name: De Soto Ave Sherman Way
Approach: 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: 10 10 10 10 10 10 5 12 12 5 12 12
Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 2 1 0

Volume Module:
Base Vol: 91 1114 182 145 1545 202 133 1307 82 229 1873 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: 91 1114 182 145 1545 202 133 1307 82 229 1873 164
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: 91 1114 182 145 1545 202 133 1307 82 229 1873 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: 96 1173 192 153 1626 213 140 1376 86 241 1972 173
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 96 1173 192 153 1626 213 140 1376 86 241 1972 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
FinalVolume: 96 1173 192 153 1626 213 140 1376 86 241 1972 173

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.08 0.89 0.89 0.13 0.89 0.89 0.95 0.90 0.90 0.95 0.90 0.90
Lanes: 1.00 2.58 0.42 1.00 2.65 0.35 1.00 2.82 0.18 1.00 2.76 0.24
Final Sat.: 154 4365 713 243 4509 590 1805 4837 303 1805 4712 413

Capacity Analysis Module:
Vol/Sat: 0.62 0.27 0.27 0.63 0.36 0.36 0.08 0.28 0.28 0.13 0.42 0.42
Crit Moves: ****
Green/Cycle: 0.49 0.49 0.49 0.49 0.49 0.49 0.06 0.26 0.26 0.12 0.33 0.33
Volume/Cap: 1.27 0.55 0.55 1.28 0.73 0.73 1.28 1.08 1.08 1.08 1.28 1.28
Delay/Veh: 216.3 17.9 17.9 199.6 21.4 21.4 224.6 84.5 84.5 125.6 163 162.9
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: 216.3 17.9 17.9 199.6 21.4 21.4 224.6 84.5 84.5 125.6 163 162.9
LOS by Move: F B B F C C F F F F F
HCM2kAvgQ: 8 11 11 11 17 17 10 26 26 13 47 47

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #30 Owensmouth Ave & Vanowen St

Cycle (sec): 50 Critical Vol./Cap.(X): 1.019
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 22.3
Optimal Cycle: 119 Level Of Service: C

Street Name: Owensmouth Ave Vanowen 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: 10 10 10 10 10 10 10 10 10 10 10 10
Lanes: 1 0 2 0 1 1 0 1 1 0 1 0 2 0 1

Volume Module:
Base Vol: 66 207 153 105 816 123 99 1052 110 208 890 103
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: 66 207 153 105 816 123 99 1052 110 208 890 103
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: 66 207 153 105 816 123 99 1052 110 208 890 103
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: 69 218 161 111 859 129 104 1107 116 219 937 108
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 69 218 161 111 859 129 104 1107 116 219 937 108
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 69 218 161 111 859 129 104 1107 116 219 937 108

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.29 0.95 0.85 0.61 0.93 0.93 0.26 0.95 0.85 0.20 0.95 0.85
Lanes: 1.00 2.00 1.00 1.00 1.74 0.26 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 555 3610 1615 1155 3074 463 496 3610 1615 380 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.13 0.06 0.10 0.10 0.28 0.28 0.21 0.31 0.07 0.58 0.26 0.07
Crit Moves: ****
Green/Cycle: 0.27 0.27 0.27 0.27 0.27 0.27 0.57 0.57 0.57 0.57 0.57 0.57
Volume/Cap: 0.46 0.22 0.36 0.35 1.02 1.02 0.37 0.54 0.13 1.02 0.46 0.12
Delay/Veh: 17.2 14.1 15.1 15.2 51.8 51.8 6.8 7.1 5.1 77.1 6.5 5.1
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: 17.2 14.1 15.1 15.2 51.8 51.8 6.8 7.1 5.1 77.1 6.5 5.1
LOS by Move: B B B B D D A A A E A A
HCM2kAvgQ: 2 2 2 2 16 16 1 6 1 9 5 1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #31 Vanowen St & Canoga Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 0.936
Loss Time (sec): 16 (Y+R=6.0 sec) Average Delay (sec/veh): 47.6
Optimal Cycle: 120 Level Of Service: D

Street Name: Canoga Ave Vanowen St
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 Include Include
Min. Green: 5 12 12 7 12 12 5 19 19 7 19 19
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:
Base Vol: 46 872 68 95 1172 74 66 934 88 241 1054 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: 46 872 68 95 1172 74 66 934 88 241 1054 166
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: 46 872 68 95 1172 74 66 934 88 241 1054 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: 48 918 72 100 1234 78 69 983 93 254 1109 175
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 48 918 72 100 1234 78 69 983 93 254 1109 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
FinalVolume: 48 918 72 100 1234 78 69 983 93 254 1109 175

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 0.85 0.95 0.95 0.85 0.95 0.94 0.94 0.95 0.95 0.85
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 1.83 0.17 1.00 2.00 1.00
Final Sat.: 1805 3610 1615 1805 3610 1615 1805 3256 307 1805 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.03 0.25 0.04 0.06 0.34 0.05 0.04 0.30 0.30 0.14 0.31 0.11
Crit Moves: ****
Green/Cycle: 0.04 0.33 0.47 0.07 0.36 0.36 0.06 0.32 0.32 0.15 0.41 0.41
Volume/Cap: 0.64 0.78 0.09 0.74 0.95 0.13 0.69 0.95 0.95 0.95 0.75 0.26
Delay/Veh: 74.2 39.9 17.4 73.8 52.2 26.0 74.5 56.3 56.3 92.3 32.3 23.6
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: 74.2 39.9 17.4 73.8 52.2 26.0 74.5 56.3 56.3 92.3 32.3 23.6
LOS by Move: E D B E D C E E E F C C
HCM2kAvgQ: 3 18 1 5 28 2 4 25 25 13 19 4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 Vanowen St & De Soto Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 1.333
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 102.0
Optimal Cycle: 120 Level Of Service: F

Street Name: De Soto Ave Vanowen 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 Prot+Permit
Rights: Include Include Include Include
Min. Green: 12 12 12 12 12 12 12 12 12 5 12 12
Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 1 1 0

Volume Module:
Base Vol: 58 1131 138 157 1771 232 97 1156 66 263 1219 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: 58 1131 138 157 1771 232 97 1156 66 263 1219 161
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: 58 1131 138 157 1771 232 97 1156 66 263 1219 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: 61 1191 145 165 1864 244 102 1217 69 277 1283 169
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 61 1191 145 165 1864 244 102 1217 69 277 1283 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
FinalVolume: 61 1191 145 165 1864 244 102 1217 69 277 1283 169

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.10 0.90 0.90 0.13 0.89 0.89 0.95 0.95 0.85 0.70 0.93 0.93
Lanes: 1.00 2.67 0.33 1.00 2.65 0.35 1.00 2.00 1.00 1.00 1.77 0.23
Final Sat.: 184 4549 555 241 4508 591 1805 3610 1615 1328 3131 414

Capacity Analysis Module:
Vol/Sat: 0.33 0.26 0.26 0.68 0.41 0.41 0.06 0.34 0.04 0.21 0.41 0.41
Crit Moves: ****
Green/Cycle: 0.46 0.46 0.46 0.46 0.46 0.46 0.13 0.28 0.28 0.27 0.27 0.27
Volume/Cap: 0.72 0.57 0.57 1.49 0.90 0.90 0.42 1.20 0.15 0.88 1.49 1.49
Delay/Veh: 45.8 18.2 18.2 287.6 27.8 27.8 37.0 133 24.5 52.7 260 259.8
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: 45.8 18.2 18.2 287.6 27.8 27.8 37.0 133 24.5 52.7 260 259.8
LOS by Move: D B B F C C D F C D F F
HCM2kAvgQ: 3 10 10 13 24 24 3 34 1 11 53 53

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #33 Owensmouth Ave & Victory Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.923
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 32.8
Optimal Cycle: 80 Level Of Service: C

Street Name: Owensmouth Ave Victory 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 Prot+Permit Permitted Prot+Permit
Rights: Include Include Include Ovl
Min. Green: 5 12 12 5 12 12 10 10 10 5 10 10
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 3 0 1

Volume Module:
Base Vol: 40 236 71 175 880 92 32 1375 124 268 955 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: 40 236 71 175 880 92 32 1375 124 268 955 99
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: 40 236 71 175 880 92 32 1375 124 268 955 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
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 42 248 75 184 926 97 34 1447 131 282 1005 104
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 42 248 75 184 926 97 34 1447 131 282 1005 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
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 42 248 75 184 926 97 34 1447 131 282 1005 104

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 0.85 0.95 0.95 0.85 0.95 0.91 0.85 0.95 0.91 0.85
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 3.00 1.00 1.00 3.00 1.00
Final Sat.: 1805 3610 1615 1805 3610 1615 1805 5187 1615 1805 5187 1615

Capacity Analysis Module:
Vol/Sat: 0.00 0.07 0.05 0.00 0.26 0.06 0.02 0.28 0.08 0.16 0.19 0.06
Crit Moves: ****
Green/Cycle: 0.08 0.19 0.19 0.16 0.31 0.31 0.18 0.33 0.33 0.34 0.34 0.51
Volume/Cap: 0.29 0.36 0.24 0.62 0.83 0.19 0.10 0.83 0.24 0.68 0.56 0.13
Delay/Veh: 44.5 35.3 34.5 42.9 37.8 25.7 34.6 34.3 24.3 31.3 27.1 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: 44.5 35.3 34.5 42.9 37.8 25.7 34.6 34.3 24.3 31.3 27.1 13.0
LOS by Move: D D C D D C C C C B
HCM2kAvgQ: 2 4 2 6 16 2 1 17 3 9 10 2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 Victory Blvd & Canoga Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 1.334
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 84.8
Optimal Cycle: 120 Level Of Service: F

Street Name: Canoga Ave Victory 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 Prot+Permit Prot+Permit
Rights: Include Include Include Ovl
Min. Green: 12 12 12 5 12 12 5 12 12 5 12 12
Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 2 1 0 1 0 3 0 1

Volume Module:
Base Vol: 124 925 135 231 1343 94 94 811 229 301 1213 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: 124 925 135 231 1343 94 94 811 229 301 1213 182
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: 124 925 135 231 1343 94 94 811 229 301 1213 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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 131 974 142 243 1414 99 99 854 241 317 1277 192
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 131 974 142 243 1414 99 99 854 241 317 1277 192
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 131 974 142 243 1414 99 99 854 241 317 1277 192

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.11 0.89 0.89 0.95 0.90 0.90 0.88 0.88 0.88 0.44 0.91 0.85
Lanes: 1.00 2.62 0.38 1.00 2.80 0.20 1.00 2.34 0.66 1.00 3.00 1.00
Final Sat.: 203 4440 648 1805 4799 336 1669 3911 1104 836 5187 1615

Capacity Analysis Module:
Vol/Sat: 0.64 0.22 0.22 0.13 0.29 0.29 0.06 0.22 0.22 0.38 0.25 0.12
Crit Moves: ****
Green/Cycle: 0.47 0.47 0.47 0.10 0.57 0.57 0.22 0.16 0.16 0.34 0.24 0.34
Volume/Cap: 1.36 0.47 0.47 1.34 0.51 0.51 0.62 1.34 1.34 1.05 1.02 0.35
Delay/Veh: 247.9 21.6 21.6 237.7 15.7 15.7 47.6 210 210.3 96.7 76.7 29.9
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: 247.9 21.6 21.6 237.7 15.7 15.7 47.6 210 210.3 96.7 76.7 29.9
LOS by Move: F C C F B B D F F F E C
HCM2kAvgQ: 11 10 10 19 12 12 4 29 29 18 24 5

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #35 Variel Ave & Victory Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.666
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 18.0
Optimal Cycle: 45 Level Of Service: B

Street Name: Variel Ave Victory 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: 12 12 12 12 12 12 10 10 10 10 10 10
Lanes: 1 0 0 0 1 0 0 0 0 0 1 0 3 0 0

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Volume Module:
Base Vol: 139 0 360 0 0 0 0 1419 48 79 1184 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: 139 0 360 0 0 0 0 1419 48 79 1184 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 139 0 360 0 0 0 0 1419 48 79 1184 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: 146 0 379 0 0 0 0 1494 51 83 1246 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 146 0 379 0 0 0 0 1494 51 83 1246 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 146 0 379 0 0 0 0 1494 51 83 1246 0

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Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.77 1.00 0.85 1.00 1.00 1.00 1.00 0.91 0.91 0.11 0.91 1.00
Lanes: 1.00 0.00 1.00 0.00 0.00 0.00 0.00 2.90 0.10 1.00 3.00 0.00
Final Sat.: 1461 0 1615 0 0 0 0 4992 169 215 5187 0

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Capacity Analysis Module:
Vol/Sat: 0.10 0.00 0.23 0.00 0.00 0.00 0.00 0.30 0.30 0.39 0.24 0.00
Crit Moves: ****
Green/Cycle: 0.35 0.00 0.35 0.00 0.00 0.00 0.00 0.58 0.58 0.58 0.58 0.00
Volume/Cap: 0.28 0.00 0.67 0.00 0.00 0.00 0.00 0.51 0.51 0.67 0.41 0.00
Delay/Veh: 28.3 0.0 35.9 0.0 0.0 0.0 0.0 15.2 15.2 30.1 13.9 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: 28.3 0.0 35.9 0.0 0.0 0.0 0.0 15.2 15.2 30.1 13.9 0.0
LOS by Move: C A D A A A A B B C B A
HCM2kAvgQ: 4 0 13 0 0 0 0 12 12 3 9 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #36 Victory Blvd & De Soto Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 1.084
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 57.8
Optimal Cycle: 120 Level Of Service: E

Street Name: De Soto Ave Victory 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 Prot+Permit Prot+Permit Permit+Prot
Rights: Include Include Include Include
Min. Green: 5 12 12 5 12 12 5 12 12 5 12 12
Lanes: 1 0 2 1 0 1 0 2 1 0 2 0 2 1 0 2 0 3 0 1

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Volume Module:
Base Vol: 83 1096 198 123 1793 213 86 1219 58 614 1647 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: 83 1096 198 123 1793 213 86 1219 58 614 1647 102
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: 83 1096 198 123 1793 213 86 1219 58 614 1647 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: 87 1154 208 129 1887 224 91 1283 61 646 1734 107
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 87 1154 208 129 1887 224 91 1283 61 646 1734 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
FinalVolume: 87 1154 208 129 1887 224 91 1283 61 646 1734 107

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Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.89 0.89 0.95 0.90 0.90 0.92 0.90 0.90 0.92 0.91 0.85
Lanes: 1.00 2.54 0.46 1.00 2.68 0.32 2.00 2.86 0.14 2.00 3.00 1.00
Final Sat.: 1805 4292 775 1805 4562 542 3502 4917 234 3502 5187 1615

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Capacity Analysis Module:
Vol/Sat: 0.00 0.27 0.27 0.00 0.41 0.41 0.00 0.26 0.26 0.00 0.33 0.07
Crit Moves: ****
Green/Cycle: 0.08 0.35 0.35 0.09 0.40 0.40 0.05 0.25 0.25 0.21 0.38 0.38
Volume/Cap: 0.61 0.77 0.77 0.77 1.05 1.05 0.55 1.05 1.05 0.88 0.88 0.18
Delay/Veh: 60.8 37.0 37.0 72.7 70.1 70.1 59.8 83.5 83.5 58.0 40.0 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: 60.8 37.0 37.0 72.7 70.1 70.1 59.8 83.5 83.5 58.0 40.0 25.0
LOS by Move: E D D E E E E F F E D C
HCM2kAvgQ: 4 18 18 7 38 38 3 26 26 15 25 3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 Erwin St & Owensmouth Ave

Cycle (sec): 60 Critical Vol./Cap.(X): 0.574
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 12.4
Optimal Cycle: 34 Level Of Service: B

Street Name: Owensmouth Ave Erwin 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: 10 10 10 10 10 10 10 10 10 10 10 10
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 1 1 0

Volume Module:
Base Vol: 21 346 83 130 843 128 154 625 78 53 234 117
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: 21 346 83 130 843 128 154 625 78 53 234 117
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: 21 346 83 130 843 128 154 625 78 53 234 117
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: 22 364 87 137 887 135 162 658 82 56 246 123
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 22 364 87 137 887 135 162 658 82 56 246 123
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
FinalVolume: 22 364 87 137 887 135 162 658 82 56 246 123

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.20 0.92 0.92 0.48 0.93 0.93 0.52 0.93 0.93 0.26 0.90 0.90
Lanes: 1.00 1.61 0.39 1.00 1.74 0.26 1.00 1.78 0.22 1.00 1.33 0.67
Final Sat.: 380 2827 678 910 3071 466 980 3155 394 485 2286 1143

Capacity Analysis Module:
Vol/Sat: 0.06 0.13 0.13 0.15 0.29 0.29 0.17 0.21 0.21 0.12 0.11 0.11
Crit Moves: ****
Green/Cycle: 0.50 0.50 0.50 0.50 0.50 0.50 0.36 0.36 0.36 0.36 0.36 0.36
Volume/Cap: 0.12 0.26 0.26 0.30 0.57 0.57 0.46 0.57 0.57 0.32 0.30 0.30
Delay/Veh: 8.1 8.6 8.6 9.1 10.9 10.9 15.5 16.0 16.0 14.8 13.8 13.8
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: 8.1 8.6 8.6 9.1 10.9 10.9 15.5 16.0 16.0 14.8 13.8 13.8
LOS by Move: A A A A B B B B B B B B
HCM2kAvgQ: 0 3 3 2 8 8 3 7 7 1 3 3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #38 Erwin St & Canoga Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 0.956
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 20.7
Optimal Cycle: 120 Level Of Service: C

Street Name: Canoga Ave Erwin 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: 10 10 10 10 10 10 12 12 12 12 12 12
Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 1 1 0

Volume Module:
Base Vol: 149 1238 82 69 1404 184 131 339 179 58 169 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: 149 1238 82 69 1404 184 131 339 179 58 169 89
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: 149 1238 82 69 1404 184 131 339 179 58 169 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: 157 1303 86 73 1478 194 138 357 188 61 178 94
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 157 1303 86 73 1478 194 138 357 188 61 178 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
FinalVolume: 157 1303 86 73 1478 194 138 357 188 61 178 94

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.12 0.90 0.90 0.17 0.89 0.89 0.47 0.90 0.90 0.17 0.90 0.90
Lanes: 1.00 2.81 0.19 1.00 2.65 0.35 1.00 1.31 0.69 1.00 1.31 0.69
Final Sat.: 222 4821 319 314 4508 591 893 2240 1183 327 2242 1181

Capacity Analysis Module:
Vol/Sat: 0.71 0.27 0.27 0.23 0.33 0.33 0.15 0.16 0.16 0.19 0.08 0.08
Crit Moves: ****
Green/Cycle: 0.74 0.74 0.74 0.74 0.74 0.20 0.20 0.20 0.20 0.20 0.20 0.20
Volume/Cap: 0.96 0.37 0.37 0.31 0.44 0.44 0.79 0.82 0.82 0.96 0.41 0.41
Delay/Veh: 71.1 5.7 5.7 6.1 6.2 6.2 67.1 53.9 53.9 144.5 42.6 42.6
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: 71.1 5.7 5.7 6.1 6.2 6.2 67.1 53.9 53.9 144.5 42.6 42.6
LOS by Move: E A A A A A E D D F D D
HCM2kAvgQ: 9 7 7 1 9 9 7 12 12 5 5 5

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #39 Oxnard St & Owensmouth Ave

Cycle (sec): 60 Critical Vol./Cap.(X): 0.813
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 14.8
Optimal Cycle: 58 Level Of Service: B

Street Name: Owensmouth Ave Oxnard 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: 12 12 12 12 12 12 10 10 10 10 10 10
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 0 1

Volume Module:
Base Vol: 27 232 74 112 929 99 100 740 213 211 460 116
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: 27 232 74 112 929 99 100 740 213 211 460 116
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: 27 232 74 112 929 99 100 740 213 211 460 116
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: 28 244 78 118 978 104 105 779 224 222 484 122
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 28 244 78 118 978 104 105 779 224 222 484 122
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
FinalVolume: 28 244 78 118 978 104 105 779 224 222 484 122

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.18 0.92 0.92 0.55 0.94 0.94 0.46 0.95 0.85 0.29 0.95 0.85
Lanes: 1.00 1.52 0.48 1.00 1.81 0.19 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 338 2638 842 1051 3217 343 866 3610 1615 555 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.08 0.09 0.09 0.11 0.30 0.30 0.12 0.22 0.14 0.40 0.13 0.08
Crit Moves: ****
Green/Cycle: 0.37 0.37 0.37 0.37 0.37 0.37 0.49 0.49 0.49 0.49 0.49 0.49
Volume/Cap: 0.22 0.25 0.25 0.30 0.81 0.81 0.25 0.44 0.28 0.81 0.27 0.15
Delay/Veh: 13.7 13.1 13.1 13.7 20.8 20.8 9.1 10.0 9.2 29.6 9.0 8.4
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: 13.7 13.1 13.1 13.7 20.8 20.8 9.1 10.0 9.2 29.6 9.0 8.4
LOS by Move: B B B B C C A B A C A A
HCM2kAvgQ: 1 2 2 2 12 12 1 5 3 6 3 1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #40 Oxnard St & Canoga Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 1.017
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 27.4
Optimal Cycle: 120 Level Of Service: C

Street Name: Canoga Ave Oxnard 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: 12 12 12 12 12 12 10 10 10 10 10 10
Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 1 1 0

Volume Module:
Base Vol: 151 1276 81 130 1240 241 99 453 133 104 489 79
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 151 1276 81 130 1240 241 99 453 133 104 489 79
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: 151 1276 81 130 1240 241 99 453 133 104 489 79
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 159 1343 85 137 1305 254 104 477 140 109 515 83
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 159 1343 85 137 1305 254 104 477 140 109 515 83
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 159 1343 85 137 1305 254 104 477 140 109 515 83

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.11 0.90 0.90 0.14 0.89 0.89 0.29 0.92 0.92 0.27 0.93 0.93
Lanes: 1.00 2.82 0.18 1.00 2.51 0.49 1.00 1.55 0.45 1.00 1.72 0.28
Final Sat.: 215 4833 307 260 4239 824 544 2696 791 519 3043 492

Capacity Analysis Module:
Vol/Sat: 0.74 0.28 0.28 0.53 0.31 0.31 0.19 0.18 0.18 0.21 0.17 0.17
Crit Moves: ****
Green/Cycle: 0.73 0.73 0.73 0.73 0.73 0.73 0.21 0.21 0.21 0.21 0.21 0.21
Volume/Cap: 1.02 0.38 0.38 0.73 0.42 0.42 0.93 0.85 0.85 1.02 0.82 0.82
Delay/Veh: 92.9 6.3 6.3 22.7 6.6 6.6 108.2 55.5 55.5 138.9 52.5 52.5
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: 92.9 6.3 6.3 22.7 6.6 6.6 108.2 55.5 55.5 138.9 52.5 52.5
LOS by Move: F A A C A A F E E F D D
HCM2kAvgQ: 10 7 7 5 8 8 7 14 14 7 13 13

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #41 Oxnard St & De Soto Ave

Cycle (sec):	90	Critical Vol./Cap.(X):	2.140
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	88.4
Optimal Cycle:	120	Level Of Service:	F

Street Name:	De Soto Ave			Oxnard St								
Approach:	North Bound		South Bound		East Bound		West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

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Control:	Permitted			Permitted			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	20	20	20	20	20	20	10	10	10	10	10	10	
Lanes:	1	0	2	1	0	2	1	0	1	0	1	1	0

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Volume Module:

Base Vol:	182	1371	97	109	2342	167	110	453	165	130	489	88
Growth Adj:	1.00	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	1371	97	109	2342	167	110	453	165	130	489	88
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:	182	1371	97	109	2342	167	110	453	165	130	489	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	192	1443	102	115	2465	176	116	477	174	137	515	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	192	1443	102	115	2465	176	116	477	174	137	515	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	192	1443	102	115	2465	176	116	477	174	137	515	93

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Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.06	0.90	0.90	0.14	0.90	0.90	0.24	1.00	0.85	0.24	0.93	0.93
Lanes:	1.00	2.80	0.20	1.00	2.80	0.20	1.00	1.00	1.00	1.00	1.69	0.31
Final Sat.:	116	4796	339	262	4793	342	465	1900	1615	465	2989	538

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Capacity Analysis Module:

Vol/Sat:	1.66	0.30	0.30	0.44	0.51	0.51	0.25	0.25	0.11	0.29	0.17	0.17
Crit Moves:	****			****								
Green/Cycle:	0.77	0.77	0.77	0.77	0.77	0.77	0.14	0.14	0.14	0.14	0.14	0.14
Volume/Cap:	2.14	0.39	0.39	0.57	0.66	0.66	1.45	1.83	0.78	1.71	1.25	1.25
Delay/Veh:	558.3	3.4	3.4	7.8	5.2	5.2	296.9	425	53.8	405.7	168	168.5
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:	558.3	3.4	3.4	7.8	5.2	5.2	296.9	425	53.8	405.7	168	168.5
LOS by Move:	F	A	A	A	A	A	F	F	D	F	F	F
HCM2kAvgQ:	19	5	5	2	13	13	10	41	7	12	20	20

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #42 Lassen St & Busway A

Cycle (sec):	50	Critical Vol./Cap.(X):	0.411
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	2.2
Optimal Cycle:	33	Level Of Service:	A

Street Name:	Busway A			Lassen St								
Approach:	North Bound		South Bound		East Bound		West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

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Control:	Permitted			Permitted			Permitted			Permitted			
Rights:	Ovl			Include			Include			Include			
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5	
Lanes:	0	0	1	0	0	1	0	0	1	0	2	0	1

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Volume Module:

Base Vol:	0	0	0	0	0	0	0	1070	0	0	1010	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1070	0	0	1010	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1070	0	0	1010	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	0	0	0	0	1126	0	0	1063	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1126	0	0	1063	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1126	0	0	1063	0

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Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	0	1900	0	0	1900	0	1900	3610	1900	1900	3610	1900

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Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.31	0.00	0.00	0.29	0.00
Crit Moves:	****			****								
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.76	0.00	0.00	0.76	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.41	0.00	0.00	0.39	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.2	0.0	0.0	2.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.2	0.0	0.0	2.1	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	4	0	0	3	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #43 Lassen St & Busway B

Cycle (sec): 50 Critical Vol./Cap.(X): 0.371
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 1.0
Optimal Cycle: 25 Level Of Service: A

Street Name: Busway B Lassen 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: 5 5 5 5 5 5 5 5 5 5 5 5
Lanes: 0 0 1 0 0 0 0 1 0 0 0 0 2 0 0 0 0 2 0 0

Volume Module:
Base Vol: 0 0 0 0 0 0 0 1070 0 0 1010 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 0 0 0 0 0 1070 0 0 1010 0
Added Vol: 0 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 0
Initial Fut: 0 0 0 0 0 0 0 0 1070 0 0 1010 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 0 0 0 0 0 1126 0 0 1063 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 0 0 0 0 0 1126 0 0 1063 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 0 0 0 0 0 1126 0 0 1063 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.95 1.00 1.00 0.95 1.00
Lanes: 0.00 1.00 0.00 0.00 1.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00
Final Sat.: 0 1900 0 0 1900 0 0 3610 0 0 3610 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.31 0.00 0.00 0.29 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.84 0.00 0.00 0.84 0.00
Volume/Cap: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.37 0.00 0.00 0.35 0.00
Delay/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 1.0 0.0 0.0 1.0 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 1.0 0.0 0.0 1.0 0.0
LOS by Move: A A A A A A A A A A A A
HCM2kAvgQ: 0 0 0 0 0 0 0 3 0 0 2 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 Lassen St & Busway C

Cycle (sec): 50 Critical Vol./Cap.(X): 0.371
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 1.0
Optimal Cycle: 25 Level Of Service: A

Street Name: Busway C Lassen 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: 5 5 5 5 5 5 5 5 5 5 5 5
Lanes: 0 0 1 0 0 0 0 1 0 0 0 0 2 0 0 0 0 2 0 0

Volume Module:
Base Vol: 0 0 0 0 0 0 0 1070 0 0 1010 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 0 0 0 0 0 1070 0 0 1010 0
Added Vol: 0 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 0
Initial Fut: 0 0 0 0 0 0 0 0 1070 0 0 1010 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 0 0 0 0 0 1126 0 0 1063 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 0 0 0 0 0 1126 0 0 1063 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 0 0 0 0 0 1126 0 0 1063 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.95 1.00 1.00 0.95 1.00
Lanes: 0.00 1.00 0.00 0.00 1.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00
Final Sat.: 0 1900 0 0 1900 0 0 3610 0 0 3610 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.31 0.00 0.00 0.29 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.84 0.00 0.00 0.84 0.00
Volume/Cap: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.37 0.00 0.00 0.35 0.00
Delay/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 1.0 0.0 0.0 1.0 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 1.0 0.0 0.0 1.0 0.0
LOS by Move: A A A A A A A A A A A A
HCM2kAvgQ: 0 0 0 0 0 0 0 3 0 0 2 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #45 Canoga Ave & Bus Lane

Cycle (sec): 100 Critical Vol./Cap.(X): 0.432
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 0.1
Optimal Cycle: 40 Level Of Service: A

Street Name: Canoga Ave Bus Lane
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: 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

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Volume Module:
Base Vol: 0 779 0 0 722 0 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: 0 779 0 0 722 0 0 0 0 0 0 0 0
Added Vol: 0 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 0
Initial Fut: 0 779 0 0 722 0 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: 0 820 0 0 760 0 0 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 820 0 0 760 0 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
FinalVolume: 0 820 0 0 760 0 0 0 0 0 0 0 0

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Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 1.00 0.00 0.00 1.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Final Sat.: 0 1900 0 0 1900 0 0 0 0 0 0 0 0

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Capacity Analysis Module:
Vol/Sat: 0.00 0.43 0.00 0.00 0.40 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.00 1.00 0.00 0.00 1.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Volume/Cap: 0.00 0.43 0.00 0.00 0.40 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Delay/Veh: 0.0 0.2 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.2 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0
LOS by Move: A A A A A A A A A A A A
HCM2kAvgQ: 0 1 0 0 1 0 0 0 0 0 0 0 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #46 Canoga Ave & MOL

Cycle (sec): 100 Critical Vol./Cap.(X): 0.934
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 8.9
Optimal Cycle: 120 Level Of Service: A

Street Name: Canoga Ave MOL
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: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 1 0 0 0 1 0 0 0 0

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Volume Module:
Base Vol: 0 1162 55 0 1628 0 0 0 0 55 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 1162 55 0 1628 0 0 0 0 55 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 1162 55 0 1628 0 0 0 0 55 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 1223 58 0 1714 0 0 0 0 58 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 1223 58 0 1714 0 0 0 0 58 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 1223 58 0 1714 0 0 0 0 58 0 0

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Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 0.99 0.99 1.00 1.00 1.00 1.00 1.00 1.00 0.95 1.00 1.00
Lanes: 0.00 0.95 0.05 0.00 1.00 0.00 0.00 0.00 0.00 1.00 0.00 0.00
Final Sat.: 0 1803 85 0 1900 0 0 0 0 1805 0 0

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Capacity Analysis Module:
Vol/Sat: 0.00 0.68 0.68 0.00 0.90 0.00 0.00 0.00 0.00 0.03 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.97 0.97 0.00 0.97 0.00 0.00 0.00 0.00 0.03 0.00 0.00
Volume/Cap: 0.00 0.70 0.70 0.00 0.93 0.00 0.00 0.00 0.00 0.93 0.00 0.00
Delay/Veh: 0.0 1.4 1.4 0.0 10.0 0.0 0.0 0.0 0.0 138.9 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 1.4 1.4 0.0 10.0 0.0 0.0 0.0 0.0 138.9 0.0 0.0
LOS by Move: A A A A B A A A A F A A
HCM2kAvgQ: 0 6 6 0 26 0 0 0 0 4 0 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 De Soto Ave & Chatsworth St

Cycle (sec): 90 Critical Vol./Cap.(X): 1.352
Loss Time (sec): 12 (Y+R=5.0 sec) Average Delay (sec/veh): 151.1
Optimal Cycle: 120 Level Of Service: F

Street Name: De Soto Ave Chatsworth St
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 Ovl
Min. Green: 5 10 10 5 10 10 10 10 10 10 10 10
Lanes: 1 0 2 1 0 1 0 2 0 1 1 0 1 1 0 1

Volume Module:

Base Vol: 38 2865 44 125 1983 273 480 361 58 113 213 433
Growth Adj: 1.00 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 2865 44 125 1983 273 480 361 58 113 213 433
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: 38 2865 44 125 1983 273 480 361 58 113 213 433
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 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 3016 46 132 2087 287 505 380 61 119 224 456
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 40 3016 46 132 2087 287 505 380 61 119 224 456
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 40 3016 46 132 2087 287 505 380 61 119 224 456

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.91 0.91 0.95 0.95 0.85 0.52 0.93 0.93 0.45 1.00 0.85
Lanes: 1.00 2.95 1.00 1.00 2.00 1.00 1.00 1.72 0.28 1.00 1.00 1.00
Final Sat.: 1805 5098 78 1805 3610 1615 996 3045 489 849 1900 1615

Capacity Analysis Module:

Vol/Sat: 0.02 0.59 0.59 0.07 0.58 0.18 0.51 0.12 0.12 0.14 0.12 0.28
Crit Moves: ****
Green/Cycle: 0.06 0.44 0.44 0.06 0.44 0.44 0.37 0.37 0.37 0.37 0.37 0.43
Volume/Cap: 0.40 1.35 1.35 1.31 1.32 0.41 1.35 0.33 0.33 0.37 0.32 0.66
Delay/Veh: 43.6 188 188.1 237.4 176 17.8 204.6 20.3 20.3 21.2 20.2 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: 43.6 188 188.1 237.4 176 17.8 204.6 20.3 20.3 21.2 20.2 22.7
LOS by Move: D F F F F B F C C C C C
HCM2kAvgQ: 2 68 68 10 65 6 32 5 5 3 4 11

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Topanga Canyon Blvd & Devonshire St

Cycle (sec): 90 Critical Vol./Cap.(X): 1.310
Loss Time (sec): 16 (Y+R=5.0 sec) Average Delay (sec/veh): 136.9
Optimal Cycle: 120 Level Of Service: F

Street Name: Topanga Canyon Blvd Devonshire 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 Prot+Permit Split Phase Split Phase
Rights: Include Include Include Ovl
Min. Green: 10 10 10 5 10 10 5 10 5 5 10 10
Lanes: 1 0 2 1 0 1 0 1 1 0 1 0 1 0 1

Volume Module:

Base Vol: 58 2754 384 211 1605 109 170 403 34 399 341 402
Growth Adj: 1.00 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 2754 384 211 1605 109 170 403 34 399 341 402
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: 58 2754 384 211 1605 109 170 403 34 399 341 402
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 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 2899 404 222 1689 115 179 424 36 420 359 423
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 61 2899 404 222 1689 115 179 424 36 420 359 423
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 61 2899 404 222 1689 115 179 424 36 420 359 423

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.89 0.89 0.34 0.94 0.94 0.95 0.94 0.94 0.92 1.00 0.85
Lanes: 1.00 2.63 0.37 1.00 1.87 0.13 1.00 1.84 0.16 2.00 1.00 1.00
Final Sat.: 1805 4470 623 647 3347 227 1805 3289 277 3502 1900 1615

Capacity Analysis Module:

Vol/Sat: 0.03 0.65 0.65 0.34 0.50 0.50 0.10 0.13 0.13 0.12 0.19 0.26
Crit Moves: ****
Green/Cycle: 0.11 0.48 0.48 0.46 0.46 0.46 0.11 0.11 0.11 0.14 0.14 0.23
Volume/Cap: 0.30 1.35 1.35 0.89 1.10 1.10 0.89 1.16 1.16 0.86 1.35 1.13
Delay/Veh: 37.7 184 184.0 45.4 78.1 78.1 75.0 137 136.8 51.8 219 123.0
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: 37.7 184 184.0 45.4 78.1 78.1 75.0 137 136.8 51.8 219 123.0
LOS by Move: D F F D E E E F F D F F
HCM2kAvgQ: 2 73 73 9 41 41 8 14 14 9 24 22

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #3 Owensmouth Ave & Devonshire St

 Cycle (sec): 90 Critical Vol./Cap.(X): 1.414
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 90.5
 Optimal Cycle: 120 Level Of Service: F

Street Name:	Owensmouth Ave			Devonshire St		
Approach:	North Bound	South Bound	East Bound	West Bound	West Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	10 10 10	0 10 10	10 10 10	10 10 10	10 10 10	10 10 10
Lanes:	0 0 1 0 0	0 0 1 0 0	1 0 2 0 1	1 0 2 0 1	1 0 2 0 1	1 0 2 0 1

Volume Module:
 Base Vol: 141 658 334 113 115 34 20 919 43 164 1222 168
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 141 658 334 113 115 34 20 919 43 164 1222 168
 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: 141 658 334 113 115 34 20 919 43 164 1222 168
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
 PHF Volume: 148 693 352 119 121 36 21 967 45 173 1286 177
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 148 693 352 119 121 36 21 967 45 173 1286 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
 FinalVolume: 148 693 352 119 121 36 21 967 45 173 1286 177

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.88 0.88 0.88 0.40 0.40 0.40 0.11 0.95 0.85 0.16 0.95 0.85
 Lanes: 0.12 0.59 0.29 0.43 0.44 0.13 1.00 2.00 1.00 1.00 2.00 1.00
 Final Sat.: 207 966 490 328 333 99 207 3610 1615 302 3610 1615

Capacity Analysis Module:
 Vol/Sat: 0.72 0.72 0.72 0.36 0.36 0.36 0.10 0.27 0.03 0.57 0.36 0.11
 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: 1.41 1.41 1.41 0.72 0.72 0.72 0.25 0.66 0.07 1.41 0.88 0.27
 Delay/Veh: 215.5 216 215.5 23.5 23.5 23.5 19.4 23.0 16.5 254.4 31.5 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: 215.5 216 215.5 23.5 23.5 23.5 19.4 23.0 16.5 254.4 31.5 18.2
 LOS by Move: F F F C C C B C B F C B
 HCM2kAvgQ: 77 77 77 8 8 8 1 12 1 13 21 3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

 Intersection #4 Depot Rd & Devonshire St

 Average Delay (sec/veh): 13.2 Worst Case Level Of Service: F[168.2]

Street Name:	Depot Rd			Devonshire St		
Approach:	North Bound	South Bound	East Bound	West Bound	West Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled
Rights:	Include	Include	Include	Include	Include	Include
Lanes:	0 1 0 0 1	1 0 0 1 0	1 0 2 0 1	1 0 2 0 1	1 0 2 0 1	1 0 2 0 1

Volume Module:
 Base Vol: 28 3 117 14 3 75 80 1090 35 32 1240 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: 28 3 117 14 3 75 80 1090 35 32 1240 21
 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: 28 3 117 14 3 75 80 1090 35 32 1240 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: 29 3 123 15 3 79 84 1147 37 34 1305 22
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 FinalVolume: 29 3 123 15 3 79 84 1147 37 34 1305 22

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: 2037 2711 574 2116 2725 653 1327 xxxx xxxxx 1184 xxxx xxxxx
 Potent Cap.: 34 21 467 30 21 415 527 xxxx xxxxx 597 xxxx xxxxx
 Move Cap.: 20 17 467 16 17 415 527 xxxx xxxxx 597 xxxx xxxxx
 Volume/Cap: 1.49 0.19 0.26 0.94 0.19 0.19 0.16 xxxx xxxxx 0.06 xxxx xxxxx

Level Of Service Module:
 2Way95thQ: xxxx xxxx 1.0 2.3 xxxx xxxxx 0.6 xxxx xxxxx 0.2 xxxx xxxxx
 Control Del:xxxxx xxxxx 15.4 530.1 xxxx xxxxx 13.1 xxxx xxxxx 11.4 xxxx xxxxx
 LOS by Move: * * C F * * B * * B * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: 19 xxxx xxxxx xxxx xxxxx 216 xxxx xxxx xxxxx xxxx xxxx xxxxx
 SharedQueue: 4.4 xxxx xxxxx xxxxx xxxxx 1.7 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
 Shrd ConDel:744.6 xxxx xxxxx xxxxx xxxxx 31.6 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
 Shared LOS: F * * * * D * * * * *
 ApproachDel: 168.2 107.5 xxxxxxx xxxxxxx
 ApproachLOS: F F * *

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Canoga Ave & Devonshire St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.950
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 21.8
Optimal Cycle: 120 Level Of Service: C

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Canoga Ave and Devonshire St.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 De Soto Ave & Devonshire St

Cycle (sec): 90 Critical Vol./Cap.(X): 1.154
Loss Time (sec): 16 (Y+R=4.5 sec) Average Delay (sec/veh): 91.6
Optimal Cycle: 120 Level Of Service: F

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for De Soto Ave and Devonshire St.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Topanga Canyon Blvd & Lassen St

Cycle (sec): 150 Critical Vol./Cap.(X): 1.433
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 160.7
Optimal Cycle: 120 Level Of Service: F

Street Name: Topanga Canyon Blvd Lassen St
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 Protected
Rights: Ovl Include Include Include
Min. Green: 5 10 10 5 10 10 13 13 13 5 13 13
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:
Base Vol: 105 2659 320 180 1981 33 95 379 51 430 353 188
Growth Adj: 1.00 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 2659 320 180 1981 33 95 379 51 430 353 188
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: 105 2659 320 180 1981 33 95 379 51 430 353 188
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 111 2799 337 189 2085 35 100 399 54 453 372 198
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 111 2799 337 189 2085 35 100 399 54 453 372 198
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 111 2799 337 189 2085 35 100 399 54 453 372 198

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 0.85 0.95 0.95 0.85 0.85 0.95 0.85 0.85 0.95 0.95 0.85
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 1805 3610 1615 1805 3610 1615 1615 3610 1615 1805 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.06 0.78 0.21 0.10 0.58 0.02 0.06 0.11 0.03 0.25 0.10 0.12
Crit Moves: ****
Green/Cycle: 0.06 0.52 0.69 0.07 0.53 0.53 0.11 0.11 0.11 0.17 0.28 0.28
Volume/Cap: 1.08 1.49 0.30 1.49 1.08 0.04 0.57 1.02 0.31 1.49 0.37 0.44
Delay/Veh: 169.5 253 7.5 313.6 74.8 13.4 55.4 104 50.3 287.9 35.2 36.5
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: 169.5 253 7.5 313.6 74.8 13.4 55.4 104 50.3 287.9 35.2 36.5
LOS by Move: F F A F E B E F D F D D
HCM2kAvgQ: 8 113 5 16 55 1 4 12 2 36 6 6

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Owensmouth Ave & Lassen St

Cycle (sec): 50 Critical Vol./Cap.(X): 1.999
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 217.7
Optimal Cycle: 120 Level Of Service: F

Street Name: Owensmouth Ave Lassen 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: 10 10 10 10 10 10 18 18 18 18 18 18
Lanes: 0 1 0 1 0 0 1 0 1 0 1 0 1 0 1 0 1 0

Volume Module:
Base Vol: 140 919 520 225 339 74 49 714 185 426 760 159
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: 140 919 520 225 339 74 49 714 185 426 760 159
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: 140 919 520 225 339 74 49 714 185 426 760 159
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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 147 967 547 237 357 78 52 752 195 448 800 167
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 147 967 547 237 357 78 52 752 195 448 800 167
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 147 967 547 237 357 78 52 752 195 448 800 167

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.64 0.64 0.64 0.58 0.58 0.58 0.23 0.92 0.92 0.24 0.93 0.93
Lanes: 0.18 1.16 0.66 0.71 1.06 0.23 1.00 1.59 0.41 1.00 1.65 0.35
Final Sat.: 217 1425 806 773 1165 254 433 2778 720 448 2908 608

Capacity Analysis Module:
Vol/Sat: 0.68 0.68 0.68 0.31 0.31 0.31 0.12 0.27 0.27 1.00 0.28 0.28
Crit Moves: ****
Green/Cycle: 0.34 0.34 0.34 0.34 0.34 0.50 0.50 0.50 0.50 0.50 0.50
Volume/Cap: 2.00 2.00 2.00 0.90 0.90 0.90 0.24 0.54 0.54 2.00 0.55 0.55
Delay/Veh: 470.3 470 470.3 29.8 29.8 29.8 7.7 8.9 8.9 477.5 9.0 9.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 470.3 470 470.3 29.8 29.8 29.8 7.7 8.9 8.9 477.5 9.0 9.0
LOS by Move: F F F C C C A A A F A A
HCM2kAvgQ: 69 69 69 9 9 9 1 6 6 36 6 6

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Depot Rd & Lassen St

Cycle (sec): 50 Critical Vol./Cap.(X): 0.746
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 9.1
Optimal Cycle: 46 Level Of Service: A

Street Name: Depot Rd Lassen 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 Protected Permitted
Rights: Include Include Include Include
Min. Green: 5 5 5 5 5 5 5 5 5 5 5 5
Lanes: 0 0 1 0 0 1 0 0 1 0 1 0 1 0 1 1 0

Volume Module:
Base Vol: 65 0 15 42 0 151 96 1396 19 24 1538 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: 65 0 15 42 0 151 96 1396 19 24 1538 71
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: 65 0 15 42 0 151 96 1396 19 24 1538 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: 68 0 16 44 0 159 101 1469 20 25 1619 75
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 68 0 16 44 0 159 101 1469 20 25 1619 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
FinalVolume: 68 0 16 44 0 159 101 1469 20 25 1619 75

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.55 1.00 0.55 0.80 1.00 0.85 0.95 0.95 0.95 0.13 0.94 0.94
Lanes: 0.81 0.00 0.19 1.00 0.00 1.00 1.00 1.97 0.03 1.00 1.91 0.09
Final Sat.: 853 0 197 1522 0 1615 1805 3554 48 249 3427 158

Capacity Analysis Module:
Vol/Sat: 0.08 0.00 0.08 0.03 0.00 0.10 0.06 0.41 0.41 0.10 0.47 0.47
Crit Moves: ****
Green/Cycle: 0.13 0.00 0.13 0.13 0.00 0.13 0.10 0.71 0.71 0.61 0.61 0.61
Volume/Cap: 0.63 0.00 0.63 0.23 0.00 0.77 0.56 0.58 0.58 0.17 0.77 0.77
Delay/Veh: 29.8 0.0 29.8 20.2 0.0 37.4 25.4 3.9 3.9 4.7 8.9 8.9
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: 29.8 0.0 29.8 20.2 0.0 37.4 25.4 3.9 3.9 4.7 8.9 8.9
LOS by Move: C A C C A D C A A A A
HCM2kAvgQ: 2 0 2 1 0 5 2 7 7 0 12 12

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 De Soto Ave & Lassen St

Cycle (sec): 50 Critical Vol./Cap.(X): 1.366
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 67.3
Optimal Cycle: 120 Level Of Service: E

Street Name: De Soto Ave Lassen 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: 20 20 20 20 20 20 8 8 8 8 8 8
Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 1 1 0 1 0 1 1 0

Volume Module:
Base Vol: 197 2349 243 101 1591 114 207 1134 121 124 750 118
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: 197 2349 243 101 1591 114 207 1134 121 124 750 118
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: 197 2349 243 101 1591 114 207 1134 121 124 750 118
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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 207 2473 256 106 1675 120 218 1194 127 131 789 124
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 207 2473 256 106 1675 120 218 1194 127 131 789 124
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 207 2473 256 106 1675 120 218 1194 127 131 789 124

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.18 0.90 0.90 0.18 0.90 0.90 0.21 0.94 0.94 0.20 0.93 0.93
Lanes: 1.00 2.72 0.28 1.00 2.80 0.20 1.00 1.81 0.19 1.00 1.73 0.27
Final Sat.: 350 4635 479 350 4792 343 393 3216 343 374 3057 481

Capacity Analysis Module:
Vol/Sat: 0.59 0.53 0.53 0.30 0.35 0.35 0.55 0.37 0.37 0.35 0.26 0.26
Crit Moves: ****
Green/Cycle: 0.43 0.43 0.43 0.43 0.43 0.43 0.41 0.41 0.41 0.41 0.41 0.41
Volume/Cap: 1.37 1.23 1.23 0.70 0.80 0.80 1.37 0.91 0.91 0.86 0.64 0.64
Delay/Veh: 215.0 121 121.1 25.1 14.5 14.5 214.2 23.4 23.4 49.5 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: 215.0 121 121.1 25.1 14.5 14.5 214.2 23.4 23.4 49.5 12.9 12.9
LOS by Move: F F F C B B F C C D B B
HCM2kAvgQ: 13 42 42 3 11 11 13 15 15 5 7 7

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Owensmouth Ave & Marilla St

Cycle (sec): 50 Critical Vol./Cap.(X): 1.032
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 34.2
Optimal Cycle: 120 Level Of Service: C

Street Name: Owensmouth Ave Marilla 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: 8 8 8 8 8 8 14 14 14 14 14 14
Lanes: 0 1 0 1 0 0 1 0 0 1 0 1

Volume Module:
Base Vol: 29 885 26 313 444 34 118 148 21 9 323 720
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 29 885 26 313 444 34 118 148 21 9 323 720
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: 29 885 26 313 444 34 118 148 21 9 323 720
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 31 932 27 329 467 36 124 156 22 9 340 758
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 31 932 27 329 467 36 124 156 22 9 340 758
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 31 932 27 329 467 36 124 156 22 9 340 758

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.86 0.86 0.86 0.55 0.55 0.55 0.50 0.98 0.98 0.64 1.00 0.85
Lanes: 0.06 1.88 0.06 0.79 1.12 0.09 1.00 0.88 0.12 1.00 1.00 1.00
Final Sat.: 101 3094 91 829 1176 90 941 1632 232 1212 1900 1615

Capacity Analysis Module:
Vol/Sat: 0.30 0.30 0.30 0.40 0.40 0.40 0.13 0.10 0.10 0.01 0.18 0.47
Crit Moves: ****
Green/Cycle: 0.39 0.39 0.39 0.39 0.39 0.39 0.45 0.45 0.45 0.45 0.45 0.45
Volume/Cap: 0.78 0.78 0.78 1.03 1.03 1.03 0.29 0.21 0.21 0.02 0.39 1.03
Delay/Veh: 16.8 16.8 16.8 55.5 55.5 55.5 8.9 8.3 8.3 7.5 9.3 55.2
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: 16.8 16.8 16.8 55.5 55.5 55.5 8.9 8.3 8.3 7.5 9.3 55.2
LOS by Move: B B B E E E A A A A A E
HCM2kAvgQ: 9 9 9 14 14 14 1 2 2 0 4 22

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Owensmouth Ave & Plummer St

Cycle (sec): 50 Critical Vol./Cap.(X): 0.775
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 23.8
Optimal Cycle: 55 Level Of Service: C

Street Name: Owensmouth Ave Plummer 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 Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 10 10 10 5 10 10 10 10 10 10 10 10
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0 2 0 1

Volume Module:
Base Vol: 24 743 40 140 301 17 28 173 40 11 239 105
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: 24 743 40 140 301 17 28 173 40 11 239 105
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: 24 743 40 140 301 17 28 173 40 11 239 105
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: 25 782 42 147 317 18 29 182 42 12 252 111
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 25 782 42 147 317 18 29 182 42 12 252 111
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
FinalVolume: 25 782 42 147 317 18 29 182 42 12 252 111

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.53 0.99 0.99 0.95 0.99 0.99 0.59 0.95 0.85 0.63 0.95 0.85
Lanes: 1.00 0.95 0.05 1.00 0.95 0.05 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 1007 1789 96 1805 1784 101 1119 3610 1615 1197 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.03 0.44 0.44 0.08 0.18 0.18 0.03 0.05 0.03 0.01 0.07 0.07
Crit Moves: ****
Green/Cycle: 0.46 0.46 0.46 0.10 0.56 0.56 0.20 0.20 0.20 0.20 0.20 0.20
Volume/Cap: 0.05 0.95 0.95 0.82 0.32 0.32 0.13 0.25 0.13 0.05 0.35 0.34
Delay/Veh: 7.5 32.5 32.5 46.3 6.1 6.1 16.7 17.0 16.6 16.2 17.5 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: 7.5 32.5 32.5 46.3 6.1 6.1 16.7 17.0 16.6 16.2 17.5 17.8
LOS by Move: A C C D A A B B B B B
HCM2kAvgQ: 0 19 19 5 3 3 0 1 1 0 2 2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 Canoga Ave &Plummer St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.903
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 21.7
Optimal Cycle: 120 Level Of Service: C

Street Name: Canoga Ave Plummer 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 Protected Protected
Rights: Include Include Include Include
Min. Green: 10 10 10 10 10 10 10 5 5 5
Lanes: 1 0 1 0 0 0 0 1 0 1 0 0 1 0 0

Volume Module:

Base Vol: 208 1096 0 0 1083 145 88 40 186 0 40 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: 208 1096 0 0 1083 145 88 40 186 0 40 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 208 1096 0 0 1083 145 88 40 186 0 40 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: 219 1154 0 0 1140 153 93 42 196 0 42 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 219 1154 0 0 1140 153 93 42 196 0 42 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
MLF Adj: 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: 219 1154 0 0 1140 153 93 42 196 0 42 0

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.35 1.00 1.00 1.00 0.98 0.98 0.95 1.00 0.85 1.00 1.00 1.00
Lanes: 1.00 1.00 1.00 0.00 0.00 0.88 0.12 1.00 1.00 1.00 0.00 1.00 1.00 0.00
Final Sat.: 667 1900 0 0 1649 221 1805 1900 1615 0 1900 0

Capacity Analysis Module:

Vol/Sat: 0.33 0.61 0.00 0.00 0.69 0.69 0.05 0.02 0.12 0.00 0.02 0.00
Crit Moves: ****
Green/Cycle: 0.77 0.77 0.00 0.00 0.77 0.77 0.09 0.13 0.13 0.00 0.04 0.00
Volume/Cap: 0.43 0.79 0.00 0.00 0.90 0.90 0.57 0.17 0.90 0.00 0.50 0.00
Delay/Veh: 5.5 11.5 0.0 0.0 19.0 19.0 57.4 46.3 87.0 0.0 60.5 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: 5.5 11.5 0.0 0.0 19.0 19.0 57.4 46.3 87.0 0.0 60.5 0.0
LOS by Move: A B A A B B E D F A E A
HCM2kAvgQ: 3 26 0 0 39 39 4 1 10 0 2 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Owensmouth Ave & Nordhoff St

Cycle (sec): 50 Critical Vol./Cap.(X): 1.107
Loss Time (sec): 8 (Y+R=4.5 sec) Average Delay (sec/veh): 43.3
Optimal Cycle: 120 Level Of Service: D

Street Name: Owensmouth Ave Nordhoff 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: 8 8 8 8 8 8 17 17 17 17 17 17
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0 1 0 2 0 1

Volume Module:

Base Vol: 44 246 85 153 209 61 28 1208 43 160 949 138
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: 44 246 85 153 209 61 28 1208 43 160 949 138
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: 44 246 85 153 209 61 28 1208 43 160 949 138
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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 46 259 89 161 220 64 29 1272 45 168 999 145
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 46 259 89 161 220 64 29 1272 45 168 999 145
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 46 259 89 161 220 64 29 1272 45 168 999 145

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.47 0.96 0.96 0.47 0.97 0.97 0.28 1.00 1.00 0.12 0.95 0.85
Lanes: 1.00 0.74 0.26 1.00 0.77 0.23 1.00 0.97 1.03 1.00 2.00 1.00
Final Sat.: 884 1357 469 884 1421 415 536 1826 65 228 3610 1615

Capacity Analysis Module:

Vol/Sat: 0.05 0.19 0.19 0.18 0.15 0.15 0.06 0.70 0.70 0.74 0.28 0.09
Crit Moves: ****
Green/Cycle: 0.17 0.17 0.17 0.17 0.17 0.17 0.67 0.67 0.67 0.67 0.67 0.67
Volume/Cap: 0.30 1.11 1.11 1.06 0.90 0.90 0.08 1.04 1.04 1.11 0.41 0.13
Delay/Veh: 19.2 103 103.2 109.6 46.8 46.8 3.0 45.8 45.8 112.7 3.9 3.1
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: 19.2 103 103.2 109.6 46.8 46.8 3.0 45.8 45.8 112.7 3.9 3.1
LOS by Move: B F F F D D A D D F A A
HCM2kAvgQ: 1 14 14 7 8 8 0 35 35 8 4 1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Canoga Ave & Nordhoff St

Cycle (sec): 120 Critical Vol./Cap.(X): 1.006
Loss Time (sec): 16 (Y+R=6.0 sec) Average Delay (sec/veh): 59.1
Optimal Cycle: 120 Level Of Service: E

Street Name: Canoga Ave Nordhoff St
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 Include Include
Min. Green: 5 20 20 7 20 20 5 18 18 7 18 18
Lanes: 1 0 2 0 1 1 0 1 1 0 1 0 2 0 1

Volume Module:

Base Vol: 134 913 246 131 1091 106 208 1183 151 163 906 141
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: 134 913 246 131 1091 106 208 1183 151 163 906 141
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: 134 913 246 131 1091 106 208 1183 151 163 906 141
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: 141 961 259 138 1148 112 219 1245 159 172 954 148
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 141 961 259 138 1148 112 219 1245 159 172 954 148
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 141 961 259 138 1148 112 219 1245 159 172 954 148

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 0.85 0.95 0.94 0.94 0.95 0.95 0.85 0.95 0.95 0.85
Lanes: 1.00 2.00 1.00 1.00 1.82 0.18 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 1805 3610 1615 1805 3248 316 1805 3610 1615 1805 3610 1615

Capacity Analysis Module:

Vol/Sat: 0.08 0.27 0.16 0.08 0.35 0.35 0.12 0.34 0.10 0.10 0.26 0.09
Crit Moves: ****
Green/Cycle: 0.08 0.33 0.43 0.10 0.35 0.35 0.14 0.34 0.34 0.09 0.30 0.30
Volume/Cap: 1.01 0.80 0.37 0.80 1.01 1.01 0.88 1.01 0.29 1.01 0.88 0.31
Delay/Veh: 132.9 40.2 23.7 75.5 65.8 65.8 79.2 66.4 29.0 124.8 48.6 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: 132.9 40.2 23.7 75.5 65.8 65.8 79.2 66.4 29.0 124.8 48.6 32.8
LOS by Move: F D C E E E E E C F D C
HCM2kAvgQ: 9 19 6 7 31 31 11 31 4 10 21 4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 De Soto Ave & Nordhoff St

Cycle (sec): 75 Critical Vol./Cap.(X): 1.260
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 146.8
Optimal Cycle: 120 Level Of Service: F

Street Name: De Soto Ave Nordhoff 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 Prot+Permit Prot+Permit Permitted
Rights: Include Include Include Include
Min. Green: 12 12 12 5 12 12 5 12 12 12 12 12
Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 2 1 0

Volume Module:

Base Vol: 108 2174 94 114 1459 384 326 1006 178 186 746 220
Growth Adj: 1.00 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 2174 94 114 1459 384 326 1006 178 186 746 220
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: 108 2174 94 114 1459 384 326 1006 178 186 746 220
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 114 2288 99 120 1536 404 343 1059 187 196 785 232
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 114 2288 99 120 1536 404 343 1059 187 196 785 232
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 114 2288 99 120 1536 404 343 1059 187 196 785 232

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.90 0.90 0.95 0.88 0.88 0.96 0.89 0.89 0.95 0.88 0.88
Lanes: 1.00 2.88 0.12 1.00 2.37 0.63 1.00 2.55 0.45 1.00 2.32 0.68
Final Sat.: 1805 4942 214 1805 3979 1047 1817 4310 763 1805 3870 1141

Capacity Analysis Module:

Vol/Sat: 0.06 0.46 0.46 0.07 0.39 0.39 0.19 0.25 0.25 0.11 0.20 0.20
Crit Moves: ****
Green/Cycle: 0.16 0.38 0.38 0.29 0.29 0.29 0.18 0.18 0.18 0.16 0.18 0.18
Volume/Cap: 0.39 1.22 1.22 0.54 1.35 1.35 1.04 1.35 1.35 0.68 1.15 1.15
Delay/Veh: 29.1 129 128.6 23.2 191 190.6 91.6 197 197.0 36.0 112 111.8
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: 29.1 129 128.6 23.2 191 190.6 91.6 197 197.0 36.0 112 111.8
LOS by Move: C F F C F F F F F D F F
HCM2kAvgQ: 3 43 43 3 41 41 15 28 28 6 18 18

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Parthenia St. & Owensmouth Ave.

Cycle (sec): 50 Critical Vol./Cap.(X): 0.502
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 10.2
Optimal Cycle: 31 Level Of Service: B

Street Name: Owensmouth Ave. Parthenia 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: 8 8 8 8 8 8 15 15 15 15 15 15
Lanes: 0 1 0 0 1 0 1 0 0 1 1 0 2 0 1

Volume Module:
Base Vol: 16 270 203 79 231 25 34 504 14 168 496 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: 16 270 203 79 231 25 34 504 14 168 496 62
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: 16 270 203 79 231 25 34 504 14 168 496 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: 17 284 214 83 243 26 36 531 15 177 522 65
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 17 284 214 83 243 26 36 531 15 177 522 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
FinalVolume: 17 284 214 83 243 26 36 531 15 177 522 65

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.98 0.98 0.85 0.84 0.84 0.85 0.43 0.95 0.85 0.43 0.95 0.85
Lanes: 0.06 0.94 1.00 0.25 0.75 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 104 1749 1615 409 1195 1615 821 3610 1615 809 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.16 0.16 0.13 0.20 0.20 0.02 0.04 0.15 0.01 0.22 0.14 0.04
Crit Moves: ****
Green/Cycle: 0.41 0.41 0.41 0.41 0.41 0.41 0.43 0.43 0.43 0.43 0.43 0.43
Volume/Cap: 0.40 0.40 0.33 0.50 0.50 0.04 0.10 0.34 0.02 0.50 0.33 0.09
Delay/Veh: 10.9 10.9 10.5 11.7 11.7 9.0 8.5 9.5 8.1 11.4 9.5 8.4
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 10.9 10.5 11.7 11.7 9.0 8.5 9.5 8.1 11.4 9.5 8.4
LOS by Move: B B B B B A A A A B A A
HCM2kAvgQ: 4 4 3 4 4 0 0 3 0 3 3 1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Canoga Ave & Parthenia St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.841
Loss Time (sec): 16 (Y+R=6.0 sec) Average Delay (sec/veh): 39.5
Optimal Cycle: 105 Level Of Service: D

Street Name: Canoga Ave Parthenia St
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 Include Include
Min. Green: 5 22 22 7 22 22 5 25 25 7 25 25
Lanes: 1 0 2 0 1 1 0 1 1 0 1 0 2 0 1

Volume Module:
Base Vol: 66 1195 314 138 1180 54 26 611 61 209 690 101
Growth Adj: 1.00 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 1195 314 138 1180 54 26 611 61 209 690 101
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: 66 1195 314 138 1180 54 26 611 61 209 690 101
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 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 1258 331 145 1242 57 27 643 64 220 726 106
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 69 1258 331 145 1242 57 27 643 64 220 726 106
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
FinalVolume: 69 1258 331 145 1242 57 27 643 64 220 726 106

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 0.85 0.95 0.94 0.94 0.95 0.95 0.85 0.95 0.95 0.85
Lanes: 1.00 2.00 1.00 1.00 1.91 0.09 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 1805 3610 1615 1805 3428 157 1805 3610 1615 1805 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.04 0.35 0.20 0.08 0.36 0.36 0.02 0.18 0.04 0.12 0.20 0.07
Crit Moves: ****
Green/Cycle: 0.05 0.41 0.56 0.10 0.46 0.46 0.06 0.21 0.21 0.14 0.30 0.30
Volume/Cap: 0.73 0.84 0.37 0.84 0.79 0.79 0.26 0.84 0.19 0.84 0.68 0.22
Delay/Veh: 81.1 36.1 14.9 82.6 30.4 30.4 55.2 53.7 39.1 71.0 38.8 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: 81.1 36.1 14.9 82.6 30.4 30.4 55.2 53.7 39.1 71.0 38.8 32.0
LOS by Move: F D B F C C E D D E D C
HCM2kAvgQ: 4 24 7 8 23 23 1 14 2 10 13 3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 De Soto Ave & Parthenia St

Cycle (sec): 50 Critical Vol./Cap.(X): 1.074
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 33.9
Optimal Cycle: 120 Level Of Service: C

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for De Soto Ave and Parthenia St.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Owensmouth Ave & Roscoe Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.137
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 40.5
Optimal Cycle: 120 Level Of Service: D

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Owensmouth Ave and Roscoe Blvd.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Canoga Ave & Roscoe Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.010
Loss Time (sec): 16 (Y+R=6.0 sec) Average Delay (sec/veh): 56.7
Optimal Cycle: 120 Level Of Service: E

Street Name: Canoga Ave Roscoe 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 Include Include
Min. Green: 5 22 22 7 22 22 5 24 24 7 24 24
Lanes: 1 0 2 0 1 1 0 1 1 0 1 0 2 1 0

Volume Module:

Base Vol: 64 1322 219 161 1150 101 111 1300 139 170 1026 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: 64 1322 219 161 1150 101 111 1300 139 170 1026 134
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: 64 1322 219 161 1150 101 111 1300 139 170 1026 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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 67 1392 231 169 1211 106 117 1368 146 179 1080 141
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 67 1392 231 169 1211 106 117 1368 146 179 1080 141
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 67 1392 231 169 1211 106 117 1368 146 179 1080 141

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 0.85 0.95 0.94 0.94 0.95 0.90 0.90 0.95 0.89 0.89
Lanes: 1.00 2.00 1.00 1.00 1.84 0.16 1.00 2.71 0.29 1.00 2.65 0.35
Final Sat.: 1805 3610 1615 1805 3279 288 1805 4616 494 1805 4510 589

Capacity Analysis Module:

Vol/Sat: 0.04 0.39 0.14 0.09 0.37 0.37 0.06 0.30 0.30 0.10 0.24 0.24
Crit Moves: ****
Green/Cycle: 0.05 0.38 0.48 0.09 0.43 0.43 0.08 0.29 0.29 0.10 0.31 0.31
Volume/Cap: 0.78 1.01 0.30 1.01 0.87 0.87 0.78 1.01 1.01 1.01 0.78 0.78
Delay/Veh: 90.8 63.7 19.1 126.4 36.7 36.7 75.9 68.0 68.0 124.2 40.2 40.2
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: 90.8 63.7 19.1 126.4 36.7 36.7 75.9 68.0 68.0 124.2 40.2 40.2
LOS by Move: F E B F D D E E E F D D
HCM2kAvgQ: 4 34 5 10 26 26 6 27 27 11 16 16

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #22 De Soto Ave & Roscoe Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.067
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 37.1
Optimal Cycle: 109 Level Of Service: D

Street Name: De Soto Ave Roscoe 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 Prot+Permit Permit+Prot Prot+Permit
Rights: Include Include Include Include
Min. Green: 5 12 12 5 12 12 5 12 12 5 12 12
Lanes: 2 0 2 1 0 2 0 2 1 0 2 0 2 1 0

Volume Module:

Base Vol: 165 1725 140 198 1379 109 238 1327 20 76 1056 120
Growth Adj: 1.00 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 1725 140 198 1379 109 238 1327 20 76 1056 120
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: 165 1725 140 198 1379 109 238 1327 20 76 1056 120
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 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 1816 147 208 1452 115 251 1397 21 80 1112 126
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 174 1816 147 208 1452 115 251 1397 21 80 1112 126
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 174 1816 147 208 1452 115 251 1397 21 80 1112 126

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 0.90 0.90 0.92 0.90 0.90 0.92 0.91 0.91 0.92 0.90 0.90
Lanes: 2.00 2.77 0.23 2.00 2.78 0.22 2.00 2.96 0.04 2.00 2.69 0.31
Final Sat.: 3502 4745 385 3502 4754 376 3502 5100 77 3502 4588 521

Capacity Analysis Module:

Vol/Sat: 0.00 0.38 0.38 0.00 0.31 0.31 0.00 0.27 0.27 0.00 0.24 0.24
Crit Moves: ****
Green/Cycle: 0.11 0.42 0.42 0.07 0.42 0.42 0.12 0.30 0.30 0.05 0.27 0.27
Volume/Cap: 0.46 0.91 0.91 0.91 0.73 0.73 0.59 0.91 0.91 0.46 0.89 0.89
Delay/Veh: 42.7 33.0 33.0 81.6 25.6 25.6 44.0 41.5 41.5 48.1 42.6 42.6
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: 42.7 33.0 33.0 81.6 25.6 25.6 44.0 41.5 41.5 48.1 42.6 42.6
LOS by Move: D C C F C C D D D D D D
HCM2kAvgQ: 3 25 25 6 16 16 5 19 19 2 17 17

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #23 Saticoy St. & Owensmouth Ave.

Cycle (sec): 50 Critical Vol./Cap.(X): 1.138
Loss Time (sec): 8 (Y+R=4.5 sec) Average Delay (sec/veh): 54.1
Optimal Cycle: 120 Level Of Service: D

Street Name: Owensmouth Ave. Saticoy 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: 8 8 8 8 8 8 16 16 16 16 16 16
Lanes: 0 1 0 0 1 0 0 1 0 0 1 0 2 0 1

Volume Module:
Base Vol: 33 525 48 125 335 54 60 1484 16 88 1122 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: 33 525 48 125 335 54 60 1484 16 88 1122 53
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: 33 525 48 125 335 54 60 1484 16 88 1122 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: 35 553 51 132 353 57 63 1562 17 93 1181 56
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 35 553 51 132 353 57 63 1562 17 93 1181 56
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 35 553 51 132 353 57 63 1562 17 93 1181 56

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.96 0.96 0.85 0.54 0.54 0.54 0.21 0.95 0.85 0.21 0.95 0.85
Lanes: 0.06 0.94 1.00 0.24 0.65 0.11 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 107 1707 1615 251 674 109 399 3610 1615 399 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.32 0.32 0.03 0.52 0.52 0.52 0.16 0.43 0.01 0.23 0.33 0.03
Crit Moves: ****
Green/Cycle: 0.46 0.46 0.46 0.46 0.46 0.46 0.38 0.38 0.38 0.38 0.38 0.38
Volume/Cap: 0.70 0.70 0.07 1.14 1.14 1.14 0.42 1.14 0.03 0.61 0.86 0.09
Delay/Veh: 13.5 13.5 7.6 98.4 98.4 98.4 13.3 87.0 9.7 19.6 20.0 10.0
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: 13.5 13.5 7.6 98.4 98.4 98.4 13.3 87.0 9.7 19.6 20.0 10.0
LOS by Move: B B A F F F B F A B C B
HCM2kAvgQ: 9 9 0 21 21 21 1 30 0 2 12 1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #24 Canoga Ave & Saticoy St

Cycle (sec): 120 Critical Vol./Cap.(X): 1.168
Loss Time (sec): 16 (Y+R=6.0 sec) Average Delay (sec/veh): 105.8
Optimal Cycle: 120 Level Of Service: F

Street Name: Canoga Ave Saticoy St
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 Include Include
Min. Green: 5 10 10 7 10 10 5 15 15 7 15 15
Lanes: 1 0 2 0 1 1 0 1 1 0 1 0 2 0 1

Volume Module:
Base Vol: 130 1388 263 154 1190 196 201 1409 75 183 1022 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: 130 1388 263 154 1190 196 201 1409 75 183 1022 240
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: 130 1388 263 154 1190 196 201 1409 75 183 1022 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: 137 1461 277 162 1253 206 212 1483 79 193 1076 253
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 137 1461 277 162 1253 206 212 1483 79 193 1076 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
FinalVolume: 137 1461 277 162 1253 206 212 1483 79 193 1076 253

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 0.85 0.95 0.93 0.93 0.95 0.95 0.85 0.95 0.95 0.85
Lanes: 1.00 2.00 1.00 1.00 1.72 0.28 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 1805 3610 1615 1805 3034 500 1805 3610 1615 1805 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.08 0.40 0.17 0.09 0.41 0.41 0.12 0.41 0.05 0.11 0.30 0.16
Crit Moves: ****
Green/Cycle: 0.07 0.35 0.44 0.08 0.36 0.36 0.13 0.35 0.35 0.09 0.32 0.32
Volume/Cap: 1.15 1.17 0.39 1.17 1.15 1.15 0.94 1.17 0.14 1.17 0.94 0.49
Delay/Veh: 186.0 124 23.2 183.9 117 117.2 94.6 123 26.6 176.9 53.8 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: 186.0 124 23.2 183.9 117 117.2 94.6 123 26.6 176.9 53.8 33.8
LOS by Move: F F C F F F F F C F D C
HCM2kAvgQ: 10 45 7 12 44 44 11 45 2 13 25 8

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 De Soto Ave & Saticoy St

Cycle (sec): 75 Critical Vol./Cap.(X): 1.276
Loss Time (sec): 16 (Y+R=5.0 sec) Average Delay (sec/veh): 186.4
Optimal Cycle: 120 Level Of Service: F

Street Name: De Soto Ave Saticoy 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 Prot+Permit Prot+Permit Permitted
Rights: Include Include Include Include
Min. Green: 10 10 10 5 10 10 5 10 10 10 10 10
Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 2 0 1

Volume Module:
Base Vol: 111 1776 218 153 1239 186 200 1576 93 130 914 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: 111 1776 218 153 1239 186 200 1576 93 130 914 96
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: 111 1776 218 153 1239 186 200 1576 93 130 914 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: 0.95 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 1869 229 161 1304 196 211 1659 98 137 962 101
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 117 1869 229 161 1304 196 211 1659 98 137 962 101
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
FinalVolume: 117 1869 229 161 1304 196 211 1659 98 137 962 101

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.90 0.90 0.68 0.89 0.89 0.95 0.95 0.85 0.95 0.95 0.85
Lanes: 1.00 2.67 0.33 1.00 2.61 0.39 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 1805 4546 558 1294 4420 663 1805 3610 1615 1805 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.06 0.41 0.41 0.12 0.30 0.30 0.12 0.46 0.06 0.08 0.27 0.06
Crit Moves: ****
Green/Cycle: 0.13 0.28 0.28 0.21 0.21 0.31 0.31 0.31 0.13 0.31 0.31
Volume/Cap: 0.49 1.48 1.48 0.73 1.40 1.40 0.61 1.48 0.20 0.57 0.87 0.20
Delay/Veh: 31.7 249 248.9 36.6 216 216.4 23.4 249 19.2 33.7 31.7 19.4
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: 31.7 249 248.9 36.6 216 216.4 23.4 249 19.2 33.7 31.7 19.4
LOS by Move: C F F D F F C F B C C B
HCM2kAvgQ: 3 50 50 5 34 34 5 57 2 4 14 2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 Valerio St. & Canoga Ave.

Cycle (sec): 120 Critical Vol./Cap.(X): 0.791
Loss Time (sec): 16 (Y+R=6.0 sec) Average Delay (sec/veh): 28.1
Optimal Cycle: 90 Level Of Service: C

Street Name: Canoga Ave. Valerio St.
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 Include Include
Min. Green: 5 19 19 7 19 19 5 15 15 7 15 15
Lanes: 1 0 2 0 1 1 0 1 1 0 1 0 1 0 1

Volume Module:
Base Vol: 28 1571 43 100 1387 18 93 139 23 64 73 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: 28 1571 43 100 1387 18 93 139 23 64 73 73
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: 28 1571 43 100 1387 18 93 139 23 64 73 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: 29 1654 45 105 1460 19 98 146 24 67 77 77
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 29 1654 45 105 1460 19 98 146 24 67 77 77
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 29 1654 45 105 1460 19 98 146 24 67 77 77

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 0.85 0.95 0.95 0.95 0.95 0.98 0.98 0.98 0.98 0.85
Lanes: 1.00 2.00 1.00 1.00 1.97 0.03 1.00 0.86 0.14 1.00 0.53 1.00
Final Sat.: 1805 3610 1615 1805 3557 46 1805 1596 264 867 989 1615

Capacity Analysis Module:
Vol/Sat: 0.02 0.46 0.03 0.06 0.41 0.41 0.05 0.09 0.09 0.08 0.08 0.05
Crit Moves: ****
Green/Cycle: 0.06 0.57 0.67 0.07 0.59 0.59 0.07 0.13 0.13 0.10 0.15 0.15
Volume/Cap: 0.27 0.80 0.04 0.80 0.70 0.70 0.81 0.73 0.73 0.80 0.50 0.31
Delay/Veh: 55.4 22.6 6.8 83.3 18.6 18.6 86.8 62.0 62.0 75.1 47.9 45.7
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: 55.4 22.6 6.8 83.3 18.6 18.6 86.8 62.0 62.0 75.1 47.9 45.7
LOS by Move: E C A F B B F E E E D D
HCM2kAvgQ: 1 26 1 6 20 20 6 8 8 7 5 3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #27 Owensmouth Ave & Sherman Way

Cycle (sec): 100 Critical Vol./Cap.(X): 1.164
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 39.8
Optimal Cycle: 120 Level Of Service: D

Street Name: Owensmouth Ave Sherman Way
Approach: North 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: 10 10 10 10 10 10 20 20 20 20 20 20
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 0 1

Volume Module:
Base Vol: 106 460 204 80 350 49 79 1497 54 191 1278 61
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 106 460 204 80 350 49 79 1497 54 191 1278 61
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: 106 460 204 80 350 49 79 1497 54 191 1278 61
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 112 484 215 84 368 52 83 1576 57 201 1345 64
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 112 484 215 84 368 52 83 1576 57 201 1345 64
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 112 484 215 84 368 52 83 1576 57 201 1345 64

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.29 0.91 0.91 0.23 0.93 0.93 0.17 0.95 0.85 0.12 0.95 0.85
Lanes: 1.00 1.39 0.61 1.00 1.75 0.25 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 542 2386 1058 436 3110 435 321 3610 1615 232 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.21 0.20 0.20 0.19 0.12 0.12 0.26 0.44 0.04 0.86 0.37 0.04
Crit Moves: ****
Green/Cycle: 0.18 0.18 0.18 0.18 0.18 0.18 0.74 0.74 0.74 0.74 0.74 0.74
Volume/Cap: 1.16 1.15 1.15 1.09 0.67 0.67 0.35 0.59 0.05 1.16 0.50 0.05
Delay/Veh: 183.8 126 125.6 170.7 41.2 41.2 5.3 6.2 3.4 132.3 5.4 3.5
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: 183.8 126 125.6 170.7 41.2 41.2 5.3 6.2 3.4 132.3 5.4 3.5
LOS by Move: F F F F D D A A A F A A
HCM2kAvgQ: 8 21 21 6 8 8 1 12 0 13 9 1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #28 Canoga Ave & Sherman Way

Cycle (sec): 120 Critical Vol./Cap.(X): 1.178
Loss Time (sec): 16 (Y+R=6.0 sec) Average Delay (sec/veh): 97.6
Optimal Cycle: 120 Level Of Service: F

Street Name: Canoga Ave Sherman Way
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 Include Include
Min. Green: 5 10 10 7 10 10 5 17 17 7 17 17
Lanes: 1 0 2 0 1 1 0 1 1 0 1 0 2 0 1

Volume Module:
Base Vol: 89 1400 201 109 1040 81 78 1702 83 90 1422 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: 89 1400 201 109 1040 81 78 1702 83 90 1422 106
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: 89 1400 201 109 1040 81 78 1702 83 90 1422 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: 0.95 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 1474 212 115 1095 85 82 1792 87 95 1497 112
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 94 1474 212 115 1095 85 82 1792 87 95 1497 112
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 94 1474 212 115 1095 85 82 1792 87 95 1497 112

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 0.85 0.95 0.94 0.94 0.95 0.95 0.85 0.95 0.95 0.85
Lanes: 1.00 2.00 1.00 1.00 1.86 0.14 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 1805 3610 1615 1805 3312 258 1805 3610 1615 1805 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.05 0.41 0.13 0.06 0.33 0.33 0.05 0.50 0.05 0.05 0.41 0.07
Crit Moves: ****
Green/Cycle: 0.05 0.34 0.40 0.06 0.34 0.34 0.05 0.41 0.41 0.06 0.42 0.42
Volume/Cap: 0.96 1.21 0.33 1.09 0.96 0.96 0.98 1.21 0.13 0.90 0.98 0.16
Delay/Veh: 135.8 140 25.4 170.4 56.3 56.3 148.3 135 22.1 113.1 52.3 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: 135.8 140 25.4 170.4 56.3 56.3 148.3 135 22.1 113.1 52.3 21.5
LOS by Move: F F C F E E F F C F D C
HCM2kAvgQ: 6 47 5 8 28 28 6 56 2 6 35 2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #29 De Soto Ave & Sherman Way

Cycle (sec): 100 Critical Vol./Cap.(X): 1.739
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 181.2
Optimal Cycle: 120 Level Of Service: F

Street Name: De Soto Ave Sherman Way
Approach: 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: 10 10 10 10 10 10 5 12 12 5 12 12
Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 2 1 0

Volume Module:
Base Vol: 129 1823 245 126 1196 154 209 1611 163 184 1289 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: 129 1823 245 126 1196 154 209 1611 163 184 1289 141
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: 129 1823 245 126 1196 154 209 1611 163 184 1289 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: 136 1919 258 133 1259 162 220 1696 172 194 1357 148
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 136 1919 258 133 1259 162 220 1696 172 194 1357 148
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 136 1919 258 133 1259 162 220 1696 172 194 1357 148

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.14 0.89 0.89 0.07 0.89 0.89 0.95 0.90 0.90 0.95 0.90 0.90
Lanes: 1.00 2.64 0.36 1.00 2.66 0.34 1.00 2.72 0.28 1.00 2.70 0.30
Final Sat.: 270 4490 603 125 4517 582 1805 4644 470 1805 4605 504

Capacity Analysis Module:
Vol/Sat: 0.50 0.43 0.43 1.06 0.28 0.28 0.12 0.37 0.37 0.11 0.29 0.29
Crit Moves: ****
Green/Cycle: 0.61 0.61 0.61 0.61 0.61 0.61 0.08 0.21 0.21 0.06 0.19 0.19
Volume/Cap: 0.83 0.70 0.70 1.74 0.46 0.46 1.53 1.74 1.74 1.74 1.53 1.53
Delay/Veh: 43.4 14.1 14.1 400.5 10.7 10.7 317.7 376 375.8 413.8 285 285.4
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: 43.4 14.1 14.1 400.5 10.7 10.7 317.7 376 375.8 413.8 285 285.4
LOS by Move: D B B F B B F F F F F F
HCM2kAvgQ: 6 17 17 13 9 9 18 58 58 18 42 42

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #30 Owensmouth Ave & Vanowen St

Cycle (sec): 50 Critical Vol./Cap.(X): 1.380
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 28.9
Optimal Cycle: 120 Level Of Service: C

Street Name: Owensmouth Ave Vanowen 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: 10 10 10 10 10 10 10 10 10 10 10 10
Lanes: 1 0 2 0 1 1 0 1 1 0 1 0 2 0 1

Volume Module:
Base Vol: 81 619 220 81 613 70 121 1569 94 216 1355 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: 81 619 220 81 613 70 121 1569 94 216 1355 123
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: 81 619 220 81 613 70 121 1569 94 216 1355 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: 85 652 232 85 645 74 127 1652 99 227 1426 129
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 85 652 232 85 645 74 127 1652 99 227 1426 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: 85 652 232 85 645 74 127 1652 99 227 1426 129

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.40 0.95 0.85 0.40 0.94 0.94 0.14 0.95 0.85 0.13 0.95 0.85
Lanes: 1.00 2.00 1.00 1.00 1.80 0.20 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 760 3610 1615 760 3191 364 257 3610 1615 238 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.11 0.18 0.14 0.11 0.20 0.20 0.50 0.46 0.06 0.96 0.40 0.08
Crit Moves: ****
Green/Cycle: 0.20 0.20 0.20 0.20 0.20 0.20 0.64 0.64 0.64 0.64 0.64 0.64
Volume/Cap: 0.56 0.90 0.72 0.56 1.01 1.01 0.78 0.71 0.10 1.50 0.62 0.13
Delay/Veh: 22.7 34.1 26.2 22.7 56.5 56.5 26.8 7.1 3.5 263.5 5.9 3.6
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 34.1 26.2 22.7 56.5 56.5 26.8 7.1 3.5 263.5 5.9 3.6
LOS by Move: C C C C E E C A A F A A
HCM2kAvgQ: 2 9 5 2 12 12 4 10 1 15 8 1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #31 Vanowen St & Canoga Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 1.124
Loss Time (sec): 16 (Y+R=6.0 sec) Average Delay (sec/veh): 79.3
Optimal Cycle: 120 Level Of Service: E

Street Name: Canoga Ave Vanowen St
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 Include Include
Min. Green: 5 12 12 7 12 12 5 19 19 7 19 19
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:

Base Vol: 129 1356 328 159 1076 121 141 1370 76 104 943 136
Growth Adj: 1.00 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 1356 328 159 1076 121 141 1370 76 104 943 136
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: 129 1356 328 159 1076 121 141 1370 76 104 943 136
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 136 1427 345 167 1133 127 148 1442 80 109 993 143
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 136 1427 345 167 1133 127 148 1442 80 109 993 143
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
FinalVolume: 136 1427 345 167 1133 127 148 1442 80 109 993 143

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 0.85 0.95 0.95 0.85 0.95 0.94 0.94 0.95 0.95 0.85
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 1.89 1.11 1.00 2.00 1.00
Final Sat.: 1805 3610 1615 1805 3610 1615 1805 3393 188 1805 3610 1615

Capacity Analysis Module:

Vol/Sat: 0.08 0.40 0.21 0.09 0.31 0.08 0.08 0.43 0.43 0.06 0.27 0.09
Crit Moves: ****
Green/Cycle: 0.08 0.35 0.41 0.08 0.35 0.35 0.10 0.38 0.38 0.06 0.33 0.33
Volume/Cap: 0.90 1.13 0.52 1.13 0.90 0.23 0.82 1.13 1.13 1.04 0.82 0.26
Delay/Veh: 99.6 108 27.5 168.1 46.1 27.9 78.0 106 105.7 155.3 41.3 29.4
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: 99.6 108 27.5 168.1 46.1 27.9 78.0 106 105.7 155.3 41.3 29.4
LOS by Move: F F C F D C E F F D C
HCM2kAvgQ: 8 42 10 12 24 3 8 44 44 8 20 4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 Vanowen St & De Soto Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 1.734
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 167.6
Optimal Cycle: 120 Level Of Service: F

Street Name: De Soto Ave Vanowen 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 Prot+Permit
Rights: Include Include Include Include
Min. Green: 12 12 12 12 12 12 12 12 12 5 12 12
Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 1 1 0

Volume Module:

Base Vol: 74 1856 156 136 1174 246 184 1546 103 143 959 189
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: 74 1856 156 136 1174 246 184 1546 103 143 959 189
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: 74 1856 156 136 1174 246 184 1546 103 143 959 189
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: 0.95 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 1954 164 143 1236 259 194 1627 108 151 1009 199
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 78 1954 164 143 1236 259 194 1627 108 151 1009 199
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 78 1954 164 143 1236 259 194 1627 108 151 1009 199

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.12 0.90 0.90 0.08 0.89 0.89 0.95 0.95 0.85 0.59 0.93 0.93
Lanes: 1.00 2.77 0.23 1.00 2.48 0.52 1.00 2.00 1.00 1.00 1.67 0.33
Final Sat.: 222 4727 397 156 4177 875 1805 3610 1615 1120 2940 579

Capacity Analysis Module:

Vol/Sat: 0.35 0.41 0.41 0.92 0.30 0.30 0.11 0.45 0.07 0.13 0.34 0.34
Crit Moves: ****
Green/Cycle: 0.54 0.54 0.54 0.54 0.54 0.54 0.13 0.27 0.27 0.19 0.19 0.19
Volume/Cap: 0.64 0.76 0.76 1.69 0.54 0.54 0.80 1.69 0.25 0.81 1.81 1.81
Delay/Veh: 25.7 17.2 17.2 375.8 13.5 13.5 55.5 347 26.2 53.4 409 409.1
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: 25.7 17.2 17.2 375.8 13.5 13.5 55.5 347 26.2 53.4 409 409.1
LOS by Move: C B B F B B E F C D F F
HCM2kAvgQ: 3 18 18 13 10 10 7 67 2 6 54 54

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #33 Owensmouth Ave & Victory Blvd
Cycle (sec): 100 Critical Vol./Cap.(X): 0.838
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 35.2
Optimal Cycle: 84 Level Of Service: D

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Owensmouth Ave and Victory Blvd.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 Victory Blvd & Canoga Ave
Cycle (sec): 120 Critical Vol./Cap.(X): 1.695
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 168.4
Optimal Cycle: 120 Level Of Service: F

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Canoga Ave and Victory Blvd.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #35 Variel Ave & Victory Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.261
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 42.5
Optimal Cycle: 120 Level Of Service: D

Street Name: Variel Ave Victory 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: 12 12 12 12 12 12 10 10 10 10 10 10
Lanes: 1 0 0 0 1 0 0 0 0 0 1 0 3 0 0

Volume Module:
Base Vol: 226 0 590 0 0 0 0 1665 78 113 1399 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: 226 0 590 0 0 0 0 1665 78 113 1399 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 226 0 590 0 0 0 0 1665 78 113 1399 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: 238 0 621 0 0 0 0 1753 82 119 1473 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 238 0 621 0 0 0 0 1753 82 119 1473 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 238 0 621 0 0 0 0 1753 82 119 1473 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.77 1.00 0.85 1.00 1.00 1.00 1.00 0.90 0.90 0.08 0.91 1.00
Lanes: 1.00 1.00 1.00 0.00 0.00 0.00 0.00 2.87 0.13 1.00 3.00 1.00
Final Sat.: 1461 0 1615 0 0 0 0 4920 230 150 5187 0

Capacity Analysis Module:
Vol/Sat: 0.16 0.00 0.38 0.00 0.00 0.00 0.00 0.36 0.36 0.79 0.28 0.00
Crit Moves: ****
Green/Cycle: 0.30 0.00 0.30 0.00 0.00 0.00 0.00 0.63 0.63 0.63 0.63 0.00
Volume/Cap: 0.53 0.00 1.26 0.00 0.00 0.00 0.00 0.57 0.57 1.26 0.45 0.00
Delay/Veh: 35.9 0.0 174.8 0.0 0.0 0.0 0.0 13.1 13.1 200.5 11.7 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: 35.9 0.0 174.8 0.0 0.0 0.0 0.0 13.1 13.1 200.5 11.7 0.0
LOS by Move: D A F A A A A B B F B A
HCM2kAvgQ: 8 0 41 0 0 0 0 14 14 10 10 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #36 Victory Blvd & De Soto Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 1.137
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 70.5
Optimal Cycle: 120 Level Of Service: E

Street Name: De Soto Ave Victory 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 Prot+Permit Prot+Permit Permit+Prot
Rights: Include Include Include Include
Min. Green: 5 12 12 5 12 12 5 12 12 5 12 12
Lanes: 1 0 2 1 0 1 0 2 1 0 2 0 2 1 0 2 0 3 0 1

Volume Module:
Base Vol: 73 1608 564 126 1013 230 428 1415 170 258 1158 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: 73 1608 564 126 1013 230 428 1415 170 258 1158 135
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: 73 1608 564 126 1013 230 428 1415 170 258 1158 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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 77 1693 594 133 1066 242 451 1489 179 272 1219 142
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 77 1693 594 133 1066 242 451 1489 179 272 1219 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
FinalVolume: 77 1693 594 133 1066 242 451 1489 179 272 1219 142

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.87 0.87 0.95 0.88 0.88 0.92 0.90 0.90 0.92 0.91 0.85
Lanes: 1.00 2.22 0.78 1.00 2.44 0.56 2.00 2.68 0.32 2.00 3.00 1.00
Final Sat.: 1805 3690 1294 1805 4109 933 3502 4557 547 3502 5187 1615

Capacity Analysis Module:
Vol/Sat: 0.00 0.46 0.46 0.00 0.26 0.26 0.00 0.33 0.33 0.00 0.24 0.09
Crit Moves: ****
Green/Cycle: 0.10 0.42 0.42 0.07 0.42 0.42 0.13 0.30 0.30 0.11 0.24 0.24
Volume/Cap: 0.41 1.08 1.08 1.08 0.61 0.61 0.97 1.08 1.08 0.74 0.97 0.36
Delay/Veh: 52.0 79.9 79.9 160.5 27.5 27.5 86.2 89.9 89.9 59.8 64.0 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: 52.0 79.9 79.9 160.5 27.5 27.5 86.2 89.9 89.9 59.8 64.0 38.4
LOS by Move: D E E F C C F F F E E D
HCM2kAvgQ: 3 43 43 9 14 14 13 32 32 7 21 4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 Erwin St & Owensmouth Ave

Cycle (sec): 60 Critical Vol./Cap.(X): 0.727
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 13.7
Optimal Cycle: 46 Level Of Service: B

Street Name: Owensmouth Ave Erwin 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: 10 10 10 10 10 10 10 10 10 10 10 10
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 1 1 0

Volume Module:
Base Vol: 85 876 120 125 721 326 149 333 33 51 489 124
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: 85 876 120 125 721 326 149 333 33 51 489 124
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: 85 876 120 125 721 326 149 333 33 51 489 124
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: 89 922 126 132 759 343 157 351 35 54 515 131
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 89 922 126 132 759 343 157 351 35 54 515 131
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 89 922 126 132 759 343 157 351 35 54 515 131

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.17 0.93 0.93 0.19 0.91 0.91 0.31 0.94 0.94 0.50 0.92 0.92
Lanes: 1.00 1.76 0.24 1.00 1.38 0.62 1.00 1.82 0.18 1.00 1.60 0.40
Final Sat.: 325 3118 427 361 2369 1071 591 3242 321 956 2793 708

Capacity Analysis Module:
Vol/Sat: 0.28 0.30 0.30 0.36 0.32 0.32 0.27 0.11 0.11 0.06 0.18 0.18
Crit Moves: ****
Green/Cycle: 0.50 0.50 0.50 0.50 0.50 0.37 0.37 0.37 0.37 0.37 0.37 0.37
Volume/Cap: 0.55 0.59 0.59 0.73 0.64 0.64 0.73 0.30 0.30 0.15 0.50 0.50
Delay/Veh: 14.2 11.1 11.1 25.5 11.8 11.8 28.2 13.7 13.7 13.0 15.1 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: 14.2 11.1 11.1 25.5 11.8 11.8 28.2 13.7 13.7 13.0 15.1 15.1
LOS by Move: B B B C B B C B B B B
HCM2kAvgQ: 2 8 8 4 9 9 4 3 3 1 5 5

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #38 Erwin St & Canoga Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 1.886
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 64.5
Optimal Cycle: 120 Level Of Service: E

Street Name: Canoga Ave Erwin 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: 10 10 10 10 10 10 12 12 12 12 12 12 12
Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 1 1 0 1 0 1 1 0

Volume Module:
Base Vol: 293 1785 110 75 1429 169 189 290 240 96 301 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: 293 1785 110 75 1429 169 189 290 240 96 301 93
Added Vol: 0 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 0
Initial Fut: 293 1785 110 75 1429 169 189 290 240 96 301 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: 308 1879 116 79 1504 178 199 305 253 101 317 98
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 308 1879 116 79 1504 178 199 305 253 101 317 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
FinalVolume: 308 1879 116 79 1504 178 199 305 253 101 317 98

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.12 0.90 0.90 0.08 0.90 0.90 0.29 0.89 0.89 0.18 0.92 0.92
Lanes: 1.00 2.83 0.17 1.00 2.68 0.32 1.00 1.09 0.91 1.00 1.53 0.47
Final Sat.: 220 4842 298 148 4564 540 551 1841 1524 342 2661 822

Capacity Analysis Module:
Vol/Sat: 1.40 0.39 0.39 0.53 0.33 0.33 0.36 0.17 0.17 0.30 0.12 0.12
Crit Moves: ****
Green/Cycle: 0.74 0.74 0.74 0.74 0.74 0.74 0.19 0.19 0.19 0.19 0.19 0.19
Volume/Cap: 1.89 0.52 0.52 0.72 0.44 0.44 1.89 0.87 0.87 1.54 0.62 0.62
Delay/Veh: 436.5 6.7 6.7 28.9 6.0 6.0 480.8 58.9 58.9 355.3 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: 436.5 6.7 6.7 28.9 6.0 6.0 480.8 58.9 58.9 355.3 46.4 46.4
LOS by Move: F A A C A A F E E F D D
HCM2kAvgQ: 30 11 11 3 9 9 20 13 13 10 8 8

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #39 Oxnard St & Owensmouth Ave

Cycle (sec): 60 Critical Vol./Cap.(X): 0.927
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 20.2
Optimal Cycle: 87 Level Of Service: C

Street Name: Owensmouth Ave Oxnard 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: 12 12 12 12 12 12 10 10 10 10 10 10
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 0 1

Volume Module:
Base Vol: 314 906 230 141 591 188 86 563 69 108 811 191
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: 314 906 230 141 591 188 86 563 69 108 811 191
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: 314 906 230 141 591 188 86 563 69 108 811 191
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: 331 954 242 148 622 198 91 593 73 114 854 201
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 331 954 242 148 622 198 91 593 73 114 854 201
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
FinalVolume: 331 954 242 148 622 198 91 593 73 114 854 201

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.31 0.92 0.92 0.18 0.92 0.92 0.26 0.95 0.85 0.28 0.95 0.85
Lanes: 1.00 1.60 0.40 1.00 1.52 0.48 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 583 2793 709 344 2640 840 496 3610 1615 523 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.57 0.34 0.34 0.43 0.24 0.24 0.18 0.16 0.04 0.22 0.24 0.12
Crit Moves: ****
Green/Cycle: 0.61 0.61 0.61 0.61 0.61 0.61 0.26 0.26 0.26 0.26 0.26 0.26
Volume/Cap: 0.93 0.56 0.56 0.71 0.39 0.39 0.72 0.64 0.18 0.85 0.93 0.49
Delay/Veh: 40.1 7.2 7.2 18.4 6.0 6.0 38.0 21.5 17.6 59.2 36.8 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: 40.1 7.2 7.2 18.4 6.0 6.0 38.0 21.5 17.6 59.2 36.8 19.9
LOS by Move: D A A B A A D C B E D B
HCM2kAvgQ: 10 7 7 4 4 4 3 6 1 5 13 4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #40 Oxnard St & Canoga Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 1.790
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 68.5
Optimal Cycle: 120 Level Of Service: E

Street Name: Canoga Ave Oxnard 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: 12 12 12 12 12 12 10 10 10 10 10 10
Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 1 1 0

Volume Module:
Base Vol: 215 1690 143 116 1275 228 195 504 235 155 490 154
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: 215 1690 143 116 1275 228 195 504 235 155 490 154
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: 215 1690 143 116 1275 228 195 504 235 155 490 154
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: 226 1779 151 122 1342 240 205 531 247 163 516 162
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 226 1779 151 122 1342 240 205 531 247 163 516 162
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
FinalVolume: 226 1779 151 122 1342 240 205 531 247 163 516 162

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.12 0.90 0.90 0.07 0.89 0.89 0.17 0.90 0.90 0.13 0.92 0.92
Lanes: 1.00 2.77 0.23 1.00 2.54 0.46 1.00 1.36 0.64 1.00 1.52 0.48
Final Sat.: 230 4725 400 141 4299 769 326 2344 1093 238 2648 832

Capacity Analysis Module:
Vol/Sat: 0.99 0.38 0.38 0.86 0.31 0.31 0.63 0.23 0.23 0.69 0.19 0.19
Crit Moves: ****
Green/Cycle: 0.55 0.55 0.55 0.55 0.55 0.55 0.38 0.38 0.38 0.38 0.38 0.38
Volume/Cap: 1.79 0.68 0.68 1.57 0.57 0.57 1.65 0.59 0.59 1.79 0.51 0.51
Delay/Veh: 412.2 20.2 20.2 335.5 17.9 17.9 361.0 30.3 30.3 432.7 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: 412.2 20.2 20.2 335.5 17.9 17.9 361.0 30.3 30.3 432.7 28.7 28.7
LOS by Move: F C C F B B F C C F C C
HCM2kAvgQ: 22 19 19 12 14 14 19 12 12 16 10 10

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #41 Oxnard St & De Soto Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 1.126
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 30.6
Optimal Cycle: 120 Level Of Service: C

Street Name: De Soto Ave Oxnard 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: 20 20 20 20 20 20 10 10 10 10 10 10
Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 1 1 0

Volume Module:

Base Vol: 113 2003 216 59 1446 181 291 636 190 45 210 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: 113 2003 216 59 1446 181 291 636 190 45 210 44
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: 113 2003 216 59 1446 181 291 636 190 45 210 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: 119 2108 227 62 1522 191 306 669 200 47 221 46
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 119 2108 227 62 1522 191 306 669 200 47 221 46
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 119 2108 227 62 1522 191 306 669 200 47 221 46

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.09 0.90 0.90 0.07 0.89 0.89 0.57 1.00 0.85 0.14 0.93 0.93
Lanes: 1.00 2.71 0.29 1.00 2.67 0.33 1.00 1.00 1.00 1.00 1.65 0.35
Final Sat.: 177 4612 497 141 4532 567 1079 1900 1615 270 2907 609

Capacity Analysis Module:

Vol/Sat: 0.67 0.46 0.46 0.44 0.34 0.34 0.28 0.35 0.12 0.18 0.08 0.08
Crit Moves: ****
Green/Cycle: 0.60 0.60 0.60 0.60 0.60 0.60 0.31 0.31 0.31 0.31 0.31 0.31
Volume/Cap: 1.13 0.76 0.76 0.74 0.56 0.56 0.91 1.13 0.40 0.56 0.24 0.24
Delay/Veh: 143.4 14.6 14.6 41.9 11.2 11.2 56.5 107 24.7 34.0 23.1 23.1
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: 143.4 14.6 14.6 41.9 11.2 11.2 56.5 107 24.7 34.0 23.1 23.1
LOS by Move: F B B D B B E F C C C C
HCM2kAvgQ: 8 19 19 3 11 11 12 32 5 2 3 3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #42 Lassen St & Busway A

Cycle (sec): 50 Critical Vol./Cap.(X): 0.664
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 3.2
Optimal Cycle: 46 Level Of Service: A

Street Name: Busway A Lassen 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: Ovl Include Include Include
Min. Green: 5 5 5 5 5 5 5 5 5 5 5 5
Lanes: 0 0 1 0 0 0 0 1 0 0 1 0 2 0 1 1 0 2 0 1

Volume Module:

Base Vol: 0 0 0 0 0 0 0 1454 0 0 1731 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 0 0 0 0 1454 0 0 1731 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 0 0 0 0 1454 0 0 1731 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 0 0 0 0 1531 0 0 1822 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 0 0 0 0 1531 0 0 1822 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 0 0 0 0 1531 0 0 1822 0

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.95 1.00 1.00 0.95 1.00
Lanes: 0.00 1.00 0.00 0.00 1.00 0.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 0 1900 0 0 1900 0 1900 3610 1900 1900 3610 1900

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.42 0.00 0.00 0.50 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.76 0.00 0.00 0.76 0.00
Volume/Cap: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.56 0.00 0.00 0.66 0.00
Delay/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 2.8 0.0 0.0 3.5 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 0.0 0.0 0.0 0.0 0.0 2.8 0.0 0.0 3.5 0.0
LOS by Move: A A A A A A A A A A A A
HCM2kAvgQ: 0 0 0 0 0 0 0 6 0 0 8 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #43 Lassen St & Busway B

Cycle (sec): 50 Critical Vol./Cap.(X): 0.601
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 1.5
Optimal Cycle: 35 Level Of Service: A

Street Name: Busway B Lassen 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: 5 5 5 5 5 5 5 5 5 5 5 5
Lanes: 0 0 1 0 0 0 0 1 0 0 0 0 2 0 0 0 0 2 0 0

Volume Module:
Base Vol: 0 0 0 0 0 0 0 1454 0 0 1731 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 0 0 0 0 1454 0 0 1731 0
Added Vol: 0
PasserByVol: 0
Initial Fut: 0 0 0 0 0 0 0 1454 0 0 1731 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 0 0 0 0 1531 0 0 1822 0
Reduct Vol: 0
Reduced Vol: 0 0 0 0 0 0 0 1531 0 0 1822 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 0 0 0 0 1531 0 0 1822 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.95 1.00 1.00 0.95 1.00
Lanes: 0.00 1.00 1.00 0.00 1.00 1.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00
Final Sat.: 0 1900 0 0 1900 0 0 3610 0 0 3610 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.42 0.00 0.00 0.50 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.84 0.00 0.00 0.84 0.00
Volume/Cap: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.50 0.00 0.00 0.60 0.00
Delay/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 1.2 0.0 0.0 1.6 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 0.0 0.0 0.0 0.0 1.2 0.0 0.0 1.6 0.0
LOS by Move: A A A A A A A A A A A A
HCM2kAvgQ: 0 0 0 0 0 0 0 4 0 0 6 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 Lassen St & Busway C

Cycle (sec): 50 Critical Vol./Cap.(X): 0.601
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 1.5
Optimal Cycle: 35 Level Of Service: A

Street Name: Busway C Lassen 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: 5 5 5 5 5 5 5 5 5 5 5 5
Lanes: 0 0 1 0 0 0 0 1 0 0 0 0 2 0 0 0 0 2 0 0

Volume Module:
Base Vol: 0 0 0 0 0 0 0 1454 0 0 1731 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 0 0 0 0 1454 0 0 1731 0
Added Vol: 0
PasserByVol: 0
Initial Fut: 0 0 0 0 0 0 0 1454 0 0 1731 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 0 0 0 0 1531 0 0 1822 0
Reduct Vol: 0
Reduced Vol: 0 0 0 0 0 0 0 1531 0 0 1822 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 0 0 0 0 1531 0 0 1822 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.95 1.00 1.00 0.95 1.00
Lanes: 0.00 1.00 1.00 0.00 1.00 1.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00
Final Sat.: 0 1900 0 0 1900 0 0 3610 0 0 3610 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.42 0.00 0.00 0.50 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.84 0.00 0.00 0.84 0.00
Volume/Cap: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.50 0.00 0.00 0.60 0.00
Delay/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 1.2 0.0 0.0 1.6 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 0.0 0.0 0.0 0.0 1.2 0.0 0.0 1.6 0.0
LOS by Move: A A A A A A A A A A A A
HCM2kAvgQ: 0 0 0 0 0 0 0 4 0 0 6 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #45 Canoga Ave & Bus Lane

Cycle (sec): 100 Critical Vol./Cap.(X): 0.680
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 0.9
Optimal Cycle: 71 Level Of Service: A

Street Name: Canoga Ave Bus Lane
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: 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

Volume Module:
Base Vol: 0 1184 0 0 1228 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 1184 0 0 1228 0 0 0 0 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 1184 0 0 1228 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 1246 0 0 1293 0 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 1246 0 0 1293 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
FinalVolume: 0 1246 0 0 1293 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 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 1.00 0.00 0.00 1.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Final Sat.: 0 1900 0 0 1900 0 0 0 0 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.66 0.00 0.00 0.68 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.00 1.00 0.00 0.00 1.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Volume/Cap: 0.00 0.66 0.00 0.00 0.68 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Delay/Veh: 0.0 0.8 0.0 0.0 1.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.8 0.0 0.0 1.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
LOS by Move: A A A A A A A A A A A A
HCM2kAvgQ: 0 2 0 0 2 0 0 0 0 0 0 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #46 Canoga Ave & MOL

Cycle (sec): 100 Critical Vol./Cap.(X): 1.044
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 23.9
Optimal Cycle: 120 Level Of Service: C

Street Name: Canoga Ave MOL
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: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 1 0 0 0 1 0 0 0 0

Volume Module:
Base Vol: 0 1758 58 0 1370 0 0 0 0 58 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 1758 58 0 1370 0 0 0 0 58 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 1758 58 0 1370 0 0 0 0 58 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 1851 61 0 1442 0 0 0 0 61 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 1851 61 0 1442 0 0 0 0 61 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 1851 61 0 1442 0 0 0 0 61 0 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.95 1.00 1.00
Lanes: 0.00 0.97 0.03 0.00 1.00 0.00 0.00 0.00 0.00 1.00 0.00 0.00
Final Sat.: 0 1832 60 0 1900 0 0 0 0 1805 0 0

Capacity Analysis Module:
Vol/Sat: 0.00 1.01 1.01 0.00 0.76 0.00 0.00 0.00 0.00 0.03 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.97 0.97 0.00 0.97 0.00 0.00 0.00 0.00 0.03 0.00 0.00
Volume/Cap: 0.00 1.04 1.04 0.00 0.78 0.00 0.00 0.00 0.00 1.04 0.00 0.00
Delay/Veh: 0.0 35.2 35.2 0.0 2.5 0.0 0.0 0.0 0.0 178.9 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 35.2 35.2 0.0 2.5 0.0 0.0 0.0 0.0 178.9 0.0 0.0
LOS by Move: A D D A A A A A A F A A
HCM2kAvgQ: 0 74 74 0 9 0 0 0 0 5 0 0

Note: Queue reported is the number of cars per lane.

ALTERNATIVE 4.2

-ONLY INTERSECTIONS 8, 9, 11, 12,13,42,43, and 44

The remainder intersection do not change from Alternative 4.1

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Owensmouth Ave & Lassen St

Cycle (sec): 50 Critical Vol./Cap.(X): 1.410
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 104.8
Optimal Cycle: 120 Level Of Service: F

Street Name: Owensmouth Ave Lassen 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: 10 10 10 10 10 10 18 18 18 18 18 18
Lanes: 0 1 0 1 0 0 1 0 1 1 0 1 0 1 1 0

Volume Module:
Base Vol: 73 368 306 65 660 26 16 683 154 422 778 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: 73 368 306 65 660 26 16 683 154 422 778 76
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: 73 368 306 65 660 26 16 683 154 422 778 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: 77 387 322 68 695 27 17 719 162 444 819 80
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 77 387 322 68 695 27 17 719 162 444 819 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
FinalVolume: 77 387 322 68 695 27 17 719 162 444 819 80

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.57 0.57 0.57 0.63 0.63 0.63 0.28 0.92 0.92 0.28 0.94 0.94
Lanes: 0.20 0.98 0.82 0.17 1.76 0.07 1.00 1.63 0.37 1.00 1.82 0.18
Final Sat.: 211 1066 886 206 2090 82 529 2863 646 541 3246 317

Capacity Analysis Module:
Vol/Sat: 0.36 0.36 0.36 0.33 0.33 0.33 0.03 0.25 0.25 0.82 0.25 0.25
Crit Moves: ****
Green/Cycle: 0.26 0.26 0.26 0.26 0.26 0.26 0.58 0.58 0.58 0.58 0.58 0.58
Volume/Cap: 1.41 1.41 1.41 1.29 1.29 1.29 0.05 0.43 0.43 1.41 0.43 0.43
Delay/Veh: 213.4 213 213.4 160.7 161 160.7 4.6 6.0 6.0 212.7 6.0 6.0
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: 213.4 213 213.4 160.7 161 160.7 4.6 6.0 6.0 212.7 6.0 6.0
LOS by Move: F F F F F F A A A F A A
HCM2kAvgQ: 24 24 24 21 21 21 0 4 4 25 4 4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Depot Rd & Lassen St

Cycle (sec): 50 Critical Vol./Cap.(X): 0.487
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 6.3
Optimal Cycle: 29 Level Of Service: A

Street Name: Depot Rd Lassen 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 Protected Permitted
Rights: Include Include Include Include
Min. Green: 5 5 5 5 5 5 5 5 5 5 5 5
Lanes: 0 0 1 0 0 1 0 0 1 0 1 0 1 1 0

Volume Module:
Base Vol: 9 1 21 34 0 72 122 910 16 11 936 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: 9 1 21 34 0 72 122 910 16 11 936 55
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: 9 1 21 34 0 72 122 910 16 11 936 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: 9 1 22 36 0 76 128 958 17 12 985 58
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 9 1 22 36 0 76 128 958 17 12 985 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
FinalVolume: 9 1 22 36 0 76 128 958 17 12 985 58

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.80 0.80 0.80 0.80 1.00 0.85 0.95 0.95 0.95 0.27 0.94 0.94
Lanes: 0.29 0.03 0.68 1.00 1.00 1.00 1.00 1.97 0.03 1.00 1.89 0.11
Final Sat.: 439 49 1025 1520 0 1615 1805 3537 62 513 3382 199

Capacity Analysis Module:
Vol/Sat: 0.02 0.02 0.02 0.02 0.00 0.05 0.07 0.27 0.27 0.02 0.29 0.29
Crit Moves: ****
Green/Cycle: 0.10 0.10 0.10 0.10 0.00 0.10 0.15 0.74 0.74 0.59 0.59 0.59
Volume/Cap: 0.22 0.22 0.22 0.24 0.00 0.47 0.49 0.37 0.37 0.04 0.49 0.49
Delay/Veh: 21.4 21.4 21.4 21.5 0.0 23.4 21.1 2.4 2.4 4.3 6.0 6.0
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: 21.4 21.4 21.4 21.5 0.0 23.4 21.1 2.4 2.4 4.3 6.0 6.0
LOS by Move: C C C C A C C A A A A A
HCM2kAvgQ: 1 1 1 1 0 2 3 3 3 0 5 5

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Owensmouth Ave & Marilla St

Cycle (sec): 50 Critical Vol./Cap.(X): 0.918
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 20.7
Optimal Cycle: 75 Level Of Service: C

Street Name: Owensmouth Ave Marilla 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: 8 8 8 8 8 8 14 14 14 14 14 14
Lanes: 0 1 0 1 0 0 1 0 0 1 0 1

Volume Module:

Base Vol: 37 387 24 541 465 143 52 156 27 9 113 370
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: 37 387 24 541 465 143 52 156 27 9 113 370
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: 37 387 24 541 465 143 52 156 27 9 113 370
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: 39 407 25 569 489 151 55 164 28 9 119 389
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 39 407 25 569 489 151 55 164 28 9 119 389
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
FinalVolume: 39 407 25 569 489 151 55 164 28 9 119 389

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.78 0.78 0.78 0.60 0.60 0.60 0.68 0.98 0.98 0.62 1.00 0.85
Lanes: 0.16 1.73 0.11 0.94 0.81 0.25 1.00 0.85 0.15 1.00 1.00 1.00
Final Sat.: 245 2568 159 1074 923 284 1284 1584 274 1169 1900 1615

Capacity Analysis Module:

Vol/Sat: 0.16 0.16 0.16 0.53 0.53 0.53 0.04 0.10 0.10 0.01 0.06 0.24
Crit Moves: ****
Green/Cycle: 0.56 0.56 0.56 0.56 0.56 0.56 0.28 0.28 0.28 0.28 0.28 0.28
Volume/Cap: 0.28 0.28 0.28 0.95 0.95 0.95 0.15 0.37 0.37 0.03 0.22 0.86
Delay/Veh: 5.8 5.8 5.8 24.7 24.7 24.7 13.7 14.9 14.9 13.1 14.0 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: 5.8 5.8 5.8 24.7 24.7 24.7 13.7 14.9 14.9 13.1 14.0 32.5
LOS by Move: A A A C C C B B B B B C
HCM2kAvgQ: 2 2 2 15 15 15 1 3 3 0 2 9

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #12 Owensmouth Ave & Plummer St

Cycle (sec): 50 Critical Vol./Cap.(X): 0.846
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 23.9
Optimal Cycle: 0 Level Of Service: C

Street Name: Owensmouth Ave Plummer St
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: 10 10 10 5 10 10 10 10 10 10 10 10
Lanes: 0 1 0 0 1 0 1 0 0 1 1 0 2 0 1

Volume Module:

Base Vol: 41 361 25 32 333 67 69 154 25 52 148 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: 41 361 25 32 333 67 69 154 25 52 148 46
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: 41 361 25 32 333 67 69 154 25 52 148 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: 43 380 26 34 351 71 73 162 26 55 156 48
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 43 380 26 34 351 71 73 162 26 55 156 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
FinalVolume: 43 380 26 34 351 71 73 162 26 55 156 48

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: 0.10 0.90 1.00 0.09 0.91 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 51 449 540 44 453 539 381 804 435 380 802 435

Capacity Analysis Module:

Vol/Sat: 0.85 0.85 0.05 0.77 0.77 0.13 0.19 0.20 0.06 0.14 0.19 0.11
Crit Moves: ****
Delay/Veh: 36.4 36.4 9.4 29.0 29.0 10.0 13.4 12.9 10.7 12.9 12.8 11.2
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: 36.4 36.4 9.4 29.0 29.0 10.0 13.4 12.9 10.7 12.9 12.8 11.2
LOS by Move: E E A D D A B B B B B
ApproachDel: 34.8 26.0 12.8 12.5
Delay Adj: 1.00 1.00 1.00 1.00
ApprAdjDel: 34.8 26.0 12.8 12.5
LOS by Appr: D D B B
AllWayAvgQ: 3.7 3.7 0.0 2.6 2.6 0.1 0.2 0.2 0.1 0.1 0.2 0.1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #13 Canoga Ave &Plummer St

Average Delay (sec/veh): 4.3 Worst Case Level Of Service: D[27.3]

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes, and Volume Module. Rows include Canoga Ave and Plummer St with various approach and movement details.

Table with columns for Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume. Rows include Canoga Ave and Plummer St.

Table for Critical Gap Module with columns for Critical Gp and FollowUpTim. Rows include Canoga Ave and Plummer St.

Table for Capacity Module with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. Rows include Canoga Ave and Plummer St.

Table for Level Of Service Module with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS. Rows include Canoga Ave and Plummer St.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #42 Lassen St & Busway A

Cycle (sec): 50 Critical Vol./Cap.(X): 0.460

Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 5.0

Optimal Cycle: 35 Level Of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, and Volume Module. Rows include Busway A and Lassen St with various approach and movement details.

Table with columns for Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume. Rows include Busway A and Lassen St.

Table for Saturation Flow Module with columns for Sat/Lane, Adjustment, Lanes, and Final Sat. Rows include Busway A and Lassen St.

Table for Capacity Analysis Module with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and LOS by Move. Rows include Busway A and Lassen St.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #43 Lassen St & Busway B

Cycle (sec): 50 Critical Vol./Cap.(X): 0.371
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 1.0
Optimal Cycle: 25 Level Of Service: A

Street Name: Busway B Lassen 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: 5 5 5 5 5 5 5 5 5 5 5 5
Lanes: 0 0 1 0 0 0 0 1 0 0 0 0 2 0 0 0 0 2 0 0

Volume Module:
Base Vol: 0 0 0 0 0 0 0 0 1070 0 0 1010 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 0 0 0 0 0 1070 0 0 1010 0
Added Vol: 0 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 0
Initial Fut: 0 0 0 0 0 0 0 0 1070 0 0 1010 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 0 0 0 0 0 1126 0 0 1063 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 0 0 0 0 0 1126 0 0 1063 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 0 0 0 0 0 1126 0 0 1063 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.95 1.00 1.00 0.95 1.00
Lanes: 0.00 1.00 0.00 0.00 1.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00
Final Sat.: 0 1900 0 0 1900 0 0 3610 0 0 3610 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.31 0.00 0.00 0.29 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.84 0.00 0.00 0.84 0.00
Volume/Cap: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.37 0.00 0.00 0.35 0.00
Delay/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 1.0 0.0 0.0 1.0 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 1.0 0.0 0.0 1.0 0.0
LOS by Move: A A A A A A A A A A A A
HCM2kAvgQ: 0 0 0 0 0 0 0 3 0 0 2 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 Lassen St & Busway C

Cycle (sec): 50 Critical Vol./Cap.(X): 0.371
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 1.0
Optimal Cycle: 25 Level Of Service: A

Street Name: Busway C Lassen 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: 5 5 5 5 5 5 5 5 5 5 5 5
Lanes: 0 0 1 0 0 0 0 1 0 0 0 0 2 0 0 0 0 2 0 0

Volume Module:
Base Vol: 0 0 0 0 0 0 0 0 1070 0 0 1010 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 0 0 0 0 0 1070 0 0 1010 0
Added Vol: 0 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 0
Initial Fut: 0 0 0 0 0 0 0 0 1070 0 0 1010 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 0 0 0 0 0 1126 0 0 1063 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 0 0 0 0 0 1126 0 0 1063 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 0 0 0 0 0 1126 0 0 1063 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.95 1.00 1.00 0.95 1.00
Lanes: 0.00 1.00 0.00 0.00 1.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00
Final Sat.: 0 1900 0 0 1900 0 0 3610 0 0 3610 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.31 0.00 0.00 0.29 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.84 0.00 0.00 0.84 0.00
Volume/Cap: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.37 0.00 0.00 0.35 0.00
Delay/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 1.0 0.0 0.0 1.0 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 1.0 0.0 0.0 1.0 0.0
LOS by Move: A A A A A A A A A A A A
HCM2kAvgQ: 0 0 0 0 0 0 0 3 0 0 2 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #45 Canoga Ave & Bus Lane

Cycle (sec): 100 Critical Vol./Cap.(X): 0.432
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 0.1
Optimal Cycle: 40 Level Of Service: A

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Canoga Ave and Bus Lane.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Owensmouth Ave & Lassen St

Cycle (sec): 50 Critical Vol./Cap.(X): 1.881
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 189.9
Optimal Cycle: 120 Level Of Service: F

Street Name: Owensmouth Ave Lassen 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: 10 10 10 10 10 10 18 18 18 18 18 18
Lanes: 0 1 0 1 0 0 1 0 1 1 0 1 0 1 1 0

Volume Module:
Base Vol: 140 919 480 225 339 74 49 714 185 386 760 159
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: 140 919 480 225 339 74 49 714 185 386 760 159
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: 140 919 480 225 339 74 49 714 185 386 760 159
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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 147 967 505 237 357 78 52 752 195 406 800 167
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 147 967 505 237 357 78 52 752 195 406 800 167
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 147 967 505 237 357 78 52 752 195 406 800 167

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.65 0.65 0.65 0.57 0.57 0.57 0.22 0.92 0.92 0.23 0.93 0.93
Lanes: 0.18 1.20 0.62 0.71 1.06 0.23 1.00 1.59 0.41 1.00 1.65 0.35
Final Sat.: 224 1469 767 770 1160 253 426 2778 720 441 2908 608

Capacity Analysis Module:
Vol/Sat: 0.66 0.66 0.66 0.31 0.31 0.31 0.12 0.27 0.27 0.92 0.28 0.28
Crit Moves: ****
Green/Cycle: 0.35 0.35 0.35 0.35 0.35 0.35 0.49 0.49 0.49 0.49 0.49 0.49
Volume/Cap: 1.88 1.88 1.88 0.88 0.88 0.88 0.25 0.55 0.55 1.88 0.56 0.56
Delay/Veh: 417.3 417 417.3 26.7 26.7 26.7 8.0 9.3 9.3 426.4 9.4 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: 417.3 417 417.3 26.7 26.7 26.7 8.0 9.3 9.3 426.4 9.4 9.4
LOS by Move: F F F C C C A A A F A A
HCM2kAvgQ: 64 64 64 9 9 9 1 6 6 31 6 6

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Depot Rd & Lassen St

Cycle (sec): 50 Critical Vol./Cap.(X): 0.746
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 9.1
Optimal Cycle: 46 Level Of Service: A

Street Name: Depot Rd Lassen 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 Protected Permitted
Rights: Include Include Include Include
Min. Green: 5 5 5 5 5 5 5 5 5 5 5 5
Lanes: 0 0 1 0 0 1 0 0 1 0 1 0 1 1 0

Volume Module:
Base Vol: 65 0 15 42 0 151 96 1396 19 24 1538 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: 65 0 15 42 0 151 96 1396 19 24 1538 71
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: 65 0 15 42 0 151 96 1396 19 24 1538 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: 68 0 16 44 0 159 101 1469 20 25 1619 75
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 68 0 16 44 0 159 101 1469 20 25 1619 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
FinalVolume: 68 0 16 44 0 159 101 1469 20 25 1619 75

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.55 1.00 0.55 0.80 1.00 0.85 0.95 0.95 0.95 0.13 0.94 0.94
Lanes: 0.81 0.00 0.19 1.00 0.00 1.00 1.00 1.97 0.03 1.00 1.91 0.09
Final Sat.: 853 0 197 1522 0 1615 1805 3554 48 249 3427 158

Capacity Analysis Module:
Vol/Sat: 0.08 0.00 0.08 0.03 0.00 0.10 0.06 0.41 0.41 0.10 0.47 0.47
Crit Moves: ****
Green/Cycle: 0.13 0.00 0.13 0.13 0.00 0.13 0.10 0.71 0.71 0.61 0.61 0.61
Volume/Cap: 0.63 0.00 0.63 0.23 0.00 0.77 0.56 0.58 0.58 0.17 0.77 0.77
Delay/Veh: 29.8 0.0 29.8 20.2 0.0 37.4 25.4 3.9 3.9 4.7 8.9 8.9
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: 29.8 0.0 29.8 20.2 0.0 37.4 25.4 3.9 3.9 4.7 8.9 8.9
LOS by Move: C A C C A D C A A A A A
HCM2kAvgQ: 2 0 2 1 0 5 2 7 7 0 12 12

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Owensmouth Ave & Marilla St
Cycle (sec): 50 Critical Vol./Cap.(X): 1.004
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 30.4
Optimal Cycle: 110 Level Of Service: C

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, and Lanes. Rows include Owensmouth Ave and Marilla St with North, South, East, and West bounds.

Table with columns for Volume Module metrics: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns for Saturation Flow Module metrics: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns for Capacity Analysis Module metrics: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #12 Owensmouth Ave & Plummer St
Cycle (sec): 50 Critical Vol./Cap.(X): 1.672
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 157.7
Optimal Cycle: 0 Level Of Service: F

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, and Lanes. Rows include Owensmouth Ave and Plummer St with North, South, East, and West bounds.

Table with columns for Volume Module metrics: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns for Saturation Flow Module metrics: Adjustment, Lanes, Final Sat.

Table with columns for Capacity Analysis Module metrics: Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, ApprAdjDel, LOS by Appr, AllWayAvgQ.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #13 Canoga Ave &Plummer St

Average Delay (sec/veh): 102.5 Worst Case Level Of Service: F[1037.8]

Street Name: Canoga Ave Plummer St

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 0 0 0 0 1 0 1 0 0 0 0 0

Volume Module:

Table with 12 columns for traffic movements and rows for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module:

Table with 12 columns for traffic movements and rows for Critical Gp, FollowUpTim.

Capacity Module:

Table with 12 columns for traffic movements and rows for Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module:

Table with 12 columns for traffic movements and rows for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #42 Lassen St & Busway A

Cycle (sec): 50 Critical Vol./Cap.(X): 0.607

Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 6.0

Optimal Cycle: 42 Level Of Service: A

Street Name: Busway A Lassen 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 Protected

Rights: Ovl Include Include Include

Min. Green: 5 5 5 5 5 5 5 5 5 5

Lanes: 0 0 0 0 1 0 0 1 0 0 1 0 2 0 1 1 0 2 0 1

Volume Module:

Table with 12 columns for traffic movements and rows for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module:

Table with 12 columns for traffic movements and rows for Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 12 columns for traffic movements and rows for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #43 Lassen St & Busway B

Cycle (sec): 50 Critical Vol./Cap.(X): 0.601
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 1.5
Optimal Cycle: 35 Level Of Service: A

Street Name: Busway B Lassen 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: 5 5 5 5 5 5 5 5 5 5 5 5
Lanes: 0 0 1 0 0 0 0 1 0 0 0 0 2 0 0 0 0 2 0 0

Volume Module:
Base Vol: 0 0 0 0 0 0 0 1454 0 0 1731 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 0 0 0 0 1454 0 0 1731 0
Added Vol: 0
PasserByVol: 0
Initial Fut: 0 0 0 0 0 0 0 1454 0 0 1731 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 0 0 0 0 1531 0 0 1822 0
Reduct Vol: 0
Reduced Vol: 0 0 0 0 0 0 0 1531 0 0 1822 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 0 0 0 0 1531 0 0 1822 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.95 1.00 1.00 0.95 1.00
Lanes: 0.00 1.00 1.00 0.00 1.00 1.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00
Final Sat.: 0 1900 0 0 1900 0 0 3610 0 0 3610 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.42 0.00 0.00 0.50 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.84 0.00 0.00 0.84 0.00
Volume/Cap: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.50 0.00 0.00 0.60 0.00
Delay/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 1.2 0.0 0.0 1.6 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 0.0 0.0 0.0 0.0 1.2 0.0 0.0 1.6 0.0
LOS by Move: A A A A A A A A A A A A
HCM2kAvgQ: 0 0 0 0 0 0 0 4 0 0 6 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 Lassen St & Busway C

Cycle (sec): 50 Critical Vol./Cap.(X): 0.601
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 1.5
Optimal Cycle: 35 Level Of Service: A

Street Name: Busway C Lassen 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: 5 5 5 5 5 5 5 5 5 5 5 5
Lanes: 0 0 1 0 0 0 0 1 0 0 0 0 2 0 0 0 0 2 0 0

Volume Module:
Base Vol: 0 0 0 0 0 0 0 1454 0 0 1731 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 0 0 0 0 1454 0 0 1731 0
Added Vol: 0
PasserByVol: 0
Initial Fut: 0 0 0 0 0 0 0 1454 0 0 1731 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 0 0 0 0 1531 0 0 1822 0
Reduct Vol: 0
Reduced Vol: 0 0 0 0 0 0 0 1531 0 0 1822 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 0 0 0 0 1531 0 0 1822 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.95 1.00 1.00 0.95 1.00
Lanes: 0.00 1.00 1.00 0.00 1.00 1.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00
Final Sat.: 0 1900 0 0 1900 0 0 3610 0 0 3610 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.42 0.00 0.00 0.50 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.84 0.00 0.00 0.84 0.00
Volume/Cap: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.50 0.00 0.00 0.60 0.00
Delay/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 1.2 0.0 0.0 1.6 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 0.0 0.0 0.0 0.0 1.2 0.0 0.0 1.6 0.0
LOS by Move: A A A A A A A A A A A A
HCM2kAvgQ: 0 0 0 0 0 0 0 4 0 0 6 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #45 Canoga Ave & Bus Lane

Cycle (sec): 100 Critical Vol./Cap.(X): 0.680
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 0.9
Optimal Cycle: 71 Level Of Service: A

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Canoga Ave and Bus Lane.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

ALTERNATIVE 4.2a

-ONLY INTERSECTIONS 8, 9, 11, 12,13,42,43, and 44

The remainder intersection do not change from Alternative 4.1

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Owensmouth Ave & Lassen St

Cycle (sec): 50 Critical Vol./Cap.(X): 1.507
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 127.5
Optimal Cycle: 120 Level Of Service: F

Street Name: Owensmouth Ave Lassen 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: 10 10 10 10 10 10 18 18 18 18 18 18
Lanes: 0 1 0 1 0 0 1 0 1 1 0 1 0 1 1 0

Volume Module:
Base Vol: 73 368 306 65 660 26 16 683 154 462 778 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: 73 368 306 65 660 26 16 683 154 462 778 76
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: 73 368 306 65 660 26 16 683 154 462 778 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: 77 387 322 68 695 27 17 719 162 486 819 80
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 77 387 322 68 695 27 17 719 162 486 819 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
FinalVolume: 77 387 322 68 695 27 17 719 162 486 819 80

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.55 0.55 0.55 0.61 0.61 0.61 0.28 0.92 0.92 0.29 0.94 0.94
Lanes: 0.20 0.98 0.82 0.17 1.76 0.07 1.00 1.63 0.37 1.00 1.82 0.18
Final Sat.: 205 1035 861 201 2036 80 534 2863 646 545 3246 317

Capacity Analysis Module:
Vol/Sat: 0.37 0.37 0.37 0.34 0.34 0.34 0.03 0.25 0.25 0.89 0.25 0.25
Crit Moves: ****
Green/Cycle: 0.25 0.25 0.25 0.25 0.25 0.25 0.59 0.59 0.59 0.59 0.59 0.59
Volume/Cap: 1.51 1.51 1.51 1.37 1.37 1.37 0.05 0.42 0.42 1.51 0.43 0.43
Delay/Veh: 256.8 257 256.8 198.1 198 198.1 4.4 5.7 5.7 253.9 5.7 5.7
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: 256.8 257 256.8 198.1 198 198.1 4.4 5.7 5.7 253.9 5.7 5.7
LOS by Move: F F F F F F A A A F A A
HCM2kAvgQ: 26 26 26 23 23 23 0 4 4 30 4 4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Depot Rd & Lassen St

Cycle (sec): 50 Critical Vol./Cap.(X): 0.487
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 6.3
Optimal Cycle: 29 Level Of Service: A

Street Name: Depot Rd Lassen 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 Protected Permitted
Rights: Include Include Include Include
Min. Green: 5 5 5 5 5 5 5 5 5 5 5 5
Lanes: 0 0 1 0 0 1 0 0 1 0 1 0 1 0 1 1 0

Volume Module:
Base Vol: 9 1 21 34 0 72 122 910 16 11 936 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: 9 1 21 34 0 72 122 910 16 11 936 55
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: 9 1 21 34 0 72 122 910 16 11 936 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: 9 1 22 36 0 76 128 958 17 12 985 58
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 9 1 22 36 0 76 128 958 17 12 985 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
FinalVolume: 9 1 22 36 0 76 128 958 17 12 985 58

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.80 0.80 0.80 0.80 1.00 0.85 0.95 0.95 0.95 0.27 0.94 0.94
Lanes: 0.29 0.03 0.68 1.00 1.00 1.00 1.00 1.97 0.03 1.00 1.89 0.11
Final Sat.: 439 49 1025 1520 0 1615 1805 3537 62 513 3382 199

Capacity Analysis Module:
Vol/Sat: 0.02 0.02 0.02 0.02 0.00 0.05 0.07 0.27 0.27 0.02 0.29 0.29
Crit Moves: ****
Green/Cycle: 0.10 0.10 0.10 0.10 0.00 0.10 0.15 0.74 0.74 0.59 0.59 0.59
Volume/Cap: 0.22 0.22 0.22 0.24 0.00 0.47 0.49 0.37 0.37 0.04 0.49 0.49
Delay/Veh: 21.4 21.4 21.4 21.5 0.0 23.4 21.1 2.4 2.4 4.3 6.0 6.0
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: 21.4 21.4 21.4 21.5 0.0 23.4 21.1 2.4 2.4 4.3 6.0 6.0
LOS by Move: C C C C A C C A A A A A
HCM2kAvgQ: 1 1 1 1 0 2 3 3 3 0 5 5

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Owensmouth Ave & Marilla St

Cycle (sec): 50 Critical Vol./Cap.(X): 0.936
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 23.2
Optimal Cycle: 80 Level Of Service: C

Street Name: Owensmouth Ave Marilla 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: 8 8 8 8 8 8 14 14 14 14 14 14
Lanes: 0 1 0 1 0 0 1 0 0 1 0 1

Volume Module:
Base Vol: 37 387 24 541 505 143 52 156 27 9 113 370
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: 37 387 24 541 505 143 52 156 27 9 113 370
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: 37 387 24 541 505 143 52 156 27 9 113 370
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: 39 407 25 569 532 151 55 164 28 9 119 389
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 39 407 25 569 532 151 55 164 28 9 119 389
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
FinalVolume: 39 407 25 569 532 151 55 164 28 9 119 389

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.78 0.78 0.78 0.60 0.60 0.60 0.68 0.98 0.98 0.62 1.00 0.85
Lanes: 0.16 1.73 0.11 0.91 0.85 0.24 1.00 0.85 0.15 1.00 1.00 1.00
Final Sat.: 244 2555 158 1045 976 276 1284 1584 274 1169 1900 1615

Capacity Analysis Module:
Vol/Sat: 0.16 0.16 0.16 0.54 0.54 0.54 0.04 0.10 0.10 0.01 0.06 0.24
Crit Moves: ****
Green/Cycle: 0.56 0.56 0.56 0.56 0.56 0.56 0.28 0.28 0.28 0.28 0.28 0.28
Volume/Cap: 0.28 0.28 0.28 0.97 0.97 0.97 0.15 0.37 0.37 0.03 0.22 0.86
Delay/Veh: 5.9 5.9 5.9 29.5 29.5 29.5 13.7 14.9 14.9 13.1 14.0 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: 5.9 5.9 5.9 29.5 29.5 29.5 13.7 14.9 14.9 13.1 14.0 32.5
LOS by Move: A A A C C C B B B B B C
HCM2kAvgQ: 2 2 2 17 17 17 1 3 3 0 2 9

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Owensmouth Ave & Plummer St

Cycle (sec): 50 Critical Vol./Cap.(X): 0.417
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 12.0
Optimal Cycle: 37 Level Of Service: B

Street Name: Owensmouth Ave Plummer 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 Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 10 10 10 5 10 10 10 10 10 10 10 10
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0 2 0 1 1

Volume Module:
Base Vol: 41 361 25 72 333 67 69 154 25 52 148 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: 41 361 25 72 333 67 69 154 25 52 148 46
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: 41 361 25 72 333 67 69 154 25 52 148 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: 43 380 26 76 351 71 73 162 26 55 156 48
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 43 380 26 76 351 71 73 162 26 55 156 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
FinalVolume: 43 380 26 76 351 71 73 162 26 55 156 48

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.45 0.99 0.99 0.95 0.98 0.98 0.65 0.95 0.85 0.64 0.95 0.85
Lanes: 1.00 0.94 0.06 1.00 0.83 0.17 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 863 1759 122 1805 1542 310 1229 3610 1615 1220 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.05 0.22 0.22 0.04 0.23 0.23 0.06 0.04 0.02 0.04 0.04 0.03
Crit Moves: ****
Green/Cycle: 0.46 0.46 0.46 0.10 0.56 0.56 0.20 0.20 0.20 0.20 0.20 0.20
Volume/Cap: 0.11 0.47 0.47 0.42 0.41 0.41 0.30 0.22 0.08 0.22 0.22 0.15
Delay/Veh: 7.8 9.7 9.7 22.7 6.5 6.5 17.7 16.9 16.4 17.2 16.9 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: 7.8 9.7 9.7 22.7 6.5 6.5 17.7 16.9 16.4 17.2 16.9 16.7
LOS by Move: A A A C A A B B B B B B
HCM2kAvgQ: 0 5 5 2 4 4 1 1 0 1 1 1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 Canoga Ave & Plummer St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.615
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 15.0
Optimal Cycle: 51 Level Of Service: B

Street Name: Canoga Ave Plummer 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 Protected Protected
Rights: Include Include Include Include
Min. Green: 10 10 10 10 10 10 10 5 5 5
Lanes: 1 0 1 0 0 0 0 1 0 1 0 0 1 0 0

Volume Module:
Base Vol: 215 761 0 0 650 72 17 40 202 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: 215 761 0 0 650 72 17 40 202 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 215 761 0 0 650 72 17 40 202 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: 226 801 0 0 684 76 18 42 213 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 226 801 0 0 684 76 18 42 213 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 226 801 0 0 684 76 18 42 213 0 0 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.45 1.00 1.00 1.00 0.99 0.99 0.85 1.00 0.85 1.00 1.00 1.00
Lanes: 1.00 1.00 1.00 0.00 0.00 0.90 0.10 1.00 1.00 1.00 0.00 1.00 0.00
Final Sat.: 863 1900 0 0 1688 187 1615 1900 1615 0 1900 0

Capacity Analysis Module:
Vol/Sat: 0.26 0.42 0.00 0.00 0.41 0.41 0.01 0.02 0.13 0.00 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.69 0.69 0.00 0.00 0.69 0.69 0.21 0.21 0.21 0.00 0.00 0.00
Volume/Cap: 0.38 0.61 0.00 0.00 0.59 0.59 0.05 0.10 0.61 0.00 0.00 0.00
Delay/Veh: 8.4 11.1 0.0 0.0 10.7 10.7 37.5 38.0 46.0 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: 8.4 11.1 0.0 0.0 10.7 10.7 37.5 38.0 46.0 0.0 0.0 0.0
LOS by Move: A B A A B B D D D A A A
HCM2kAvgQ: 4 16 0 0 15 15 1 1 8 0 0 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #42 Lassen St & Busway A

Cycle (sec): 50 Critical Vol./Cap.(X): 0.429
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 4.6
Optimal Cycle: 34 Level Of Service: A

Street Name: Busway A Lassen 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: Ovl Include Include Include
Min. Green: 5 5 5 5 5 5 5 5 5 5
Lanes: 0 0 0 0 1 0 0 1 0 0 1 0 2 0 1 1 0 2 0 1

Volume Module:
Base Vol: 0 0 40 0 0 0 0 1030 0 0 1010 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 40 0 0 0 0 1030 0 0 1010 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 40 0 0 0 0 1030 0 0 1010 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 42 0 0 0 0 1084 0 0 1063 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 42 0 0 0 0 1084 0 0 1063 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 42 0 0 0 0 1084 0 0 1063 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 0.87 1.00 1.00 1.00 1.00 0.95 1.00 1.00 0.95 1.00
Lanes: 0.00 0.00 1.00 0.00 1.00 0.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 0 0 1644 0 1900 0 1900 3610 1900 1900 3610 1900

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.03 0.00 0.00 0.00 0.00 0.30 0.00 0.00 0.29 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.10 0.00 0.00 0.00 0.00 0.66 0.00 0.00 0.66 0.00
Volume/Cap: 0.00 0.00 0.26 0.00 0.00 0.00 0.00 0.46 0.00 0.00 0.45 0.00
Delay/Veh: 0.0 0.0 21.6 0.0 0.0 0.0 0.0 4.3 0.0 0.0 4.2 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: 0.0 0.0 21.6 0.0 0.0 0.0 0.0 4.3 0.0 0.0 4.2 0.0
LOS by Move: A A C A A A A A A A A A
HCM2kAvgQ: 0 0 1 0 0 0 0 5 0 0 5 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #43 Lassen St & Busway B

Cycle (sec): 50 Critical Vol./Cap.(X): 0.371
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 1.0
Optimal Cycle: 25 Level Of Service: A

Street Name: Busway B Lassen 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: 5 5 5 5 5 5 5 5 5 5 5 5
Lanes: 0 0 1 0 0 0 0 1 0 0 0 0 2 0 0 0 0 2 0 0

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Volume Module:

Base Vol: 0 0 0 0 0 0 0 0 1070 0 0 0 1010 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 1.00
Initial Bse: 0 0 0 0 0 0 0 0 1070 0 0 0 1010 0
Added Vol: 0 0 0 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 0 0 0
Initial Fut: 0 0 0 0 0 0 0 0 1070 0 0 0 1010 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 1.00
PHF Adj: 0.95 0.95 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 0 0 0 0 0 1126 0 0 0 1063 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 0 0 0 0 0 1126 0 0 0 1063 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 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 0 0 0 0 0 1126 0 0 0 1063 0

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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.95 1.00 1.00 0.95 1.00
Lanes: 0.00 1.00 0.00 0.00 1.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00
Final Sat.: 0 1900 0 0 1900 0 0 3610 0 0 3610 0

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Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.31 0.00 0.00 0.29 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.84 0.00 0.00 0.84 0.00
Volume/Cap: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.37 0.00 0.00 0.35 0.00
Delay/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 1.0 0.0 0.0 1.0 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 1.0 0.0 0.0 1.0 0.0
LOS by Move: A A A A A A A A A A A A
HCM2kAvgQ: 0 0 0 0 0 0 0 3 0 0 2 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 Lassen St & Busway C

Cycle (sec): 50 Critical Vol./Cap.(X): 0.371
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 1.0
Optimal Cycle: 25 Level Of Service: A

Street Name: Busway C Lassen 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: 5 5 5 5 5 5 5 5 5 5 5 5
Lanes: 0 0 1 0 0 0 0 1 0 0 0 0 2 0 0 0 0 2 0 0

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Volume Module:

Base Vol: 0 0 0 0 0 0 0 0 1070 0 0 0 1010 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 1.00
Initial Bse: 0 0 0 0 0 0 0 0 1070 0 0 0 1010 0
Added Vol: 0 0 0 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 0 0 0
Initial Fut: 0 0 0 0 0 0 0 0 1070 0 0 0 1010 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 1.00
PHF Adj: 0.95 0.95 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 0 0 0 0 0 1126 0 0 0 1063 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 0 0 0 0 0 1126 0 0 0 1063 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 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 0 0 0 0 0 1126 0 0 0 1063 0

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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.95 1.00 1.00 0.95 1.00
Lanes: 0.00 1.00 0.00 0.00 1.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00
Final Sat.: 0 1900 0 0 1900 0 0 3610 0 0 3610 0

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Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.31 0.00 0.00 0.29 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.84 0.00 0.00 0.84 0.00
Volume/Cap: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.37 0.00 0.00 0.35 0.00
Delay/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 1.0 0.0 0.0 1.0 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 1.0 0.0 0.0 1.0 0.0
LOS by Move: A A A A A A A A A A A A
HCM2kAvgQ: 0 0 0 0 0 0 0 3 0 0 2 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #45 Canoga Ave & Bus Lane

Cycle (sec): 100 Critical Vol./Cap.(X): 0.432
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 0.1
Optimal Cycle: 40 Level Of Service: A

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Canoga Ave and Bus Lane.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Owensmouth Ave & Lassen St

Cycle (sec): 50 Critical Vol./Cap.(X): 1.974
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 210.7
Optimal Cycle: 120 Level Of Service: F

Street Name: Owensmouth Ave Lassen 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: 10 10 10 10 10 10 18 18 18 18 18 18
Lanes: 0 1 0 1 0 0 1 0 1 1 0 1 0 1 1 0

Volume Module:
Base Vol: 140 919 480 225 339 74 49 714 185 426 760 159
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: 140 919 480 225 339 74 49 714 185 426 760 159
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: 140 919 480 225 339 74 49 714 185 426 760 159
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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 147 967 505 237 357 78 52 752 195 448 800 167
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 147 967 505 237 357 78 52 752 195 448 800 167
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 147 967 505 237 357 78 52 752 195 448 800 167

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.64 0.64 0.64 0.58 0.58 0.58 0.23 0.92 0.92 0.24 0.93 0.93
Lanes: 0.18 1.20 0.62 0.71 1.06 0.23 1.00 1.59 0.41 1.00 1.65 0.35
Final Sat.: 222 1455 760 775 1167 255 435 2778 720 451 2908 608

Capacity Analysis Module:
Vol/Sat: 0.66 0.66 0.66 0.31 0.31 0.31 0.12 0.27 0.27 0.99 0.28 0.28
Crit Moves: ****
Green/Cycle: 0.34 0.34 0.34 0.34 0.34 0.34 0.50 0.50 0.50 0.50 0.50 0.50
Volume/Cap: 1.97 1.97 1.97 0.91 0.91 0.91 0.24 0.54 0.54 1.97 0.55 0.55
Delay/Veh: 459.4 459 459.4 30.9 30.9 30.9 7.6 8.8 8.8 466.4 8.9 8.9
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: 459.4 459 459.4 30.9 30.9 30.9 7.6 8.8 8.8 466.4 8.9 8.9
LOS by Move: F F F C C C A A A F A A
HCM2kAvgQ: 66 66 66 9 9 9 1 6 6 36 6 6

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Depot Rd & Lassen St

Cycle (sec): 50 Critical Vol./Cap.(X): 0.746
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 9.1
Optimal Cycle: 46 Level Of Service: A

Street Name: Depot Rd Lassen 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 Protected Permitted
Rights: Include Include Include Include
Min. Green: 5 5 5 5 5 5 5 5 5 5 5 5
Lanes: 0 0 1 0 0 1 0 0 1 0 1 0 1 1 0

Volume Module:
Base Vol: 65 0 15 42 0 151 96 1396 19 24 1538 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: 65 0 15 42 0 151 96 1396 19 24 1538 71
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: 65 0 15 42 0 151 96 1396 19 24 1538 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: 68 0 16 44 0 159 101 1469 20 25 1619 75
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 68 0 16 44 0 159 101 1469 20 25 1619 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
FinalVolume: 68 0 16 44 0 159 101 1469 20 25 1619 75

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.55 1.00 0.55 0.80 1.00 0.85 0.95 0.95 0.95 0.13 0.94 0.94
Lanes: 0.81 0.00 0.19 1.00 0.00 1.00 1.00 1.97 0.03 1.00 1.91 0.09
Final Sat.: 853 0 197 1522 0 1615 1805 3554 48 249 3427 158

Capacity Analysis Module:
Vol/Sat: 0.08 0.00 0.08 0.03 0.00 0.10 0.06 0.41 0.41 0.10 0.47 0.47
Crit Moves: ****
Green/Cycle: 0.13 0.00 0.13 0.13 0.00 0.13 0.10 0.71 0.71 0.61 0.61 0.61
Volume/Cap: 0.63 0.00 0.63 0.23 0.00 0.77 0.56 0.58 0.58 0.17 0.77 0.77
Delay/Veh: 29.8 0.0 29.8 20.2 0.0 37.4 25.4 3.9 3.9 4.7 8.9 8.9
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: 29.8 0.0 29.8 20.2 0.0 37.4 25.4 3.9 3.9 4.7 8.9 8.9
LOS by Move: C A C C A D C A A A A
HCM2kAvgQ: 2 0 2 1 0 5 2 7 7 0 12 12

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Owensmouth Ave & Marilla St

Cycle (sec): 50 Critical Vol./Cap.(X): 1.034
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 34.5
Optimal Cycle: 120 Level Of Service: C

Street Name: Owensmouth Ave Marilla 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: 8 8 8 8 8 8 14 14 14 14 14 14
Lanes: 0 1 0 1 0 0 1 0 0 1 0 1

Volume Module:
Base Vol: 29 845 26 313 444 34 118 148 21 9 323 720
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 29 845 26 313 444 34 118 148 21 9 323 720
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: 29 845 26 313 444 34 118 148 21 9 323 720
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 31 889 27 329 467 36 124 156 22 9 340 758
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 31 889 27 329 467 36 124 156 22 9 340 758
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 31 889 27 329 467 36 124 156 22 9 340 758

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.86 0.86 0.86 0.55 0.55 0.55 0.50 0.98 0.98 0.64 1.00 0.85
Lanes: 0.06 1.88 0.06 0.79 1.12 0.09 1.00 0.88 0.12 1.00 1.00 1.00
Final Sat.: 106 3086 95 825 1170 90 941 1632 232 1212 1900 1615

Capacity Analysis Module:
Vol/Sat: 0.29 0.29 0.29 0.40 0.40 0.40 0.13 0.10 0.10 0.01 0.18 0.47
Crit Moves: ****
Green/Cycle: 0.39 0.39 0.39 0.39 0.39 0.39 0.45 0.45 0.45 0.45 0.45 0.45
Volume/Cap: 0.75 0.75 0.75 1.03 1.03 1.03 0.29 0.21 0.21 0.02 0.39 1.03
Delay/Veh: 15.7 15.7 15.7 56.2 56.2 56.2 9.0 8.4 8.4 7.5 9.4 56.0
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: 15.7 15.7 15.7 56.2 56.2 56.2 9.0 8.4 8.4 7.5 9.4 56.0
LOS by Move: B B B E E E A A A A A E
HCM2kAvgQ: 9 9 9 14 14 14 1 2 2 0 4 22

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Owensmouth Ave & Plummer St

Cycle (sec): 50 Critical Vol./Cap.(X): 0.775
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 23.9
Optimal Cycle: 55 Level Of Service: C

Street Name: Owensmouth Ave Plummer 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 Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 10 10 10 5 10 10 10 10 10 10 10 10
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0 2 0 1

Volume Module:
Base Vol: 24 743 40 140 301 17 28 173 40 11 239 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: 24 743 40 140 301 17 28 173 40 11 239 65
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: 24 743 40 140 301 17 28 173 40 11 239 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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 25 782 42 147 317 18 29 182 42 12 252 68
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 25 782 42 147 317 18 29 182 42 12 252 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
FinalVolume: 25 782 42 147 317 18 29 182 42 12 252 68

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.53 0.99 0.99 0.95 0.99 0.99 0.59 0.95 0.85 0.63 0.95 0.85
Lanes: 1.00 0.95 0.05 1.00 0.95 0.05 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 1007 1789 96 1805 1784 101 1119 3610 1615 1197 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.03 0.44 0.44 0.08 0.18 0.18 0.03 0.05 0.03 0.01 0.07 0.04
Crit Moves: ****
Green/Cycle: 0.46 0.46 0.46 0.10 0.56 0.56 0.20 0.20 0.20 0.20 0.20 0.20
Volume/Cap: 0.05 0.95 0.95 0.82 0.32 0.32 0.13 0.25 0.13 0.05 0.35 0.21
Delay/Veh: 7.5 32.5 32.5 46.3 6.1 6.1 16.7 17.0 16.6 16.2 17.5 17.0
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: 7.5 32.5 32.5 46.3 6.1 6.1 16.7 17.0 16.6 16.2 17.5 17.0
LOS by Move: A C C D A A B B B B B B
HCM2kAvgQ: 0 19 19 5 3 3 0 1 1 0 2 1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 Canoga Ave &Plummer St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.903
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 20.9
Optimal Cycle: 120 Level Of Service: C

Street Name: Canoga Ave Plummer 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 Protected Protected
Rights: Include Include Include Include
Min. Green: 10 10 10 10 10 10 10 10 5 5 5
Lanes: 1 0 1 0 0 0 0 0 1 0 1 0 0 0

Volume Module:

Base Vol: 208 1096 0 0 1083 145 88 40 186 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: 208 1096 0 0 1083 145 88 40 186 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 208 1096 0 0 1083 145 88 40 186 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: 219 1154 0 0 1140 153 93 42 196 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 219 1154 0 0 1140 153 93 42 196 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 219 1154 0 0 1140 153 93 42 196 0 0 0

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.33 1.00 1.00 1.00 0.98 0.98 0.85 1.00 0.85 1.00 1.00 1.00
Lanes: 1.00 1.00 1.00 0.00 0.00 0.88 0.12 1.00 1.00 1.00 0.00 1.00 0.00
Final Sat.: 635 1900 0 0 1649 221 1615 1900 1615 0 1900 0

Capacity Analysis Module:

Vol/Sat: 0.35 0.61 0.00 0.00 0.69 0.69 0.06 0.02 0.12 0.00 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.77 0.77 0.00 0.00 0.77 0.77 0.13 0.13 0.13 0.00 0.00 0.00
Volume/Cap: 0.45 0.79 0.00 0.00 0.90 0.90 0.43 0.17 0.90 0.00 0.00 0.00
Delay/Veh: 5.7 11.5 0.0 0.0 19.0 19.0 49.1 46.3 87.0 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: 5.7 11.5 0.0 0.0 19.0 19.0 49.1 46.3 87.0 0.0 0.0 0.0
LOS by Move: A B A A B B D D F A A A
HCM2kAvgQ: 3 26 0 0 39 39 4 1 10 0 0 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #42 Lassen St & Busway A

Cycle (sec): 50 Critical Vol./Cap.(X): 0.698
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 6.7
Optimal Cycle: 49 Level Of Service: A

Street Name: Busway A Lassen 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: Ovl Include Include Include
Min. Green: 5 5 5 5 5 5 5 5 5 5 5
Lanes: 0 0 0 0 1 0 0 1 0 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:

Base Vol: 0 0 40 0 0 0 0 1414 0 0 1731 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 40 0 0 0 0 1414 0 0 1731 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 40 0 0 0 0 1414 0 0 1731 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 42 0 0 0 0 1488 0 0 1822 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 42 0 0 0 0 1488 0 0 1822 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 42 0 0 0 0 1488 0 0 1822 0

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 0.87 1.00 1.00 1.00 1.00 0.95 1.00 1.00 0.95 1.00
Lanes: 0.00 0.00 1.00 0.00 1.00 0.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 0 0 1644 0 1900 0 1900 3610 1900 1900 3610 1900

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.03 0.00 0.00 0.00 0.00 0.41 0.00 0.00 0.50 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.10 0.00 0.00 0.00 0.00 0.66 0.00 0.00 0.66 0.00
Volume/Cap: 0.00 0.00 0.26 0.00 0.00 0.00 0.00 0.62 0.00 0.00 0.76 0.00
Delay/Veh: 0.0 0.0 21.6 0.0 0.0 0.0 0.0 5.4 0.0 0.0 7.4 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 21.6 0.0 0.0 0.0 0.0 5.4 0.0 0.0 7.4 0.0
LOS by Move: A A C A A A A A A A A A
HCM2kAvgQ: 0 0 1 0 0 0 0 8 0 0 12 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #43 Lassen St & Busway B

Cycle (sec): 50 Critical Vol./Cap.(X): 0.601
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 1.5
Optimal Cycle: 35 Level Of Service: A

Street Name: Busway B Lassen 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: 5 5 5 5 5 5 5 5 5 5 5 5
Lanes: 0 0 1 0 0 0 0 1 0 0 0 0 2 0 0 0 0 2 0 0

Volume Module:
Base Vol: 0 0 0 0 0 0 0 1454 0 0 1731 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 0 0 0 0 1454 0 0 1731 0
Added Vol: 0
PasserByVol: 0
Initial Fut: 0 0 0 0 0 0 0 1454 0 0 1731 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 0 0 0 0 1531 0 0 1822 0
Reduct Vol: 0
Reduced Vol: 0 0 0 0 0 0 0 1531 0 0 1822 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 0 0 0 0 1531 0 0 1822 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.95 1.00 1.00 0.95 1.00
Lanes: 0.00 1.00 0.00 0.00 1.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00
Final Sat.: 0 1900 0 0 1900 0 0 3610 0 0 3610 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.42 0.00 0.00 0.50 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.84 0.00 0.00 0.84 0.00
Volume/Cap: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.50 0.00 0.00 0.60 0.00
Delay/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 1.2 0.0 0.0 1.6 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 0.0 0.0 0.0 0.0 1.2 0.0 0.0 1.6 0.0
LOS by Move: A A A A A A A A A A A A
HCM2kAvgQ: 0 0 0 0 0 0 0 4 0 0 6 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 Lassen St & Busway C

Cycle (sec): 50 Critical Vol./Cap.(X): 0.601
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 1.5
Optimal Cycle: 35 Level Of Service: A

Street Name: Busway C Lassen 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: 5 5 5 5 5 5 5 5 5 5 5 5
Lanes: 0 0 1 0 0 0 0 1 0 0 0 0 2 0 0 0 0 2 0 0

Volume Module:
Base Vol: 0 0 0 0 0 0 0 1454 0 0 1731 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 0 0 0 0 1454 0 0 1731 0
Added Vol: 0
PasserByVol: 0
Initial Fut: 0 0 0 0 0 0 0 1454 0 0 1731 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 0 0 0 0 1531 0 0 1822 0
Reduct Vol: 0
Reduced Vol: 0 0 0 0 0 0 0 1531 0 0 1822 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 0 0 0 0 1531 0 0 1822 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.95 1.00 1.00 0.95 1.00
Lanes: 0.00 1.00 0.00 0.00 1.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00
Final Sat.: 0 1900 0 0 1900 0 0 3610 0 0 3610 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.42 0.00 0.00 0.50 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.84 0.00 0.00 0.84 0.00
Volume/Cap: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.50 0.00 0.00 0.60 0.00
Delay/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 1.2 0.0 0.0 1.6 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 0.0 0.0 0.0 0.0 1.2 0.0 0.0 1.6 0.0
LOS by Move: A A A A A A A A A A A A
HCM2kAvgQ: 0 0 0 0 0 0 0 4 0 0 6 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #45 Canoga Ave & Bus Lane

Cycle (sec): 100 Critical Vol./Cap.(X): 0.680
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 0.9
Optimal Cycle: 71 Level Of Service: A

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Canoga Ave and Bus Lane.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

ALTERNATIVE 4.3

-ONLY INTERSECTIONS 8, 9, 11, 12,13,42,43, and 44
The remainder intersection do not change from Alternative 4.1

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #8 Owensmouth Ave & Lassen St

Cycle (sec): 50 Critical Vol./Cap.(X): 1.410
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 104.8
 Optimal Cycle: 120 Level Of Service: F

Street Name: Owensmouth Ave Lassen 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
 Lanes: 0 1 0 1 0 0 1 0 1 1 0 1 0 1 1 0

Volume Module:
 Base Vol: 73 368 306 65 660 26 16 683 154 422 778 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: 73 368 306 65 660 26 16 683 154 422 778 76
 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: 73 368 306 65 660 26 16 683 154 422 778 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: 77 387 322 68 695 27 17 719 162 444 819 80
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 77 387 322 68 695 27 17 719 162 444 819 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
 FinalVolume: 77 387 322 68 695 27 17 719 162 444 819 80

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.57 0.57 0.57 0.63 0.63 0.63 0.28 0.92 0.92 0.28 0.94 0.94
 Lanes: 0.20 0.98 0.82 0.17 1.76 0.07 1.00 1.63 0.37 1.00 1.82 0.18
 Final Sat.: 211 1066 886 206 2090 82 529 2863 646 541 3246 317

Capacity Analysis Module:
 Vol/Sat: 0.36 0.36 0.36 0.33 0.33 0.33 0.03 0.25 0.25 0.82 0.25 0.25
 Crit Moves: ****
 Green/Cycle: 0.26 0.26 0.26 0.26 0.26 0.26 0.58 0.58 0.58 0.58 0.58 0.58
 Volume/Cap: 1.41 1.41 1.41 1.29 1.29 1.29 0.05 0.43 0.43 1.41 0.43 0.43
 Delay/Veh: 213.4 213 213.4 160.7 161 160.7 4.6 6.0 6.0 212.7 6.0 6.0
 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: 213.4 213 213.4 160.7 161 160.7 4.6 6.0 6.0 212.7 6.0 6.0
 LOS by Move: F F F F F F A A A F A A
 HCM2kAvgQ: 24 24 24 21 21 21 0 4 4 25 4 4

 Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

 Intersection #9 Depot Rd & Lassen St

Average Delay (sec/veh): 4.0 Worst Case Level Of Service: F[92.2]

Street Name: Depot Rd Lassen St
 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 1 0 0 1 1 0 1 0 1 1 0

Volume Module:
 Base Vol: 9 1 21 34 0 32 82 910 16 11 936 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: 9 1 21 34 0 32 82 910 16 11 936 55
 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: 9 1 21 34 0 32 82 910 16 11 936 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: 9 1 22 36 0 34 86 958 17 12 985 58
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 FinalVolume: 9 1 22 36 0 34 86 958 17 12 985 58

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: 1655 2205 487 1689 2185 522 1043 xxxx xxxxx 975 xxxx xxxxx
 Potent Cap.: 66 45 532 62 46 505 675 xxxx xxxxx 716 xxxx xxxxx
 Move Cap.: 55 39 532 52 40 505 675 xxxx xxxxx 716 xxxx xxxxx
 Volume/Cap: 0.17 0.03 0.04 0.69 0.00 0.07 0.13 xxxx xxxxx 0.02 xxxx xxxxx

Level Of Service Module:
 2Way95thQ: xxxx xxxx xxxxx 2.8 xxxx xxxxx 0.4 xxxx xxxxx 0.0 xxxx xxxxx
 Control Del:xxxxx xxxx xxxxx 167.1 xxxx xxxxx 11.1 xxxx xxxxx 10.1 xxxx xxxxx
 LOS by Move: * * * F * * B * * B * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: xxxx 135 xxxxx xxxx xxxxx 505 xxxx xxxx xxxxx xxxx xxxx xxxxx
 SharedQueue:xxxxx 0.9 xxxxx xxxxx xxxx 0.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
 Shrd ConDel:xxxxx 40.0 xxxxx xxxxx xxxx 12.6 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
 Shared LOS: * E * * * B * * * * *
 ApproachDel: 40.0 92.2 xxxxxx xxxxxx
 ApproachLOS: E F * *

 Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Owensmouth Ave & Marilla St

Cycle (sec): 50 Critical Vol./Cap.(X): 0.918
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 20.7
Optimal Cycle: 75 Level Of Service: C

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Owensmouth Ave and Marilla St.

Table with columns for Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with columns for Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns for Capacity Analysis Module: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #12 Owensmouth Ave & Plummer St

Cycle (sec): 50 Critical Vol./Cap.(X): 0.846
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 23.9
Optimal Cycle: 0 Level Of Service: C

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Owensmouth Ave and Plummer St.

Table with columns for Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with columns for Saturation Flow Module: Adjustment, Lanes, Final Sat.

Table with columns for Capacity Analysis Module: Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, ApprAdjDel, LOS by Appr, AllWayAvgQ.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #13 Canoga Ave & Plummer St

Average Delay (sec/veh): 4.3 Worst Case Level Of Service: D[27.3]

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes, and Volume Module. Rows include North Bound, South Bound, East Bound, and West Bound for both Canoga Ave and Plummer St.

Table with columns for Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume. Rows include Canoga Ave and Plummer St.

Table for Critical Gap Module with columns for Critical Gp and FollowUpTim. Rows include Canoga Ave and Plummer St.

Table for Capacity Module with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. Rows include Canoga Ave and Plummer St.

Table for Level Of Service Module with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS. Rows include Canoga Ave and Plummer St.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #42 Lassen St & Busway A

Cycle (sec): 50 Critical Vol./Cap.(X): 0.395

Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 2.1

Optimal Cycle: 33 Level Of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, and Volume Module. Rows include North Bound, South Bound, East Bound, and West Bound for both Busway A and Lassen St.

Table with columns for Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume. Rows include Busway A and Lassen St.

Table for Saturation Flow Module with columns for Sat/Lane, Adjustment, Lanes, and Final Sat. Rows include Busway A and Lassen St.

Table for Capacity Analysis Module with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ. Rows include Busway A and Lassen St.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #43 Lassen St & Busway B

Cycle (sec): 50 Critical Vol./Cap.(X): 0.384
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 3.2
Optimal Cycle: 25 Level Of Service: A

Street Name: Busway B Lassen 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: 5 5 5 5 5 5 5 5 5 5 5 5
Lanes: 0 0 1 0 0 0 0 1 0 0 0 0 2 0 0 0 0 2 0 0

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Volume Module:

Base Vol: 0 40 0 0 40 0 0 1030 0 0 970 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 40 0 0 40 0 0 1030 0 0 970 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 40 0 0 40 0 0 1030 0 0 970 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 42 0 0 42 0 0 1084 0 0 1021 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 42 0 0 42 0 0 1084 0 0 1021 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 42 0 0 42 0 0 1084 0 0 1021 0

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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.95 1.00 1.00 0.95 1.00
Lanes: 0.00 1.00 0.00 0.00 1.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00
Final Sat.: 0 1900 0 0 1900 0 0 3610 0 0 3610 0

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Capacity Analysis Module:

Vol/Sat: 0.00 0.02 0.00 0.00 0.02 0.00 0.00 0.30 0.00 0.00 0.28 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.10 0.00 0.00 0.10 0.00 0.00 0.74 0.00 0.00 0.74 0.00
Volume/Cap: 0.00 0.22 0.00 0.00 0.22 0.00 0.00 0.41 0.00 0.00 0.38 0.00
Delay/Veh: 0.0 21.3 0.0 0.0 21.3 0.0 0.0 2.5 0.0 0.0 2.4 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 21.3 0.0 0.0 21.3 0.0 0.0 2.5 0.0 0.0 2.4 0.0
LOS by Move: A C A A C A A A A A A A
HCM2kAvgQ: 0 1 0 0 1 0 0 4 0 0 3 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 Lassen St & Busway C

Cycle (sec): 50 Critical Vol./Cap.(X): 0.358
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 1.0
Optimal Cycle: 25 Level Of Service: A

Street Name: Busway C Lassen 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: 5 5 5 5 5 5 5 5 5 5 5 5
Lanes: 0 0 1 0 0 0 0 1 0 0 0 0 2 0 0 0 0 2 0 0

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Volume Module:

Base Vol: 0 0 0 0 0 0 0 1030 0 0 970 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 0 0 0 0 1030 0 0 970 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 0 0 0 0 1030 0 0 970 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 0 0 0 0 1084 0 0 1021 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 0 0 0 0 1084 0 0 1021 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 0 0 0 0 1084 0 0 1021 0

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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.95 1.00 1.00 0.95 1.00
Lanes: 0.00 1.00 0.00 0.00 1.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00
Final Sat.: 0 1900 0 0 1900 0 0 3610 0 0 3610 0

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Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.30 0.00 0.00 0.28 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.84 0.00 0.00 0.84 0.00
Volume/Cap: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.36 0.00 0.00 0.34 0.00
Delay/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 1.0 0.0 0.0 1.0 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 1.0 0.0 0.0 1.0 0.0
LOS by Move: A A A A A A A A A A A A
HCM2kAvgQ: 0 0 0 0 0 0 0 2 0 0 2 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #45 Canoga Ave & Bus Lane

Cycle (sec): 100 Critical Vol./Cap.(X): 0.432
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 0.1
Optimal Cycle: 40 Level Of Service: A

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Canoga Ave and Bus Lane.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Owensmouth Ave & Lassen St

Cycle (sec): 50 Critical Vol./Cap.(X): 1.881
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 189.9
Optimal Cycle: 120 Level Of Service: F

Street Name: Owensmouth Ave Lassen 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: 10 10 10 10 10 10 18 18 18 18 18 18
Lanes: 0 1 0 1 0 0 1 0 1 1 0 1 0 1 1 0

Volume Module:
Base Vol: 140 919 480 225 339 74 49 714 185 386 760 159
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: 140 919 480 225 339 74 49 714 185 386 760 159
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: 140 919 480 225 339 74 49 714 185 386 760 159
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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 147 967 505 237 357 78 52 752 195 406 800 167
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 147 967 505 237 357 78 52 752 195 406 800 167
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 147 967 505 237 357 78 52 752 195 406 800 167

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.65 0.65 0.65 0.57 0.57 0.57 0.22 0.92 0.92 0.23 0.93 0.93
Lanes: 0.18 1.20 0.62 0.71 1.06 0.23 1.00 1.59 0.41 1.00 1.65 0.35
Final Sat.: 224 1469 767 770 1160 253 426 2778 720 441 2908 608

Capacity Analysis Module:
Vol/Sat: 0.66 0.66 0.66 0.31 0.31 0.31 0.12 0.27 0.27 0.92 0.28 0.28
Crit Moves: ****
Green/Cycle: 0.35 0.35 0.35 0.35 0.35 0.35 0.49 0.49 0.49 0.49 0.49 0.49
Volume/Cap: 1.88 1.88 1.88 0.88 0.88 0.88 0.25 0.55 0.55 1.88 0.56 0.56
Delay/Veh: 417.3 417 417.3 26.7 26.7 26.7 8.0 9.3 9.3 426.4 9.4 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: 417.3 417 417.3 26.7 26.7 26.7 8.0 9.3 9.3 426.4 9.4 9.4
LOS by Move: F F F C C C A A A F A A
HCM2kAvgQ: 64 64 64 9 9 9 1 6 6 31 6 6

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #9 Depot Rd & Lassen St

Average Delay (sec/veh): 120.4 Worst Case Level Of Service: F[3893.3]

Street Name: Depot Rd Lassen St

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 1 0 0 1 1 0 1 0 1 1 0

Volume Module:
Base Vol: 65 0 15 42 0 111 56 1396 19 24 1538 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: 65 0 15 42 0 111 56 1396 19 24 1538 71
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: 65 0 15 42 0 111 56 1396 19 24 1538 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: 68 0 16 44 0 117 59 1469 20 25 1619 75
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 68 0 16 44 0 117 59 1469 20 25 1619 75

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: 2457 3342 745 2559 3314 847 1694 xxxx xxxxx 1489 xxxx xxxxx
Potent Cap.: 16 8 361 13 9 309 382 xxxx xxxxx 457 xxxx xxxxx
Move Cap.: 9 7 361 11 7 309 382 xxxx xxxxx 457 xxxx xxxxx
Volume/Cap: 8.04 0.00 0.04 4.05 0.00 0.38 0.15 xxxx xxxxx 0.06 xxxx xxxxx

Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxx 6.7 xxxx xxxxx 0.5 xxxx xxxxx 0.2 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx 2059 xxxx xxxxx 16.1 xxxx xxxxx 13.3 xxxx xxxxx
LOS by Move: * * * F * * C * * B * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx 10 xxxxx xxxx xxxxx 309 xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx 11.9 xxxxx xxxxx xxxx 1.7 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx 3893 xxxxx xxxxx xxxxx 23.5 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: * F * * * C * * * * *
ApproachDel: 3893.3 582.3 xxxxxxx xxxxxxx
ApproachLOS: F F * *

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Owensmouth Ave & Marilla St

Cycle (sec): 50 Critical Vol./Cap.(X): 1.004
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 30.4
Optimal Cycle: 110 Level Of Service: C

Street Name: Owensmouth Ave Marilla 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: 8 8 8 8 8 8 14 14 14 14 14 14
Lanes: 0 1 0 1 0 0 1 0 0 1 0 1

Volume Module:

Base Vol: 29 845 26 313 404 34 118 148 21 9 323 720
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 29 845 26 313 404 34 118 148 21 9 323 720
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: 29 845 26 313 404 34 118 148 21 9 323 720
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 31 889 27 329 425 36 124 156 22 9 340 758
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 31 889 27 329 425 36 124 156 22 9 340 758
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 31 889 27 329 425 36 124 156 22 9 340 758

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.87 0.87 0.87 0.56 0.56 0.56 0.50 0.98 0.98 0.64 1.00 0.85
Lanes: 0.06 1.88 0.06 0.83 1.08 0.09 1.00 0.88 0.12 1.00 1.00 1.00
Final Sat.: 106 3089 95 881 1138 96 950 1632 232 1212 1900 1615

Capacity Analysis Module:

Vol/Sat: 0.29 0.29 0.29 0.37 0.37 0.37 0.13 0.10 0.10 0.01 0.18 0.47
Crit Moves: ****
Green/Cycle: 0.37 0.37 0.37 0.37 0.37 0.37 0.47 0.47 0.47 0.47 0.47 0.47
Volume/Cap: 0.77 0.77 0.77 1.00 1.00 1.00 0.28 0.20 0.20 0.02 0.38 1.00
Delay/Veh: 17.0 17.0 17.0 48.6 48.6 48.6 8.5 8.0 8.0 7.2 8.9 47.0
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: 17.0 17.0 17.0 48.6 48.6 48.6 8.5 8.0 8.0 7.2 8.9 47.0
LOS by Move: B B B D D D A A A A A D
HCM2kAvgQ: 9 9 9 13 13 13 1 2 2 0 4 20

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #12 Owensmouth Ave & Plummer St

Cycle (sec): 50 Critical Vol./Cap.(X): 1.672
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 157.7
Optimal Cycle: 0 Level Of Service: F

Street Name: Owensmouth Ave Plummer St
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: 10 10 10 5 10 10 10 10 10 10 10 10
Lanes: 0 1 0 0 1 0 1 0 0 1 1 0 2 0 1 1

Volume Module:

Base Vol: 24 743 40 100 301 17 28 173 40 11 239 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: 24 743 40 100 301 17 28 173 40 11 239 65
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: 24 743 40 100 301 17 28 173 40 11 239 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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 25 782 42 105 317 18 29 182 42 12 252 68
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 25 782 42 105 317 18 29 182 42 12 252 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
FinalVolume: 25 782 42 105 317 18 29 182 42 12 252 68

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: 0.03 0.97 1.00 0.25 0.75 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 15 468 514 116 350 510 368 777 419 378 800 433

Capacity Analysis Module:

Vol/Sat: 1.67 1.67 0.08 0.91 0.91 0.04 0.08 0.23 0.10 0.03 0.31 0.16
Crit Moves: ****
Delay/Veh: 329.9 330 10.0 48.3 48.3 9.8 13.0 14.3 11.8 12.2 15.2 12.2
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: 329.9 330 10.0 48.3 48.3 9.8 13.0 14.3 11.8 12.2 15.2 12.2
LOS by Move: F F B E E A B B B C B
ApproachDel: 314.0 46.8 13.7 14.5
Delay Adj: 1.00 1.00 1.00 1.00
ApprAdjDel: 314.0 46.8 13.7 14.5
LOS by Appr: F E B B
AllWayAvgQ: 42.9 42.9 0.1 4.9 4.9 0.0 0.1 0.3 0.1 0.0 0.4 0.2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #13 Canoga Ave &Plummer St

Average Delay (sec/veh): 102.5 Worst Case Level Of Service: F[1037.8]

Street Name: Canoga Ave Plummer St

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 0 0 0 0 0 1 0 0 0 0 0

Volume Module:

Table with 12 columns for traffic volume and delay metrics across four approaches.

Critical Gap Module:

Table with 12 columns for critical gap and follow-up time metrics.

Capacity Module:

Table with 12 columns for capacity metrics like conflict volume and potential capacity.

Level Of Service Module:

Table with 12 columns for level of service metrics including delay and queue length.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #42 Lassen St & Busway A

Cycle (sec): 50 Critical Vol./Cap.(X): 0.649

Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 3.1

Optimal Cycle: 45 Level Of Service: A

Street Name: Busway A Lassen 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: Ovl Include Include Include

Min. Green: 5 5 5 5 5 5 5 5 5 5 5 5

Lanes: 0 0 1 0 0 0 0 1 0 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:

Table with 12 columns for traffic volume and delay metrics across four approaches.

Saturation Flow Module:

Table with 12 columns for saturation flow metrics.

Capacity Analysis Module:

Table with 12 columns for capacity analysis metrics like volume/saturation and critical moves.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #43 Lassen St & Busway B

Cycle (sec): 50 Critical Vol./Cap.(X): 0.613
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 4.0
Optimal Cycle: 35 Level Of Service: A

Street Name: Busway B Lassen 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: 5 5 5 5 5 5 5 5 5 5 5 5
Lanes: 0 0 1 0 0 0 0 1 0 0 0 0 2 0 0 0 0 2 0 0

Volume Module:
Base Vol: 0 40 0 0 40 0 0 1414 0 0 1691 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 40 0 0 40 0 0 1414 0 0 1691 0
Added Vol: 0
PasserByVol: 0
Initial Fut: 0 40 0 0 40 0 0 1414 0 0 1691 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 42 0 0 42 0 0 1488 0 0 1780 0
Reduct Vol: 0
Reduced Vol: 0 42 0 0 42 0 0 1488 0 0 1780 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 42 0 0 42 0 0 1488 0 0 1780 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.95 1.00 1.00 0.95 1.00
Lanes: 0.00 1.00 0.00 0.00 1.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00
Final Sat.: 0 1900 0 0 1900 0 0 3610 0 0 3610 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.02 0.00 0.00 0.02 0.00 0.00 0.41 0.00 0.00 0.49 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.10 0.00 0.00 0.10 0.00 0.00 0.74 0.00 0.00 0.74 0.00
Volume/Cap: 0.00 0.22 0.00 0.00 0.22 0.00 0.00 0.56 0.00 0.00 0.67 0.00
Delay/Veh: 0.0 21.3 0.0 0.0 21.3 0.0 0.0 3.1 0.0 0.0 4.0 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 21.3 0.0 0.0 21.3 0.0 0.0 3.1 0.0 0.0 4.0 0.0
LOS by Move: A C A A C A A A A A A A
HCM2kAvgQ: 0 1 0 0 1 0 0 6 0 0 9 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 Lassen St & Busway C

Cycle (sec): 50 Critical Vol./Cap.(X): 0.587
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 1.4
Optimal Cycle: 34 Level Of Service: A

Street Name: Busway C Lassen 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: 5 5 5 5 5 5 5 5 5 5 5 5
Lanes: 0 0 1 0 0 0 0 1 0 0 0 0 2 0 0 0 0 2 0 0

Volume Module:
Base Vol: 0 0 0 0 0 0 0 1414 0 0 1691 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 0 0 0 0 1414 0 0 1691 0
Added Vol: 0
PasserByVol: 0
Initial Fut: 0 0 0 0 0 0 0 1414 0 0 1691 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 0 0 0 0 1488 0 0 1780 0
Reduct Vol: 0
Reduced Vol: 0 0 0 0 0 0 0 1488 0 0 1780 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 0 0 0 0 1488 0 0 1780 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.95 1.00 1.00 0.95 1.00
Lanes: 0.00 1.00 0.00 0.00 1.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00
Final Sat.: 0 1900 0 0 1900 0 0 3610 0 0 3610 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.41 0.00 0.00 0.49 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.84 0.00 0.00 0.84 0.00
Volume/Cap: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.49 0.00 0.00 0.59 0.00
Delay/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 1.2 0.0 0.0 1.6 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 0.0 0.0 0.0 0.0 1.2 0.0 0.0 1.6 0.0
LOS by Move: A A A A A A A A A A A A
HCM2kAvgQ: 0 0 0 0 0 0 0 4 0 0 6 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #45 Canoga Ave & Bus Lane

Cycle (sec): 100 Critical Vol./Cap.(X): 0.680
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 0.9
Optimal Cycle: 71 Level Of Service: A

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Canoga Ave and Bus Lane.

Volume Module table with columns: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

ALTERNATIVE 4.3a

-ONLY INTERSECTIONS 8, 9, 11, 12,13,42,43, and 44

The remainder intersection do not change from Alternative 4.1

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #8 Owensmouth Ave & Lassen St

Cycle (sec): 50 Critical Vol./Cap.(X): 1.507
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 127.5
 Optimal Cycle: 120 Level Of Service: F

Street Name: Owensmouth Ave Lassen 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
 Lanes: 0 1 0 1 0 0 1 0 1 1 0 1 0 1 1 0

Volume Module:
 Base Vol: 73 368 306 65 660 26 16 683 154 462 778 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: 73 368 306 65 660 26 16 683 154 462 778 76
 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: 73 368 306 65 660 26 16 683 154 462 778 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: 77 387 322 68 695 27 17 719 162 486 819 80
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 77 387 322 68 695 27 17 719 162 486 819 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
 FinalVolume: 77 387 322 68 695 27 17 719 162 486 819 80

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.55 0.55 0.55 0.61 0.61 0.61 0.28 0.92 0.92 0.29 0.94 0.94
 Lanes: 0.20 0.98 0.82 0.17 1.76 0.07 1.00 1.63 0.37 1.00 1.82 0.18
 Final Sat.: 205 1035 861 201 2036 80 534 2863 646 545 3246 317

Capacity Analysis Module:
 Vol/Sat: 0.37 0.37 0.37 0.34 0.34 0.34 0.03 0.25 0.25 0.89 0.25 0.25
 Crit Moves: ****
 Green/Cycle: 0.25 0.25 0.25 0.25 0.25 0.25 0.59 0.59 0.59 0.59 0.59 0.59
 Volume/Cap: 1.51 1.51 1.51 1.37 1.37 1.37 0.05 0.42 0.42 1.51 0.43 0.43
 Delay/Veh: 256.8 257 256.8 198.1 198 198.1 4.4 5.7 5.7 253.9 5.7 5.7
 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: 256.8 257 256.8 198.1 198 198.1 4.4 5.7 5.7 253.9 5.7 5.7
 LOS by Move: F F F F F F A A A F A A
 HCM2kAvgQ: 26 26 26 23 23 23 0 4 4 30 4 4

 Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

 Intersection #9 Depot Rd & Lassen St

Average Delay (sec/veh): 4.0 Worst Case Level Of Service: F[92.2]

Street Name: Depot Rd Lassen St
 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 1 0 0 1 1 0 1 0 1 1 0

Volume Module:
 Base Vol: 9 1 21 34 0 32 82 910 16 11 936 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: 9 1 21 34 0 32 82 910 16 11 936 55
 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: 9 1 21 34 0 32 82 910 16 11 936 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: 9 1 22 36 0 34 86 958 17 12 985 58
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 FinalVolume: 9 1 22 36 0 34 86 958 17 12 985 58

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: 1655 2205 487 1689 2185 522 1043 xxxx xxxxx 975 xxxx xxxxx
 Potent Cap.: 66 45 532 62 46 505 675 xxxx xxxxx 716 xxxx xxxxx
 Move Cap.: 55 39 532 52 40 505 675 xxxx xxxxx 716 xxxx xxxxx
 Volume/Cap: 0.17 0.03 0.04 0.69 0.00 0.07 0.13 xxxx xxxxx 0.02 xxxx xxxxx

Level Of Service Module:
 2Way95thQ: xxxx xxxx xxxxx 2.8 xxxx xxxxx 0.4 xxxx xxxxx 0.0 xxxx xxxxx
 Control Del:xxxxx xxxx xxxxx 167.1 xxxx xxxxx 11.1 xxxx xxxxx 10.1 xxxx xxxxx
 LOS by Move: * * * F * * B * * B * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: xxxx 135 xxxxx xxxx xxxxx 505 xxxx xxxx xxxxx xxxx xxxx xxxxx
 SharedQueue:xxxxx 0.9 xxxxx xxxxx xxxx 0.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
 Shrd ConDel:xxxxx 40.0 xxxxx xxxxx xxxx 12.6 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
 Shared LOS: * E * * * B * * * * *
 ApproachDel: 40.0 92.2 xxxxxx xxxxxx
 ApproachLOS: E F * *

 Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Owensmouth Ave & Marilla St

Cycle (sec): 50 Critical Vol./Cap.(X): 0.936
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 23.2
Optimal Cycle: 80 Level Of Service: C

Street Name: Owensmouth Ave Marilla 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: 8 8 8 8 8 8 14 14 14 14 14 14
Lanes: 0 1 0 1 0 0 1 0 0 1 0 1

Volume Module:
Base Vol: 37 387 24 541 505 143 52 156 27 9 113 370
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: 37 387 24 541 505 143 52 156 27 9 113 370
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: 37 387 24 541 505 143 52 156 27 9 113 370
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: 39 407 25 569 532 151 55 164 28 9 119 389
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 39 407 25 569 532 151 55 164 28 9 119 389
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
FinalVolume: 39 407 25 569 532 151 55 164 28 9 119 389

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.78 0.78 0.78 0.60 0.60 0.60 0.68 0.98 0.98 0.62 1.00 0.85
Lanes: 0.16 1.73 0.11 0.91 0.85 0.24 1.00 0.85 0.15 1.00 1.00 1.00
Final Sat.: 244 2555 158 1045 976 276 1284 1584 274 1169 1900 1615

Capacity Analysis Module:
Vol/Sat: 0.16 0.16 0.16 0.54 0.54 0.54 0.04 0.10 0.10 0.01 0.06 0.24
Crit Moves: ****
Green/Cycle: 0.56 0.56 0.56 0.56 0.56 0.56 0.28 0.28 0.28 0.28 0.28 0.28
Volume/Cap: 0.28 0.28 0.28 0.97 0.97 0.97 0.15 0.37 0.37 0.03 0.22 0.86
Delay/Veh: 5.9 5.9 5.9 29.5 29.5 29.5 13.7 14.9 14.9 13.1 14.0 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: 5.9 5.9 5.9 29.5 29.5 29.5 13.7 14.9 14.9 13.1 14.0 32.5
LOS by Move: A A A C C C B B B B B C
HCM2kAvgQ: 2 2 2 17 17 17 1 3 3 0 2 9

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Owensmouth Ave & Plummer St

Cycle (sec): 50 Critical Vol./Cap.(X): 0.417
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 12.0
Optimal Cycle: 37 Level Of Service: B

Street Name: Owensmouth Ave Plummer 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 Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 10 10 10 5 10 10 10 10 10 10 10 10
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0 2 0 1

Volume Module:
Base Vol: 41 361 25 72 333 67 69 154 25 52 148 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: 41 361 25 72 333 67 69 154 25 52 148 46
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: 41 361 25 72 333 67 69 154 25 52 148 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: 43 380 26 76 351 71 73 162 26 55 156 48
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 43 380 26 76 351 71 73 162 26 55 156 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
FinalVolume: 43 380 26 76 351 71 73 162 26 55 156 48

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.45 0.99 0.99 0.95 0.98 0.98 0.65 0.95 0.85 0.64 0.95 0.85
Lanes: 1.00 0.94 0.06 1.00 0.83 0.17 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 863 1759 122 1805 1542 310 1229 3610 1615 1220 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.05 0.22 0.22 0.04 0.23 0.23 0.06 0.04 0.02 0.04 0.04 0.03
Crit Moves: ****
Green/Cycle: 0.46 0.46 0.46 0.10 0.56 0.56 0.20 0.20 0.20 0.20 0.20 0.20
Volume/Cap: 0.11 0.47 0.47 0.42 0.41 0.41 0.30 0.22 0.08 0.22 0.22 0.15
Delay/Veh: 7.8 9.7 9.7 22.7 6.5 6.5 17.7 16.9 16.4 17.2 16.9 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: 7.8 9.7 9.7 22.7 6.5 6.5 17.7 16.9 16.4 17.2 16.9 16.7
LOS by Move: A A A C A A B B B B B B
HCM2kAvgQ: 0 5 5 2 4 4 1 1 0 1 1 1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 Canoga Ave &Plummer St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.615
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 15.0
Optimal Cycle: 51 Level Of Service: B

Street Name: Canoga Ave Plummer 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 Protected Protected
Rights: Include Include Include Include
Min. Green: 10 10 10 10 10 10 10 10 5 5 5
Lanes: 1 0 1 0 0 0 0 0 1 0 1 0 0 0

Volume Module:

Base Vol: 215 761 0 0 650 72 17 40 202 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: 215 761 0 0 650 72 17 40 202 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 215 761 0 0 650 72 17 40 202 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: 226 801 0 0 684 76 18 42 213 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 226 801 0 0 684 76 18 42 213 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 226 801 0 0 684 76 18 42 213 0 0 0

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.45 1.00 1.00 1.00 0.99 0.99 0.85 1.00 0.85 1.00 1.00 1.00
Lanes: 1.00 1.00 1.00 0.00 0.00 0.90 0.10 1.00 1.00 1.00 0.00 1.00 0.00
Final Sat.: 863 1900 0 0 1688 187 1615 1900 1615 0 1900 0

Capacity Analysis Module:

Vol/Sat: 0.26 0.42 0.00 0.00 0.41 0.41 0.01 0.02 0.13 0.00 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.69 0.69 0.00 0.00 0.69 0.69 0.21 0.21 0.21 0.00 0.00 0.00
Volume/Cap: 0.38 0.61 0.00 0.00 0.59 0.59 0.05 0.10 0.61 0.00 0.00 0.00
Delay/Veh: 8.4 11.1 0.0 0.0 10.7 10.7 37.5 38.0 46.0 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: 8.4 11.1 0.0 0.0 10.7 10.7 37.5 38.0 46.0 0.0 0.0 0.0
LOS by Move: A B A A B B D D D A A A
HCM2kAvgQ: 4 16 0 0 15 15 1 1 8 0 0 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #42 Lassen St & Busway A

Cycle (sec): 50 Critical Vol./Cap.(X): 0.395
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 2.1
Optimal Cycle: 33 Level Of Service: A

Street Name: Busway A Lassen 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: Ovl Include Include Include
Min. Green: 5 5 5 5 5 5 5 5 5 5 5 5
Lanes: 0 0 1 0 0 0 0 1 0 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:

Base Vol: 0 0 0 0 0 0 0 0 1030 0 0 970 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 0 0 0 0 0 1030 0 0 970 0
Added Vol: 0 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 0
Initial Fut: 0 0 0 0 0 0 0 0 0 1030 0 0 970 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 1.00
PHF Adj: 0.95 0.95 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 0 0 0 0 0 1084 0 0 1021 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 0 0 0 0 0 1084 0 0 1021 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 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 0 0 0 0 0 1084 0 0 1021 0

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.95 1.00 1.00 0.95 1.00
Lanes: 0.00 1.00 0.00 0.00 1.00 0.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 0 1900 0 0 1900 0 1900 3610 1900 1900 3610 1900

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.30 0.00 0.00 0.28 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.76 0.00 0.00 0.76 0.00
Volume/Cap: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.40 0.00 0.00 0.37 0.00
Delay/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 2.2 0.0 0.0 2.1 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 2.2 0.0 0.0 2.1 0.0
LOS by Move: A A A A A A A A A A A A
HCM2kAvgQ: 0 0 0 0 0 0 0 3 0 0 3 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #43 Lassen St & Busway B

Cycle (sec): 50 Critical Vol./Cap.(X): 0.388
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 3.2
Optimal Cycle: 26 Level Of Service: A

Street Name: Busway B Lassen 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: 5 5 5 5 5 5 5 5 5 5 5 5
Lanes: 0 0 1 0 0 0 0 0 0 1 0 0 2 0 0

Volume Module:
Base Vol: 0 40 0 0 0 40 0 1030 0 0 970 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 40 0 0 0 40 0 1030 0 0 970 0
Added Vol: 0 0 0 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 0 0 0
Initial Fut: 0 40 0 0 0 40 0 1030 0 0 970 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 42 0 0 0 42 0 1084 0 0 1021 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 42 0 0 0 42 0 1084 0 0 1021 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 42 0 0 0 42 0 1084 0 0 1021 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 1.00 1.00 0.87 1.00 0.95 1.00 1.00 0.95 1.00
Lanes: 0.00 1.00 0.00 0.00 0.00 1.00 0.00 2.00 0.00 0.00 2.00 0.00
Final Sat.: 0 1900 0 0 0 1644 0 3610 0 0 3610 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.02 0.00 0.00 0.00 0.03 0.00 0.30 0.00 0.00 0.28 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.10 0.00 0.00 0.00 0.10 0.00 0.74 0.00 0.00 0.74 0.00
Volume/Cap: 0.00 0.22 0.00 0.00 0.00 0.26 0.00 0.41 0.00 0.00 0.38 0.00
Delay/Veh: 0.0 21.3 0.0 0.0 0.0 21.6 0.0 2.5 0.0 0.0 2.4 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 21.3 0.0 0.0 0.0 21.6 0.0 2.5 0.0 0.0 2.4 0.0
LOS by Move: A C A A A C A A A A A A
HCM2kAvgQ: 0 1 0 0 0 1 0 4 0 0 3 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 Lassen St & Busway C

Cycle (sec): 50 Critical Vol./Cap.(X): 0.358
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 1.0
Optimal Cycle: 25 Level Of Service: A

Street Name: Busway C Lassen 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: 5 5 5 5 5 5 5 5 5 5 5 5
Lanes: 0 0 1 0 0 0 0 1 0 0 0 0 2 0 0

Volume Module:
Base Vol: 0 0 0 0 0 0 0 1030 0 0 970 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 0 0 0 0 1030 0 0 970 0
Added Vol: 0 0 0 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 0 0 0
Initial Fut: 0 0 0 0 0 0 0 1030 0 0 970 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 0 0 0 0 1084 0 0 1021 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 0 0 0 0 1084 0 0 1021 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 0 0 0 0 1084 0 0 1021 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.95 1.00 1.00 0.95 1.00
Lanes: 0.00 1.00 0.00 0.00 1.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00
Final Sat.: 0 1900 0 0 1900 0 0 3610 0 0 3610 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.30 0.00 0.00 0.28 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.84 0.00 0.00 0.84 0.00
Volume/Cap: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.36 0.00 0.00 0.34 0.00
Delay/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 1.0 0.0 0.0 1.0 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 1.0 0.0 0.0 1.0 0.0
LOS by Move: A A A A A A A A A A A A
HCM2kAvgQ: 0 0 0 0 0 0 0 2 0 0 2 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #45 Canoga Ave & Bus Lane

Cycle (sec): 100 Critical Vol./Cap.(X): 0.432
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 0.1
Optimal Cycle: 40 Level Of Service: A

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Canoga Ave and Bus Lane.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #8 Owensmouth Ave & Lassen St

Cycle (sec): 50 Critical Vol./Cap.(X): 1.974
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 210.7
 Optimal Cycle: 120 Level Of Service: F

Street Name: Owensmouth Ave Lassen 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
 Lanes: 0 1 0 1 0 0 1 0 1 0 1 0 1 0 1 0

Volume Module:
 Base Vol: 140 919 480 225 339 74 49 714 185 426 760 159
 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: 140 919 480 225 339 74 49 714 185 426 760 159
 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: 140 919 480 225 339 74 49 714 185 426 760 159
 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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
 PHF Volume: 147 967 505 237 357 78 52 752 195 448 800 167
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 147 967 505 237 357 78 52 752 195 448 800 167
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 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: 147 967 505 237 357 78 52 752 195 448 800 167

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.64 0.64 0.64 0.58 0.58 0.58 0.23 0.92 0.92 0.24 0.93 0.93
 Lanes: 0.18 1.20 0.62 0.71 1.06 0.23 1.00 1.59 0.41 1.00 1.65 0.35
 Final Sat.: 222 1455 760 775 1167 255 435 2778 720 451 2908 608

Capacity Analysis Module:
 Vol/Sat: 0.66 0.66 0.66 0.31 0.31 0.31 0.12 0.27 0.27 0.99 0.28 0.28
 Crit Moves: ****
 Green/Cycle: 0.34 0.34 0.34 0.34 0.34 0.34 0.50 0.50 0.50 0.50 0.50 0.50
 Volume/Cap: 1.97 1.97 1.97 0.91 0.91 0.91 0.24 0.54 0.54 1.97 0.55 0.55
 Delay/Veh: 459.4 459 459.4 30.9 30.9 30.9 7.6 8.8 8.8 466.4 8.9 8.9
 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: 459.4 459 459.4 30.9 30.9 30.9 7.6 8.8 8.8 466.4 8.9 8.9
 LOS by Move: F F F C C C A A A F A A
 HCM2kAvgQ: 66 66 66 9 9 9 1 6 6 36 6 6

 Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

 Intersection #9 Depot Rd & Lassen St

Average Delay (sec/veh): 120.4 Worst Case Level Of Service: F[3893.3]

Street Name: Depot Rd Lassen St
 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 1 0 0 1 1 0 1 0 1 1 0

Volume Module:
 Base Vol: 65 0 15 42 0 111 56 1396 19 24 1538 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: 65 0 15 42 0 111 56 1396 19 24 1538 71
 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: 65 0 15 42 0 111 56 1396 19 24 1538 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: 68 0 16 44 0 117 59 1469 20 25 1619 75
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 FinalVolume: 68 0 16 44 0 117 59 1469 20 25 1619 75

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: 2457 3342 745 2559 3314 847 1694 xxxx xxxxx 1489 xxxx xxxxx
 Potent Cap.: 16 8 361 13 9 309 382 xxxx xxxxx 457 xxxx xxxxx
 Move Cap.: 9 7 361 11 7 309 382 xxxx xxxxx 457 xxxx xxxxx
 Volume/Cap: 8.04 0.00 0.04 4.05 0.00 0.38 0.15 xxxx xxxxx 0.06 xxxx xxxxx

Level Of Service Module:
 2Way95thQ: xxxx xxxx xxxxx 6.7 xxxx xxxxx 0.5 xxxx xxxxx 0.2 xxxx xxxxx
 Control Del:xxxxx xxxx xxxxx 2059 xxxx xxxxx 16.1 xxxx xxxxx 13.3 xxxx xxxxx
 LOS by Move: * * * F * * C * * B * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: xxxx 10 xxxxx xxxx xxxxx 309 xxxx xxxx xxxxx xxxx xxxx xxxxx
 SharedQueue:xxxxx 11.9 xxxxx xxxxx xxxxx 1.7 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
 Shrd ConDel:xxxxx 3893 xxxxx xxxxx xxxxx 23.5 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
 Shared LOS: * F * * * C * * * * * * * * * *
 ApproachDel: 3893.3 582.3 xxxxxxx xxxxxxx
 ApproachLOS: F F * *

 Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Owensmouth Ave & Marilla St

Cycle (sec): 50 Critical Vol./Cap.(X): 1.034
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 34.5
Optimal Cycle: 120 Level Of Service: C

Street Name: Owensmouth Ave Marilla 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: 8 8 8 8 8 8 14 14 14 14 14 14
Lanes: 0 1 0 1 0 0 1 0 0 1 0 1

Volume Module:
Base Vol: 29 845 26 313 444 34 118 148 21 9 323 720
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 29 845 26 313 444 34 118 148 21 9 323 720
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: 29 845 26 313 444 34 118 148 21 9 323 720
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 31 889 27 329 467 36 124 156 22 9 340 758
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 31 889 27 329 467 36 124 156 22 9 340 758
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 31 889 27 329 467 36 124 156 22 9 340 758

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.86 0.86 0.86 0.55 0.55 0.55 0.50 0.98 0.98 0.64 1.00 0.85
Lanes: 0.06 1.88 0.06 0.79 1.12 0.09 1.00 0.88 0.12 1.00 1.00 1.00
Final Sat.: 106 3086 95 825 1170 90 941 1632 232 1212 1900 1615

Capacity Analysis Module:
Vol/Sat: 0.29 0.29 0.29 0.40 0.40 0.40 0.13 0.10 0.10 0.01 0.18 0.47
Crit Moves: ****
Green/Cycle: 0.39 0.39 0.39 0.39 0.39 0.39 0.45 0.45 0.45 0.45 0.45 0.45
Volume/Cap: 0.75 0.75 0.75 1.03 1.03 1.03 0.29 0.21 0.21 0.02 0.39 1.03
Delay/Veh: 15.7 15.7 15.7 56.2 56.2 56.2 9.0 8.4 8.4 7.5 9.4 56.0
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: 15.7 15.7 15.7 56.2 56.2 56.2 9.0 8.4 8.4 7.5 9.4 56.0
LOS by Move: B B B E E E A A A A A E
HCM2kAvgQ: 9 9 9 14 14 14 1 2 2 0 4 22

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Owensmouth Ave & Plummer St

Cycle (sec): 50 Critical Vol./Cap.(X): 0.775
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 23.9
Optimal Cycle: 55 Level Of Service: C

Street Name: Owensmouth Ave Plummer 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 Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 10 10 10 5 10 10 10 10 10 10 10 10
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0 2 0 1

Volume Module:
Base Vol: 24 743 40 140 301 17 28 173 40 11 239 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: 24 743 40 140 301 17 28 173 40 11 239 65
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: 24 743 40 140 301 17 28 173 40 11 239 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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 25 782 42 147 317 18 29 182 42 12 252 68
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 25 782 42 147 317 18 29 182 42 12 252 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
FinalVolume: 25 782 42 147 317 18 29 182 42 12 252 68

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.53 0.99 0.99 0.95 0.99 0.99 0.59 0.95 0.85 0.63 0.95 0.85
Lanes: 1.00 0.95 0.05 1.00 0.95 0.05 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 1007 1789 96 1805 1784 101 1119 3610 1615 1197 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.03 0.44 0.44 0.08 0.18 0.18 0.03 0.05 0.03 0.01 0.07 0.04
Crit Moves: ****
Green/Cycle: 0.46 0.46 0.46 0.10 0.56 0.56 0.20 0.20 0.20 0.20 0.20 0.20
Volume/Cap: 0.05 0.95 0.95 0.82 0.32 0.32 0.13 0.25 0.13 0.05 0.35 0.21
Delay/Veh: 7.5 32.5 32.5 46.3 6.1 6.1 16.7 17.0 16.6 16.2 17.5 17.0
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: 7.5 32.5 32.5 46.3 6.1 6.1 16.7 17.0 16.6 16.2 17.5 17.0
LOS by Move: A C C D A A B B B B B B
HCM2kAvgQ: 0 19 19 5 3 3 0 1 1 0 2 1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 Canoga Ave &Plummer St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.903
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 20.9
Optimal Cycle: 120 Level Of Service: C

Street Name: Canoga Ave Plummer 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 Protected Protected
Rights: Include Include Include Include
Min. Green: 10 10 10 10 10 10 10 5 5 5
Lanes: 1 0 1 0 0 0 0 0 1 0 1 0 0 1 0 0

Volume Module:
Base Vol: 208 1096 0 0 1083 145 88 40 186 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: 208 1096 0 0 1083 145 88 40 186 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 208 1096 0 0 1083 145 88 40 186 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: 219 1154 0 0 1140 153 93 42 196 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 219 1154 0 0 1140 153 93 42 196 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 219 1154 0 0 1140 153 93 42 196 0 0 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.33 1.00 1.00 1.00 0.98 0.98 0.85 1.00 0.85 1.00 1.00 1.00
Lanes: 1.00 1.00 1.00 0.00 0.00 0.88 0.12 1.00 1.00 1.00 0.00 1.00 0.00
Final Sat.: 635 1900 0 0 1649 221 1615 1900 1615 0 1900 0

Capacity Analysis Module:
Vol/Sat: 0.35 0.61 0.00 0.00 0.69 0.69 0.06 0.02 0.12 0.00 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.77 0.77 0.00 0.00 0.77 0.77 0.13 0.13 0.13 0.00 0.00 0.00
Volume/Cap: 0.45 0.79 0.00 0.00 0.90 0.90 0.43 0.17 0.90 0.00 0.00 0.00
Delay/Veh: 5.7 11.5 0.0 0.0 19.0 19.0 49.1 46.3 87.0 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: 5.7 11.5 0.0 0.0 19.0 19.0 49.1 46.3 87.0 0.0 0.0 0.0
LOS by Move: A B A A B B D D F A A A
HCM2kAvgQ: 3 26 0 0 39 39 4 1 10 0 0 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #42 Lassen St & Busway A

Cycle (sec): 50 Critical Vol./Cap.(X): 0.649
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 3.1
Optimal Cycle: 45 Level Of Service: A

Street Name: Busway A Lassen 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: Ovl Include Include Include
Min. Green: 5 5 5 5 5 5 5 5 5 5
Lanes: 0 0 1 0 0 0 0 1 0 0 1 0 2 0 1 1 0 2 0 1

Volume Module:
Base Vol: 0 0 0 0 0 0 0 0 1414 0 0 1691 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 1.00
Initial Bse: 0 0 0 0 0 0 0 0 1414 0 0 1691 0
Added Vol: 0 0 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 0 0
Initial Fut: 0 0 0 0 0 0 0 0 1414 0 0 1691 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 1.00
PHF Adj: 0.95 0.95 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 0 0 0 0 0 1488 0 0 1780 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 0 0 0 0 0 1488 0 0 1780 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 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 0 0 0 0 0 1488 0 0 1780 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.95 1.00 1.00 0.95 1.00
Lanes: 0.00 1.00 0.00 0.00 1.00 0.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00
Final Sat.: 0 1900 0 0 1900 0 1900 3610 1900 1900 3610 1900

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.41 0.00 0.00 0.49 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.76 0.00 0.00 0.76 0.00
Volume/Cap: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.54 0.00 0.00 0.65 0.00
Delay/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 2.7 0.0 0.0 3.4 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 1.00
AdjDel/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 2.7 0.0 0.0 3.4 0.0
LOS by Move: A A A A A A A A A A A A
HCM2kAvgQ: 0 0 0 0 0 0 0 6 0 0 8 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #43 Lassen St & Busway B

Cycle (sec): 50 Critical Vol./Cap.(X): 0.617
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 4.0
Optimal Cycle: 36 Level Of Service: A

Street Name: Busway B Lassen 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: 5 5 5 5 5 5 5 5 5 5 5 5
Lanes: 0 0 1 0 0 0 0 0 0 1 0 0 2 0 0

Volume Module:
Base Vol: 0 40 0 0 0 40 0 1414 0 0 1691 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 40 0 0 0 40 0 1414 0 0 1691 0
Added Vol: 0 0 0 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 0 0 0
Initial Fut: 0 40 0 0 0 40 0 1414 0 0 1691 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 42 0 0 0 42 0 1488 0 0 1780 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 42 0 0 0 42 0 1488 0 0 1780 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 42 0 0 0 42 0 1488 0 0 1780 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 1.00 1.00 0.87 1.00 0.95 1.00 1.00 0.95 1.00
Lanes: 0.00 1.00 0.00 0.00 0.00 1.00 0.00 2.00 0.00 0.00 2.00 0.00
Final Sat.: 0 1900 0 0 0 1644 0 3610 0 0 3610 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.02 0.00 0.00 0.00 0.03 0.00 0.41 0.00 0.00 0.49 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.10 0.00 0.00 0.00 0.10 0.00 0.74 0.00 0.00 0.74 0.00
Volume/Cap: 0.00 0.22 0.00 0.00 0.00 0.26 0.00 0.56 0.00 0.00 0.67 0.00
Delay/Veh: 0.0 21.3 0.0 0.0 0.0 21.6 0.0 3.1 0.0 0.0 4.0 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 21.3 0.0 0.0 0.0 21.6 0.0 3.1 0.0 0.0 4.0 0.0
LOS by Move: A C A A A C A A A A A A
HCM2kAvgQ: 0 1 0 0 0 1 0 6 0 0 9 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 Lassen St & Busway C

Cycle (sec): 50 Critical Vol./Cap.(X): 0.587
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 1.4
Optimal Cycle: 34 Level Of Service: A

Street Name: Busway C Lassen 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: 5 5 5 5 5 5 5 5 5 5 5 5
Lanes: 0 0 1 0 0 0 0 1 0 0 0 0 2 0 0

Volume Module:
Base Vol: 0 0 0 0 0 0 0 1414 0 0 1691 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 0 0 0 0 1414 0 0 1691 0
Added Vol: 0 0 0 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 0 0 0
Initial Fut: 0 0 0 0 0 0 0 1414 0 0 1691 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 0 0 0 0 1488 0 0 1780 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 0 0 0 0 1488 0 0 1780 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 0 0 0 0 1488 0 0 1780 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.95 1.00 1.00 0.95 1.00
Lanes: 0.00 1.00 0.00 0.00 1.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00
Final Sat.: 0 1900 0 0 1900 0 0 3610 0 0 3610 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.41 0.00 0.00 0.49 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.84 0.00 0.00 0.84 0.00
Volume/Cap: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.49 0.00 0.00 0.59 0.00
Delay/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 1.2 0.0 0.0 1.6 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 0.0 0.0 0.0 0.0 1.2 0.0 0.0 1.6 0.0
LOS by Move: A A A A A A A A A A A A
HCM2kAvgQ: 0 0 0 0 0 0 0 4 0 0 6 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #45 Canoga Ave & Bus Lane

Cycle (sec): 100 Critical Vol./Cap.(X): 0.680
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 0.9
Optimal Cycle: 71 Level Of Service: A

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Canoga Ave and Bus Lane.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

ALTERNATIVE 4.4

-ONLY INTERSECTIONS 8, 9, 11, 12,13,42,43, and 44

The remainder intersection do not change from Alternative 4.1

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Owensmouth Ave & Lassen St

Cycle (sec): 50 Critical Vol./Cap.(X): 1.410
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 104.8
Optimal Cycle: 120 Level Of Service: F

Street Name: Owensmouth Ave Lassen 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: 10 10 10 10 10 10 18 18 18 18 18 18
Lanes: 0 1 0 1 0 0 1 0 1 1 0 1 0 1 1 0

Volume Module:
Base Vol: 73 368 306 65 660 26 16 683 154 422 778 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: 73 368 306 65 660 26 16 683 154 422 778 76
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: 73 368 306 65 660 26 16 683 154 422 778 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: 77 387 322 68 695 27 17 719 162 444 819 80
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 77 387 322 68 695 27 17 719 162 444 819 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
FinalVolume: 77 387 322 68 695 27 17 719 162 444 819 80

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.57 0.57 0.57 0.63 0.63 0.63 0.28 0.92 0.92 0.28 0.94 0.94
Lanes: 0.20 0.98 0.82 0.17 1.76 0.07 1.00 1.63 0.37 1.00 1.82 0.18
Final Sat.: 211 1066 886 206 2090 82 529 2863 646 541 3246 317

Capacity Analysis Module:
Vol/Sat: 0.36 0.36 0.36 0.33 0.33 0.33 0.03 0.25 0.25 0.82 0.25 0.25
Crit Moves: ****
Green/Cycle: 0.26 0.26 0.26 0.26 0.26 0.26 0.58 0.58 0.58 0.58 0.58 0.58
Volume/Cap: 1.41 1.41 1.41 1.29 1.29 1.29 0.05 0.43 0.43 1.41 0.43 0.43
Delay/Veh: 213.4 213 213.4 160.7 161 160.7 4.6 6.0 6.0 212.7 6.0 6.0
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: 213.4 213 213.4 160.7 161 160.7 4.6 6.0 6.0 212.7 6.0 6.0
LOS by Move: F F F F F F A A A F A A
HCM2kAvgQ: 24 24 24 21 21 21 0 4 4 25 4 4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Depot Rd & Lassen St

Cycle (sec): 50 Critical Vol./Cap.(X): 0.504
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 10.6
Optimal Cycle: 30 Level Of Service: B

Street Name: Depot Rd Lassen St
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 5 5 5 5 5 5 5 5 5 5 5
Lanes: 0 0 1 0 0 1 0 0 1 0 1 0 1 0 1 1 0

Volume Module:
Base Vol: 9 41 21 34 40 32 82 910 16 11 936 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: 9 41 21 34 40 32 82 910 16 11 936 55
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: 9 41 21 34 40 32 82 910 16 11 936 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: 9 43 22 36 42 34 86 958 17 12 985 58
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 9 43 22 36 42 34 86 958 17 12 985 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
FinalVolume: 9 43 22 36 42 34 86 958 17 12 985 58

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 0.95 0.95 0.93 0.93 0.95 0.95 0.95 0.95 0.94 0.94
Lanes: 0.13 0.58 0.29 1.00 0.56 0.44 1.00 1.97 0.03 1.00 1.89 0.11
Final Sat.: 230 1047 536 1805 985 788 1805 3537 62 1805 3382 199

Capacity Analysis Module:
Vol/Sat: 0.04 0.04 0.04 0.02 0.04 0.04 0.05 0.27 0.27 0.01 0.29 0.29
Crit Moves: ****
Green/Cycle: 0.10 0.10 0.10 0.10 0.10 0.10 0.10 0.47 0.47 0.17 0.54 0.54
Volume/Cap: 0.41 0.41 0.41 0.20 0.43 0.43 0.48 0.58 0.58 0.04 0.54 0.54
Delay/Veh: 22.6 22.6 22.6 21.2 22.8 22.8 23.3 10.2 10.2 17.3 7.8 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: 22.6 22.6 22.6 21.2 22.8 22.8 23.3 10.2 10.2 17.3 7.8 7.8
LOS by Move: C C C C C C C B B B A A
HCM2kAvgQ: 2 2 2 1 2 2 2 7 7 0 6 6

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Owensmouth Ave & Marilla St

Cycle (sec): 50 Critical Vol./Cap.(X): 0.918
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 20.7
Optimal Cycle: 75 Level Of Service: C

Street Name: Owensmouth Ave Marilla 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: 8 8 8 8 8 8 14 14 14 14 14 14
Lanes: 0 1 0 1 0 0 1 0 0 1 0 1

Volume Module:
Base Vol: 37 387 24 541 465 143 52 156 27 9 113 370
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: 37 387 24 541 465 143 52 156 27 9 113 370
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: 37 387 24 541 465 143 52 156 27 9 113 370
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: 39 407 25 569 489 151 55 164 28 9 119 389
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 39 407 25 569 489 151 55 164 28 9 119 389
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
FinalVolume: 39 407 25 569 489 151 55 164 28 9 119 389

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.78 0.78 0.78 0.60 0.60 0.60 0.68 0.98 0.98 0.62 1.00 0.85
Lanes: 0.16 1.73 0.11 0.94 0.81 0.25 1.00 0.85 0.15 1.00 1.00 1.00
Final Sat.: 245 2568 159 1074 923 284 1284 1584 274 1169 1900 1615

Capacity Analysis Module:
Vol/Sat: 0.16 0.16 0.16 0.53 0.53 0.53 0.04 0.10 0.10 0.01 0.06 0.24
Crit Moves: ****
Green/Cycle: 0.56 0.56 0.56 0.56 0.56 0.56 0.28 0.28 0.28 0.28 0.28 0.28
Volume/Cap: 0.28 0.28 0.28 0.95 0.95 0.95 0.15 0.37 0.37 0.03 0.22 0.86
Delay/Veh: 5.8 5.8 5.8 24.7 24.7 24.7 13.7 14.9 14.9 13.1 14.0 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: 5.8 5.8 5.8 24.7 24.7 24.7 13.7 14.9 14.9 13.1 14.0 32.5
LOS by Move: A A A C C C B B B B B C
HCM2kAvgQ: 2 2 2 15 15 15 1 3 3 0 2 9

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #12 Owensmouth Ave & Plummer St

Cycle (sec): 50 Critical Vol./Cap.(X): 0.825
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 24.0
Optimal Cycle: 0 Level Of Service: C

Street Name: Owensmouth Ave Plummer St
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: 10 10 10 5 10 10 10 10 10 10 10 10
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0 2 0 1 1

Volume Module:
Base Vol: 41 361 25 32 333 67 69 154 25 52 148 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: 41 361 25 32 333 67 69 154 25 52 148 46
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: 41 361 25 32 333 67 69 154 25 52 148 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: 43 380 26 34 351 71 73 162 26 55 156 48
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 43 380 26 34 351 71 73 162 26 55 156 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
FinalVolume: 43 380 26 34 351 71 73 162 26 55 156 48

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: 1.00 0.94 0.06 1.00 0.83 0.17 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 457 471 33 457 425 86 381 804 433 378 800 433

Capacity Analysis Module:
Vol/Sat: 0.09 0.81 0.81 0.07 0.82 0.82 0.19 0.20 0.06 0.14 0.19 0.11
Crit Moves: ****
Delay/Veh: 11.0 31.5 31.5 10.8 33.2 33.2 13.4 12.9 10.7 12.9 12.8 11.2
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: 11.0 31.5 31.5 10.8 33.2 33.2 13.4 12.9 10.7 12.9 12.8 11.2
LOS by Move: B D D B D D B B B B B
ApproachDel: 29.6 31.5 12.8 12.5
Delay Adj: 1.00 1.00 1.00 1.00
ApprAdjDel: 29.6 31.5 12.8 12.5
LOS by Appr: D D B B
AllWayAvgQ: 0.1 3.1 3.1 0.1 3.3 3.3 0.2 0.2 0.1 0.1 0.2 0.1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #13 Canoga Ave &Plummer St

Average Delay (sec/veh): 4.3 Worst Case Level Of Service: D[27.3]

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes, and Volume Module. Rows include Canoga Ave and Plummer St with various approach and movement details.

Table with columns for Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume. Rows include Canoga Ave and Plummer St.

Table for Critical Gap Module with columns for Critical Gp, FollowUpTim, and values for Canoga Ave and Plummer St.

Table for Capacity Module with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. Rows include Canoga Ave and Plummer St.

Table for Level Of Service Module with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS. Rows include Canoga Ave and Plummer St.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #42 Lassen St & Busway A

Cycle (sec): 50 Critical Vol./Cap.(X): 0.395 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 2.1 Optimal Cycle: 33 Level Of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes, and Volume Module. Rows include Busway A and Lassen St with various approach and movement details.

Table with columns for Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume. Rows include Busway A and Lassen St.

Table for Saturation Flow Module with columns for Sat/Lane, Adjustment, Lanes, and Final Sat. Rows include Busway A and Lassen St.

Table for Capacity Analysis Module with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ. Rows include Busway A and Lassen St.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #43 Lassen St & Busway B

Cycle (sec): 50 Critical Vol./Cap.(X): 0.358
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 1.0
Optimal Cycle: 25 Level Of Service: A

Street Name: Busway B Lassen 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: 5 5 5 5 5 5 5 5 5 5 5 5
Lanes: 0 0 1 0 0 0 0 1 0 0 0 0 2 0 0 0 0 2 0 0

Volume Module:
Base Vol: 0 0 0 0 0 0 0 0 1030 0 0 970 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 0 0 0 0 0 1030 0 0 970 0
Added Vol: 0 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 0
Initial Fut: 0 0 0 0 0 0 0 0 1030 0 0 970 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 0 0 0 0 0 1084 0 0 1021 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 0 0 0 0 0 1084 0 0 1021 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 0 0 0 0 0 1084 0 0 1021 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.95 1.00 1.00 0.95 1.00
Lanes: 0.00 1.00 0.00 0.00 1.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00
Final Sat.: 0 1900 0 0 1900 0 0 3610 0 0 3610 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.30 0.00 0.00 0.28 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.84 0.00 0.00 0.84 0.00
Volume/Cap: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.36 0.00 0.00 0.34 0.00
Delay/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 1.0 0.0 0.0 1.0 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 1.0 0.0 0.0 1.0 0.0
LOS by Move: A A A A A A A A A A A A
HCM2kAvgQ: 0 0 0 0 0 0 0 2 0 0 2 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 Lassen St & Busway C

Cycle (sec): 50 Critical Vol./Cap.(X): 0.358
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 1.0
Optimal Cycle: 25 Level Of Service: A

Street Name: Busway C Lassen 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: 5 5 5 5 5 5 5 5 5 5 5 5
Lanes: 0 0 1 0 0 0 0 1 0 0 0 0 2 0 0 0 0 2 0 0

Volume Module:
Base Vol: 0 0 0 0 0 0 0 0 1030 0 0 970 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 0 0 0 0 0 1030 0 0 970 0
Added Vol: 0 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 0
Initial Fut: 0 0 0 0 0 0 0 0 1030 0 0 970 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 0 0 0 0 0 1084 0 0 1021 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 0 0 0 0 0 1084 0 0 1021 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 0 0 0 0 0 1084 0 0 1021 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.95 1.00 1.00 0.95 1.00
Lanes: 0.00 1.00 0.00 0.00 1.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00
Final Sat.: 0 1900 0 0 1900 0 0 3610 0 0 3610 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.30 0.00 0.00 0.28 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.84 0.00 0.00 0.84 0.00
Volume/Cap: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.36 0.00 0.00 0.34 0.00
Delay/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 1.0 0.0 0.0 1.0 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 1.0 0.0 0.0 1.0 0.0
LOS by Move: A A A A A A A A A A A A
HCM2kAvgQ: 0 0 0 0 0 0 0 2 0 0 2 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #45 Canoga Ave & Bus Lane

Cycle (sec): 100 Critical Vol./Cap.(X): 0.432
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 0.1
Optimal Cycle: 40 Level Of Service: A

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Canoga Ave and Bus Lane.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Owensmouth Ave & Lassen St

Cycle (sec): 50 Critical Vol./Cap.(X): 1.881
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 189.9
Optimal Cycle: 120 Level Of Service: F

Street Name: Owensmouth Ave Lassen 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: 10 10 10 10 10 10 18 18 18 18 18 18
Lanes: 0 1 0 1 0 0 1 0 1 1 0 1 0 1 1 0

Volume Module:
Base Vol: 140 919 480 225 339 74 49 714 185 386 760 159
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: 140 919 480 225 339 74 49 714 185 386 760 159
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: 140 919 480 225 339 74 49 714 185 386 760 159
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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 147 967 505 237 357 78 52 752 195 406 800 167
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 147 967 505 237 357 78 52 752 195 406 800 167
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 147 967 505 237 357 78 52 752 195 406 800 167

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.65 0.65 0.65 0.57 0.57 0.57 0.22 0.92 0.92 0.23 0.93 0.93
Lanes: 0.18 1.20 0.62 0.71 1.06 0.23 1.00 1.59 0.41 1.00 1.65 0.35
Final Sat.: 224 1469 767 770 1160 253 426 2778 720 441 2908 608

Capacity Analysis Module:
Vol/Sat: 0.66 0.66 0.66 0.31 0.31 0.31 0.12 0.27 0.27 0.92 0.28 0.28
Crit Moves: ****
Green/Cycle: 0.35 0.35 0.35 0.35 0.35 0.35 0.49 0.49 0.49 0.49 0.49 0.49
Volume/Cap: 1.88 1.88 1.88 0.88 0.88 0.88 0.25 0.55 0.55 1.88 0.56 0.56
Delay/Veh: 417.3 417 417.3 26.7 26.7 26.7 8.0 9.3 9.3 426.4 9.4 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: 417.3 417 417.3 26.7 26.7 26.7 8.0 9.3 9.3 426.4 9.4 9.4
LOS by Move: F F F C C C A A A F A A
HCM2kAvgQ: 64 64 64 9 9 9 1 6 6 31 6 6

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Depot Rd & Lassen St

Cycle (sec): 50 Critical Vol./Cap.(X): 0.796
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 17.3
Optimal Cycle: 52 Level Of Service: B

Street Name: Depot Rd Lassen St
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 5 5 5 5 5 5 5 5 5 5 5
Lanes: 0 0 1 0 0 1 0 0 1 0 1 0 1 0 1 1 0

Volume Module:
Base Vol: 65 40 15 42 40 111 56 1396 19 24 1538 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: 65 40 15 42 40 111 56 1396 19 24 1538 71
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: 65 40 15 42 40 111 56 1396 19 24 1538 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: 68 42 16 44 42 117 59 1469 20 25 1619 75
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 68 42 16 44 42 117 59 1469 20 25 1619 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
FinalVolume: 68 42 16 44 42 117 59 1469 20 25 1619 75

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.96 0.96 0.96 0.95 0.89 0.89 0.95 0.95 0.95 0.95 0.94 0.94
Lanes: 0.55 0.33 0.12 1.00 0.26 0.74 1.00 1.97 0.03 1.00 1.91 0.09
Final Sat.: 985 606 227 1805 448 1243 1805 3554 48 1805 3427 158

Capacity Analysis Module:
Vol/Sat: 0.07 0.07 0.07 0.02 0.09 0.09 0.03 0.41 0.41 0.01 0.47 0.47
Crit Moves: ****
Green/Cycle: 0.10 0.10 0.10 0.10 0.11 0.11 0.10 0.51 0.51 0.12 0.53 0.53
Volume/Cap: 0.69 0.67 0.67 0.24 0.89 0.89 0.33 0.81 0.81 0.11 0.89 0.89
Delay/Veh: 32.8 30.9 30.9 21.3 58.9 58.9 22.0 13.0 13.0 19.7 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: 32.8 30.9 30.9 21.3 58.9 58.9 22.0 13.0 13.0 19.7 15.7 15.7
LOS by Move: C C C C E E C B B B B B
HCM2kAvgQ: 4 3 3 1 6 6 1 13 13 0 17 17

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Owensmouth Ave & Marilla St

Cycle (sec): 50 Critical Vol./Cap.(X): 1.004
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 30.4
Optimal Cycle: 110 Level Of Service: C

Street Name: Owensmouth Ave Marilla 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: 8 8 8 8 8 8 14 14 14 14 14 14
Lanes: 0 1 0 1 0 0 1 0 0 1 0 1

Volume Module:
Base Vol: 29 845 26 313 404 34 118 148 21 9 323 720
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 29 845 26 313 404 34 118 148 21 9 323 720
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: 29 845 26 313 404 34 118 148 21 9 323 720
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 31 889 27 329 425 36 124 156 22 9 340 758
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 31 889 27 329 425 36 124 156 22 9 340 758
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 31 889 27 329 425 36 124 156 22 9 340 758

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.87 0.87 0.87 0.56 0.56 0.56 0.50 0.98 0.98 0.64 1.00 0.85
Lanes: 0.06 1.88 0.06 0.83 1.08 0.09 1.00 0.88 0.12 1.00 1.00 1.00
Final Sat.: 106 3089 95 881 1138 96 950 1632 232 1212 1900 1615

Capacity Analysis Module:
Vol/Sat: 0.29 0.29 0.29 0.37 0.37 0.37 0.13 0.10 0.10 0.01 0.18 0.47
Crit Moves: ****
Green/Cycle: 0.37 0.37 0.37 0.37 0.37 0.37 0.47 0.47 0.47 0.47 0.47 0.47
Volume/Cap: 0.77 0.77 0.77 1.00 1.00 1.00 0.28 0.20 0.20 0.02 0.38 1.00
Delay/Veh: 17.0 17.0 17.0 48.6 48.6 48.6 8.5 8.0 8.0 7.2 8.9 47.0
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: 17.0 17.0 17.0 48.6 48.6 48.6 8.5 8.0 8.0 7.2 8.9 47.0
LOS by Move: B B B D D D A A A A A D
HCM2kAvgQ: 9 9 9 13 13 13 1 2 2 0 4 20

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #12 Owensmouth Ave & Plummer St

Cycle (sec): 50 Critical Vol./Cap.(X): 1.671
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 154.5
Optimal Cycle: 0 Level Of Service: F

Street Name: Owensmouth Ave Plummer St
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: 10 10 10 5 10 10 10 10 10 10 10 10
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0 2 0 1 1

Volume Module:
Base Vol: 24 743 40 100 301 17 28 173 40 11 239 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: 24 743 40 100 301 17 28 173 40 11 239 65
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: 24 743 40 100 301 17 28 173 40 11 239 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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 25 782 42 105 317 18 29 182 42 12 252 68
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 25 782 42 105 317 18 29 182 42 12 252 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
FinalVolume: 25 782 42 105 317 18 29 182 42 12 252 68

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: 1.00 0.95 0.05 1.00 0.95 0.05 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 445 468 25 439 450 25 372 787 425 383 812 440

Capacity Analysis Module:
Vol/Sat: 0.06 1.67 1.67 0.24 0.70 0.70 0.08 0.23 0.10 0.03 0.31 0.16
Crit Moves: ****
Delay/Veh: 11.0 329 329.2 13.2 25.6 25.6 12.8 14.0 11.7 12.1 15.0 12.0
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: 11.0 329 329.2 13.2 25.6 25.6 12.8 14.0 11.7 12.1 15.0 12.0
LOS by Move: B F F B D D B B B B B
ApproachDel: 319.7 22.6 13.5 14.2
Delay Adj: 1.00 1.00 1.00 1.00
ApprAdjDel: 319.7 22.6 13.5 14.2
LOS by Appr: F C B B
AllWayAvgQ: 0.1 43.7 43.7 0.3 2.0 2.0 0.1 0.3 0.1 0.0 0.4 0.2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #13 Canoga Ave &Plummer St

Average Delay (sec/veh): 102.5 Worst Case Level Of Service: F[1037.8]

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes, and Volume Module. Rows include Canoga Ave and Plummer St with various approach and movement details.

Table with columns for Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume. Rows include Canoga Ave and Plummer St.

Table for Critical Gap Module with columns for Critical Gp, FollowUpTim, and values for Canoga Ave and Plummer St.

Table for Capacity Module with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. for Canoga Ave and Plummer St.

Table for Level Of Service Module with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #42 Lassen St & Busway A

Cycle (sec): 50 Critical Vol./Cap.(X): 0.649

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes, and Volume Module. Rows include Busway A and Lassen St with various approach and movement details.

Table with columns for Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume. Rows include Busway A and Lassen St.

Table for Critical Gap Module with columns for Critical Gp, FollowUpTim, and values for Busway A and Lassen St.

Table for Capacity Module with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. for Busway A and Lassen St.

Table for Level Of Service Module with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #43 Lassen St & Busway B

Cycle (sec): 50 Critical Vol./Cap.(X): 0.587
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 1.4
Optimal Cycle: 34 Level Of Service: A

Street Name: Busway B Lassen 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: 5 5 5 5 5 5 5 5 5 5 5 5
Lanes: 0 0 1 0 0 0 0 1 0 0 0 0 2 0 0 0 0 2 0 0

Volume Module:
Base Vol: 0 0 0 0 0 0 0 1414 0 0 1691 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 0 0 0 0 1414 0 0 1691 0
Added Vol: 0
PasserByVol: 0
Initial Fut: 0 0 0 0 0 0 0 1414 0 0 1691 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 0 0 0 0 1488 0 0 1780 0
Reduct Vol: 0
Reduced Vol: 0 0 0 0 0 0 0 1488 0 0 1780 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 0 0 0 0 1488 0 0 1780 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.95 1.00 1.00 0.95 1.00
Lanes: 0.00 1.00 1.00 0.00 1.00 1.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00 0.00
Final Sat.: 0 1900 0 0 1900 0 0 3610 0 0 3610 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.41 0.00 0.00 0.49 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.84 0.00 0.00 0.84 0.00
Volume/Cap: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.49 0.00 0.00 0.59 0.00
Delay/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 1.2 0.0 0.0 1.6 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 0.0 0.0 0.0 0.0 1.2 0.0 0.0 1.6 0.0
LOS by Move: A A A A A A A A A A A A
HCM2kAvgQ: 0 0 0 0 0 0 0 4 0 0 6 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 Lassen St & Busway C

Cycle (sec): 50 Critical Vol./Cap.(X): 0.587
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 1.4
Optimal Cycle: 34 Level Of Service: A

Street Name: Busway C Lassen 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: 5 5 5 5 5 5 5 5 5 5 5 5
Lanes: 0 0 1 0 0 0 0 1 0 0 0 0 2 0 0 0 0 2 0 0

Volume Module:
Base Vol: 0 0 0 0 0 0 0 1414 0 0 1691 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 0 0 0 0 1414 0 0 1691 0
Added Vol: 0
PasserByVol: 0
Initial Fut: 0 0 0 0 0 0 0 1414 0 0 1691 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 0 0 0 0 1488 0 0 1780 0
Reduct Vol: 0
Reduced Vol: 0 0 0 0 0 0 0 1488 0 0 1780 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 0 0 0 0 1488 0 0 1780 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.95 1.00 1.00 0.95 1.00
Lanes: 0.00 1.00 1.00 0.00 1.00 1.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00 0.00
Final Sat.: 0 1900 0 0 1900 0 0 3610 0 0 3610 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.41 0.00 0.00 0.49 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.84 0.00 0.00 0.84 0.00
Volume/Cap: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.49 0.00 0.00 0.59 0.00
Delay/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 1.2 0.0 0.0 1.6 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 0.0 0.0 0.0 0.0 1.2 0.0 0.0 1.6 0.0
LOS by Move: A A A A A A A A A A A A
HCM2kAvgQ: 0 0 0 0 0 0 0 4 0 0 6 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #45 Canoga Ave & Bus Lane

Cycle (sec): 100 Critical Vol./Cap.(X): 0.680
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 0.9
Optimal Cycle: 71 Level Of Service: A

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Canoga Ave and Bus Lane.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

ALTERNATIVE 4.4a

***-ONLY INTERSECTIONS 8, 9, 11, 12,13,42,43, and 44
The remainder intersection do not change from Alternative 4.1***

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #8 Owensmouth Ave & Lassen St

Cycle (sec): 50 Critical Vol./Cap.(X): 1.410
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 104.8
 Optimal Cycle: 120 Level Of Service: F

Street Name: Owensmouth Ave Lassen 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
 Lanes: 0 1 0 1 0 0 1 0 1 1 0 1 0 1 1 0

Volume Module:
 Base Vol: 73 368 306 65 660 26 16 683 154 422 778 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: 73 368 306 65 660 26 16 683 154 422 778 76
 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: 73 368 306 65 660 26 16 683 154 422 778 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: 77 387 322 68 695 27 17 719 162 444 819 80
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 77 387 322 68 695 27 17 719 162 444 819 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
 FinalVolume: 77 387 322 68 695 27 17 719 162 444 819 80

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.57 0.57 0.57 0.63 0.63 0.63 0.28 0.92 0.92 0.28 0.94 0.94
 Lanes: 0.20 0.98 0.82 0.17 1.76 0.07 1.00 1.63 0.37 1.00 1.82 0.18
 Final Sat.: 211 1066 886 206 2090 82 529 2863 646 541 3246 317

Capacity Analysis Module:
 Vol/Sat: 0.36 0.36 0.36 0.33 0.33 0.33 0.03 0.25 0.25 0.82 0.25 0.25
 Crit Moves: ****
 Green/Cycle: 0.26 0.26 0.26 0.26 0.26 0.26 0.58 0.58 0.58 0.58 0.58 0.58
 Volume/Cap: 1.41 1.41 1.41 1.29 1.29 1.29 0.05 0.43 0.43 1.41 0.43 0.43
 Delay/Veh: 213.4 213 213.4 160.7 161 160.7 4.6 6.0 6.0 212.7 6.0 6.0
 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: 213.4 213 213.4 160.7 161 160.7 4.6 6.0 6.0 212.7 6.0 6.0
 LOS by Move: F F F F F F A A A F A A
 HCM2kAvgQ: 24 24 24 21 21 21 0 4 4 25 4 4

 Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

 Intersection #9 Depot Rd & Lassen St

Average Delay (sec/veh): 4.0 Worst Case Level Of Service: F[92.2]

Street Name: Depot Rd Lassen St
 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 1 0 0 1 1 0 1 0 1 1 0

Volume Module:
 Base Vol: 9 1 21 34 0 32 82 910 16 11 936 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: 9 1 21 34 0 32 82 910 16 11 936 55
 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: 9 1 21 34 0 32 82 910 16 11 936 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: 9 1 22 36 0 34 86 958 17 12 985 58
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 FinalVolume: 9 1 22 36 0 34 86 958 17 12 985 58

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: 1655 2205 487 1689 2185 522 1043 xxxx xxxxx 975 xxxx xxxxx
 Potent Cap.: 66 45 532 62 46 505 675 xxxx xxxxx 716 xxxx xxxxx
 Move Cap.: 55 39 532 52 40 505 675 xxxx xxxxx 716 xxxx xxxxx
 Volume/Cap: 0.17 0.03 0.04 0.69 0.00 0.07 0.13 xxxx xxxxx 0.02 xxxx xxxxx

Level Of Service Module:
 2Way95thQ: xxxx xxxx xxxxx 2.8 xxxx xxxxx 0.4 xxxx xxxxx 0.0 xxxx xxxxx
 Control Del:xxxxx xxxx xxxxx 167.1 xxxx xxxxx 11.1 xxxx xxxxx 10.1 xxxx xxxxx
 LOS by Move: * * * F * * B * * B * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: xxxx 135 xxxxx xxxx xxxxx 505 xxxx xxxx xxxxx xxxx xxxx xxxxx
 SharedQueue:xxxxx 0.9 xxxxx xxxxx xxxx 0.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
 Shrd ConDel:xxxxx 40.0 xxxxx xxxxx xxxx 12.6 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
 Shared LOS: * E * * * B * * * * *
 ApproachDel: 40.0 92.2 xxxxxx xxxxxx
 ApproachLOS: E F * *

 Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Owensmouth Ave & Marilla St

Cycle (sec): 50 Critical Vol./Cap.(X): 0.918
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 20.7
Optimal Cycle: 75 Level Of Service: C

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Owensmouth Ave and Marilla St.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume. Rows for Owensmouth Ave and Marilla St.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat. Rows for Owensmouth Ave and Marilla St.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ. Rows for Owensmouth Ave and Marilla St.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #12 Owensmouth Ave & Plummer St

Cycle (sec): 50 Critical Vol./Cap.(X): 0.846
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 23.9
Optimal Cycle: 0 Level Of Service: C

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Owensmouth Ave and Plummer St.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume. Rows for Owensmouth Ave and Plummer St.

Table with columns: Saturation Flow Module, Adjustment, Lanes, Final Sat. Rows for Owensmouth Ave and Plummer St.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, LOS by Appr, AllWayAvgQ. Rows for Owensmouth Ave and Plummer St.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #13 Canoga Ave &Plummer St

Average Delay (sec/veh): 4.3 Worst Case Level Of Service: D[27.3]

Street Name: Canoga Ave Plummer St

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 0 0 0 0 0 1 0 0 0 0 0

Volume Module:
Base Vol: 215 761 0 0 650 72 17 0 202 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: 215 761 0 0 650 72 17 0 202 0 0 0
Added Vol: 0 0 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 0 0
Initial Fut: 215 761 0 0 650 72 17 0 202 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: 226 801 0 0 684 76 18 0 213 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 226 801 0 0 684 76 18 0 213 0 0 0

Critical Gap Module:
Critical Gp: 4.1 xxx xxx xxx xxx xxx 6.4 xxx 6.2 xxx xxx xxx
FollowUpTim: 2.2 xxx xxx xxx xxx xxx 3.5 xxx 3.3 xxx xxx xxx

Capacity Module:
Cnflct Vol: 760 xxx xxx xxx xxx xxx 1976 xxx 722 xxx xxx xxx
Potent Cap.: 861 xxx xxx xxx xxx xxx xxx 69 xxx 430 xxx xxx xxx
Move Cap.: 861 xxx xxx xxx xxx xxx xxx 55 xxx 430 xxx xxx xxx
Volume/Cap: 0.26 xxx xxx xxx xxx xxx 0.33 xxx 0.49 xxx xxx xxx

Level Of Service Module:
2Way95thQ: 1.1 xxx xxx xxx xxx xxx 1.2 xxx 2.7 xxx xxx xxx
Control Del: 10.7 xxx xxx xxx xxx xxx 99.2 xxx 21.3 xxx xxx xxx
LOS by Move: B * * * * * F * C * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx
SharedQueue: xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx
Shrd ConDel: xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx
Shared LOS: * * * * * * * * * * * * * * * *
ApproachDel: xxx xxx xxx xxx 27.3 xxx xxx
ApproachLOS: * * * * * D * * * * *

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #42 Lassen St & Busway A

Cycle (sec): 50 Critical Vol./Cap.(X): 0.395
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 2.1
Optimal Cycle: 33 Level Of Service: A

Street Name: Busway A Lassen 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: Ovl Include Include Include
Min. Green: 5 5 5 5 5 5 5 5 5 5 5 5
Lanes: 0 0 1 0 0 0 0 1 0 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:
Base Vol: 0 0 0 0 0 0 0 1030 0 0 970 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 0 0 0 0 1030 0 0 970 0
Added Vol: 0
PasserByVol: 0
Initial Fut: 0 0 0 0 0 0 0 1030 0 0 970 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 0 0 0 0 1084 0 0 1021 0
Reduct Vol: 0
Reduced Vol: 0 0 0 0 0 0 0 1084 0 0 1021 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 0 0 0 0 1084 0 0 1021 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.95 1.00 1.00 0.95 1.00
Lanes: 0.00 1.00 0.00 0.00 1.00 0.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 0 1900 0 0 1900 0 1900 3610 1900 1900 3610 1900

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.30 0.00 0.00 0.28 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.76 0.00 0.00 0.76 0.00
Volume/Cap: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.40 0.00 0.00 0.37 0.00
Delay/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 2.2 0.0 0.0 2.1 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 2.2 0.0 0.0 2.1 0.0
LOS by Move: A A A A A A A A A A A A
HCM2kAvgQ: 0 0 0 0 0 0 0 3 0 0 3 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #43 Lassen St & Busway B

Cycle (sec): 50 Critical Vol./Cap.(X): 0.358
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 1.0
Optimal Cycle: 25 Level Of Service: A

Street Name: Busway B Lassen 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: 5 5 5 5 5 5 5 5 5 5 5 5
Lanes: 0 0 1 0 0 0 0 1 0 0 0 0 2 0 0 0 0 2 0 0

Volume Module:
Base Vol: 0 0 0 0 0 0 0 1030 0 0 970 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 0 0 0 0 1030 0 0 970 0
Added Vol: 0
PasserByVol: 0
Initial Fut: 0 0 0 0 0 0 0 1030 0 0 970 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 0 0 0 0 1084 0 0 1021 0
Reduct Vol: 0
Reduced Vol: 0 0 0 0 0 0 0 1084 0 0 1021 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 0 0 0 0 1084 0 0 1021 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.95 1.00 1.00 0.95 1.00
Lanes: 0.00 1.00 0.00 0.00 1.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00
Final Sat.: 0 1900 0 0 1900 0 0 3610 0 0 3610 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.30 0.00 0.00 0.28 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.84 0.00 0.00 0.84 0.00
Volume/Cap: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.36 0.00 0.00 0.34 0.00
Delay/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 1.0 0.0 0.0 1.0 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 1.0 0.0 0.0 1.0 0.0
LOS by Move: A A A A A A A A A A A A
HCM2kAvgQ: 0 0 0 0 0 0 0 2 0 0 2 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 Lassen St & Busway C

Cycle (sec): 50 Critical Vol./Cap.(X): 0.384
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 3.2
Optimal Cycle: 25 Level Of Service: A

Street Name: Busway C Lassen 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: 5 5 5 5 5 5 5 5 5 5 5 5
Lanes: 0 0 1 0 0 0 0 1 0 0 0 0 2 0 0 0 0 2 0 0

Volume Module:
Base Vol: 0 40 0 0 40 0 0 1030 0 0 970 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 40 0 0 40 0 0 1030 0 0 970 0
Added Vol: 0
PasserByVol: 0
Initial Fut: 0 40 0 0 40 0 0 1030 0 0 970 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 42 0 0 42 0 0 1084 0 0 1021 0
Reduct Vol: 0
Reduced Vol: 0 42 0 0 42 0 0 1084 0 0 1021 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 42 0 0 42 0 0 1084 0 0 1021 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.95 1.00 1.00 0.95 1.00
Lanes: 0.00 1.00 0.00 0.00 1.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00
Final Sat.: 0 1900 0 0 1900 0 0 3610 0 0 3610 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.02 0.00 0.00 0.02 0.00 0.00 0.30 0.00 0.00 0.28 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.10 0.00 0.00 0.10 0.00 0.00 0.74 0.00 0.00 0.74 0.00
Volume/Cap: 0.00 0.22 0.00 0.00 0.22 0.00 0.00 0.41 0.00 0.00 0.38 0.00
Delay/Veh: 0.0 21.3 0.0 0.0 21.3 0.0 0.0 2.5 0.0 0.0 2.4 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 21.3 0.0 0.0 21.3 0.0 0.0 2.5 0.0 0.0 2.4 0.0
LOS by Move: A C A A C A A A A A A A
HCM2kAvgQ: 0 1 0 0 1 0 0 4 0 0 3 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #45 Canoga Ave & Bus Lane

Cycle (sec): 100 Critical Vol./Cap.(X): 0.432
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 0.1
Optimal Cycle: 40 Level Of Service: A

Street Name: Canoga Ave Bus Lane
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: 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 0 0 0 0

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Volume Module:

Base Vol: 0 779 0 0 722 0 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: 0 779 0 0 722 0 0 0 0 0 0 0 0
Added Vol: 0 0 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 0 0
Initial Fut: 0 779 0 0 722 0 0 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: 0 820 0 0 760 0 0 0 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 820 0 0 760 0 0 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
FinalVolume: 0 820 0 0 760 0 0 0 0 0 0 0 0 0

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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 1.00 0.00 0.00 1.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Final Sat.: 0 1900 0 0 1900 0 0 0 0 0 0 0 0 0

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Capacity Analysis Module:

Vol/Sat: 0.00 0.43 0.00 0.00 0.40 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.00 1.00 0.00 0.00 1.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Volume/Cap: 0.00 0.43 0.00 0.00 0.40 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Delay/Veh: 0.0 0.2 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.2 0.0 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0
LOS by Move: A A A A A A A A A A A A
HCM2kAvgQ: 0 1 0 0 1 0 0 0 0 0 0 0 0 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Owensmouth Ave & Lassen St

Cycle (sec): 50 Critical Vol./Cap.(X): 1.881
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 189.9
Optimal Cycle: 120 Level Of Service: F

Street Name: Owensmouth Ave Lassen 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: 10 10 10 10 10 10 18 18 18 18 18 18
Lanes: 0 1 0 1 0 0 1 0 1 1 0 1 0 1 1 0

Volume Module:
Base Vol: 140 919 480 225 339 74 49 714 185 386 760 159
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: 140 919 480 225 339 74 49 714 185 386 760 159
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: 140 919 480 225 339 74 49 714 185 386 760 159
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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 147 967 505 237 357 78 52 752 195 406 800 167
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 147 967 505 237 357 78 52 752 195 406 800 167
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 147 967 505 237 357 78 52 752 195 406 800 167

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.65 0.65 0.65 0.57 0.57 0.57 0.22 0.92 0.92 0.23 0.93 0.93
Lanes: 0.18 1.20 0.62 0.71 1.06 0.23 1.00 1.59 0.41 1.00 1.65 0.35
Final Sat.: 224 1469 767 770 1160 253 426 2778 720 441 2908 608

Capacity Analysis Module:
Vol/Sat: 0.66 0.66 0.66 0.31 0.31 0.31 0.12 0.27 0.27 0.92 0.28 0.28
Crit Moves: ****
Green/Cycle: 0.35 0.35 0.35 0.35 0.35 0.35 0.49 0.49 0.49 0.49 0.49 0.49
Volume/Cap: 1.88 1.88 1.88 0.88 0.88 0.88 0.25 0.55 0.55 1.88 0.56 0.56
Delay/Veh: 417.3 417 417.3 26.7 26.7 26.7 8.0 9.3 9.3 426.4 9.4 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: 417.3 417 417.3 26.7 26.7 26.7 8.0 9.3 9.3 426.4 9.4 9.4
LOS by Move: F F F C C C A A A F A A
HCM2kAvgQ: 64 64 64 9 9 9 1 6 6 31 6 6

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #9 Depot Rd & Lassen St

Average Delay (sec/veh): 120.4 Worst Case Level Of Service: F[3893.3]

Street Name: Depot Rd Lassen St

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 1 0 0 1 0 1 0 1 0 1 0

Volume Module:
Base Vol: 65 0 15 42 0 111 56 1396 19 24 1538 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: 65 0 15 42 0 111 56 1396 19 24 1538 71
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: 65 0 15 42 0 111 56 1396 19 24 1538 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: 68 0 16 44 0 117 59 1469 20 25 1619 75
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 68 0 16 44 0 117 59 1469 20 25 1619 75

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: 2457 3342 745 2559 3314 847 1694 xxxx xxxxx 1489 xxxx xxxxx
Potent Cap.: 16 8 361 13 9 309 382 xxxx xxxxx 457 xxxx xxxxx
Move Cap.: 9 7 361 11 7 309 382 xxxx xxxxx 457 xxxx xxxxx
Volume/Cap: 8.04 0.00 0.04 4.05 0.00 0.38 0.15 xxxx xxxxx 0.06 xxxx xxxxx

Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxx 6.7 xxxx xxxxx 0.5 xxxx xxxxx 0.2 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx 2059 xxxx xxxxx 16.1 xxxx xxxxx 13.3 xxxx xxxxx
LOS by Move: * * * F * * C * * B * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx 10 xxxxx xxxx xxxxx 309 xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx 11.9 xxxxx xxxxx xxxx 1.7 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx 3893 xxxxx xxxxx xxxx 23.5 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: * F * * * C * * * * *
ApproachDel: 3893.3 582.3 xxxxxxx xxxxxxx
ApproachLOS: F F * *

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Owensmouth Ave & Marilla St

Cycle (sec): 50 Critical Vol./Cap.(X): 1.004
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 30.4
Optimal Cycle: 110 Level Of Service: C

Street Name: Owensmouth Ave Marilla 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: 8 8 8 8 8 8 14 14 14 14 14 14
Lanes: 0 1 0 1 0 0 1 0 0 1 0 1

Volume Module:
Base Vol: 29 845 26 313 404 34 118 148 21 9 323 720
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 29 845 26 313 404 34 118 148 21 9 323 720
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: 29 845 26 313 404 34 118 148 21 9 323 720
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 31 889 27 329 425 36 124 156 22 9 340 758
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 31 889 27 329 425 36 124 156 22 9 340 758
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 31 889 27 329 425 36 124 156 22 9 340 758

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.87 0.87 0.87 0.56 0.56 0.56 0.50 0.98 0.98 0.64 1.00 0.85
Lanes: 0.06 1.88 0.06 0.83 1.08 0.09 1.00 0.88 0.12 1.00 1.00 1.00
Final Sat.: 106 3089 95 881 1138 96 950 1632 232 1212 1900 1615

Capacity Analysis Module:
Vol/Sat: 0.29 0.29 0.29 0.37 0.37 0.37 0.13 0.10 0.10 0.01 0.18 0.47
Crit Moves: ****
Green/Cycle: 0.37 0.37 0.37 0.37 0.37 0.37 0.47 0.47 0.47 0.47 0.47 0.47
Volume/Cap: 0.77 0.77 0.77 1.00 1.00 1.00 0.28 0.20 0.20 0.02 0.38 1.00
Delay/Veh: 17.0 17.0 17.0 48.6 48.6 48.6 8.5 8.0 8.0 7.2 8.9 47.0
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: 17.0 17.0 17.0 48.6 48.6 48.6 8.5 8.0 8.0 7.2 8.9 47.0
LOS by Move: B B B D D D A A A A A D
HCM2kAvgQ: 9 9 9 13 13 13 1 2 2 0 4 20

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #12 Owensmouth Ave & Plummer St

Cycle (sec): 50 Critical Vol./Cap.(X): 1.672
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 157.7
Optimal Cycle: 0 Level Of Service: F

Street Name: Owensmouth Ave Plummer St
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: 10 10 10 5 10 10 10 10 10 10 10 10
Lanes: 0 1 0 0 1 0 1 0 0 1 1 0 2 0 1

Volume Module:
Base Vol: 24 743 40 100 301 17 28 173 40 11 239 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: 24 743 40 100 301 17 28 173 40 11 239 65
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: 24 743 40 100 301 17 28 173 40 11 239 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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 25 782 42 105 317 18 29 182 42 12 252 68
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 25 782 42 105 317 18 29 182 42 12 252 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
FinalVolume: 25 782 42 105 317 18 29 182 42 12 252 68

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: 0.03 0.97 1.00 0.25 0.75 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 15 468 514 116 350 510 368 777 419 378 800 433

Capacity Analysis Module:
Vol/Sat: 1.67 1.67 0.08 0.91 0.91 0.04 0.08 0.23 0.10 0.03 0.31 0.16
Crit Moves: ****
Delay/Veh: 329.9 330 10.0 48.3 48.3 9.8 13.0 14.3 11.8 12.2 15.2 12.2
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: 329.9 330 10.0 48.3 48.3 9.8 13.0 14.3 11.8 12.2 15.2 12.2
LOS by Move: F F B E E A B B B C B
ApproachDel: 314.0 46.8 13.7 14.5
Delay Adj: 1.00 1.00 1.00 1.00
ApprAdjDel: 314.0 46.8 13.7 14.5
LOS by Appr: F E B B
AllWayAvgQ: 42.9 42.9 0.1 4.9 4.9 0.0 0.1 0.3 0.1 0.0 0.4 0.2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #13 Canoga Ave &Plummer St

Average Delay (sec/veh): 102.5 Worst Case Level Of Service: F[1037.8]

Street Name: Canoga Ave Plummer St

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L-T-R). Rows include Control, Rights, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module table with columns for Critical Gp and FollowUpTim.

Capacity Module table with columns for Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #42 Lassen St & Busway A

Cycle (sec): 50 Critical Vol./Cap.(X): 0.649

Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 3.1

Optimal Cycle: 45 Level Of Service: A

Street Name: Busway A Lassen St

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L-T-R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #43 Lassen St & Busway B

Cycle (sec): 50 Critical Vol./Cap.(X): 0.587
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 1.4
Optimal Cycle: 34 Level Of Service: A

Street Name: Busway B Lassen 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: 5 5 5 5 5 5 5 5 5 5 5 5
Lanes: 0 0 1 0 0 0 0 1 0 0 0 0 2 0 0 0 0 2 0 0

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Volume Module:

Base Vol: 0 0 0 0 0 0 0 0 1414 0 0 1691 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 0 0 0 0 0 1414 0 0 1691 0
Added Vol: 0 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 0
Initial Fut: 0 0 0 0 0 0 0 0 1414 0 0 1691 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 0 0 0 0 0 1488 0 0 1780 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 0 0 0 0 0 1488 0 0 1780 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 0 0 0 0 0 1488 0 0 1780 0

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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.95 1.00 1.00 0.95 1.00
Lanes: 0.00 1.00 0.00 0.00 1.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00
Final Sat.: 0 1900 0 0 1900 0 0 3610 0 0 3610 0

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Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.41 0.00 0.00 0.49 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.84 0.00 0.00 0.84 0.00
Volume/Cap: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.49 0.00 0.00 0.59 0.00
Delay/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 1.2 0.0 0.0 1.6 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 0.0 0.0 0.0 0.0 1.2 0.0 0.0 1.6 0.0
LOS by Move: A A A A A A A A A A A A
HCM2kAvgQ: 0 0 0 0 0 0 0 4 0 0 6 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 Lassen St & Busway C

Cycle (sec): 50 Critical Vol./Cap.(X): 0.613
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 4.0
Optimal Cycle: 35 Level Of Service: A

Street Name: Busway C Lassen 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: 5 5 5 5 5 5 5 5 5 5 5 5
Lanes: 0 0 1 0 0 0 0 1 0 0 0 0 2 0 0 0 0 2 0 0

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Volume Module:

Base Vol: 0 40 0 0 40 0 0 1414 0 0 1691 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 40 0 0 40 0 0 1414 0 0 1691 0
Added Vol: 0 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 0
Initial Fut: 0 40 0 0 40 0 0 1414 0 0 1691 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 42 0 0 42 0 0 1488 0 0 1780 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 42 0 0 42 0 0 1488 0 0 1780 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 42 0 0 42 0 0 1488 0 0 1780 0

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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.95 1.00 1.00 0.95 1.00
Lanes: 0.00 1.00 0.00 0.00 1.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00
Final Sat.: 0 1900 0 0 1900 0 0 3610 0 0 3610 0

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Capacity Analysis Module:

Vol/Sat: 0.00 0.02 0.00 0.00 0.02 0.00 0.00 0.41 0.00 0.00 0.49 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.10 0.00 0.00 0.10 0.00 0.00 0.74 0.00 0.00 0.74 0.00
Volume/Cap: 0.00 0.22 0.00 0.00 0.22 0.00 0.00 0.56 0.00 0.00 0.67 0.00
Delay/Veh: 0.0 21.3 0.0 0.0 21.3 0.0 0.0 3.1 0.0 0.0 4.0 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 21.3 0.0 0.0 21.3 0.0 0.0 3.1 0.0 0.0 4.0 0.0
LOS by Move: A C A A C A A A A A A A
HCM2kAvgQ: 0 1 0 0 1 0 0 6 0 0 9 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #45 Canoga Ave & Bus Lane

Cycle (sec): 100 Critical Vol./Cap.(X): 0.680
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 0.9
Optimal Cycle: 71 Level Of Service: A

Street Name: Canoga Ave Bus Lane
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: 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 0 0 0 0

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Volume Module:

Base Vol: 0 1184 0 0 1228 0 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 1184 0 0 1228 0 0 0 0 0 0 0 0
Added Vol: 0 0 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 0 0
Initial Fut: 0 1184 0 0 1228 0 0 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 1246 0 0 1293 0 0 0 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 1246 0 0 1293 0 0 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
FinalVolume: 0 1246 0 0 1293 0 0 0 0 0 0 0 0 0

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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 1.00 0.00 0.00 1.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Final Sat.: 0 1900 0 0 1900 0 0 0 0 0 0 0 0

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Capacity Analysis Module:

Vol/Sat: 0.00 0.66 0.00 0.00 0.68 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Crit Moves: **** ****
Green/Cycle: 0.00 1.00 0.00 0.00 1.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Volume/Cap: 0.00 0.66 0.00 0.00 0.68 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Delay/Veh: 0.0 0.8 0.0 0.0 1.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.8 0.0 0.0 1.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
LOS by Move: A A A A A A A A A A A A
HCM2kAvgQ: 0 2 0 0 2 0 0 0 0 0 0 0 0

Note: Queue reported is the number of cars per lane.

ALTERNATIVE 4.5

***-ONLY INTERSECTIONS 8, 9, 11, 12,13,42,43, and 44
The remainder intersection do not change from Alternative 4.1***

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Owensmouth Ave & Lassen St

Cycle (sec): 50 Critical Vol./Cap.(X): 1.410
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 104.8
Optimal Cycle: 120 Level Of Service: F

Table with columns for Street Name (Owensmouth Ave, Lassen St), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Permitted, Include), Rights, and Lanes.

Table with columns for Volume Module (Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume) and rows for Owensmouth Ave and Lassen St.

Table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat. for Owensmouth Ave and Lassen St.

Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ for Owensmouth Ave and Lassen St.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #9 Depot Rd & Lassen St

Average Delay (sec/veh): 4.0 Worst Case Level Of Service: F[92.2]

Table with columns for Street Name (Depot Rd, Lassen St), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Stop Sign, Uncontrolled), Rights (Include), and Lanes.

Table with columns for Volume Module (Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume) and rows for Depot Rd and Lassen St.

Table with columns for Critical Gap Module (Critical Gp, FollowUpTim) and rows for Depot Rd and Lassen St.

Table with columns for Capacity Module (Conflict Vol, Potent Cap., Move Cap., Volume/Cap) and rows for Depot Rd and Lassen St.

Table with columns for Level Of Service Module (2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS) and rows for Depot Rd and Lassen St.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Owensmouth Ave & Marilla St

Cycle (sec): 50 Critical Vol./Cap.(X): 0.918
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 20.7
Optimal Cycle: 75 Level Of Service: C

Street Name: Owensmouth Ave Marilla 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: 8 8 8 8 8 8 14 14 14 14 14 14
Lanes: 0 1 0 1 0 0 1 0 0 1 0 1

Volume Module:
Base Vol: 37 387 24 541 465 143 52 156 27 9 113 370
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: 37 387 24 541 465 143 52 156 27 9 113 370
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: 37 387 24 541 465 143 52 156 27 9 113 370
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: 39 407 25 569 489 151 55 164 28 9 119 389
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 39 407 25 569 489 151 55 164 28 9 119 389
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
FinalVolume: 39 407 25 569 489 151 55 164 28 9 119 389

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.78 0.78 0.78 0.60 0.60 0.60 0.68 0.98 0.98 0.62 1.00 0.85
Lanes: 0.16 1.73 0.11 0.94 0.81 0.25 1.00 0.85 0.15 1.00 1.00 1.00
Final Sat.: 245 2568 159 1074 923 284 1284 1584 274 1169 1900 1615

Capacity Analysis Module:
Vol/Sat: 0.16 0.16 0.16 0.53 0.53 0.53 0.04 0.10 0.10 0.01 0.06 0.24
Crit Moves: ****
Green/Cycle: 0.56 0.56 0.56 0.56 0.56 0.56 0.28 0.28 0.28 0.28 0.28 0.28
Volume/Cap: 0.28 0.28 0.28 0.95 0.95 0.95 0.15 0.37 0.37 0.03 0.22 0.86
Delay/Veh: 5.8 5.8 5.8 24.7 24.7 24.7 13.7 14.9 14.9 13.1 14.0 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: 5.8 5.8 5.8 24.7 24.7 24.7 13.7 14.9 14.9 13.1 14.0 32.5
LOS by Move: A A A C C C B B B B B C
HCM2kAvgQ: 2 2 2 15 15 15 1 3 3 0 2 9

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #12 Owensmouth Ave & Plummer St

Cycle (sec): 50 Critical Vol./Cap.(X): 0.846
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 23.9
Optimal Cycle: 0 Level Of Service: C

Street Name: Owensmouth Ave Plummer St
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: 10 10 10 5 10 10 10 10 10 10 10 10
Lanes: 0 1 0 0 1 0 1 0 0 1 1 0 2 0 1

Volume Module:
Base Vol: 41 361 25 32 333 67 69 154 25 52 148 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: 41 361 25 32 333 67 69 154 25 52 148 46
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: 41 361 25 32 333 67 69 154 25 52 148 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: 43 380 26 34 351 71 73 162 26 55 156 48
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 43 380 26 34 351 71 73 162 26 55 156 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
FinalVolume: 43 380 26 34 351 71 73 162 26 55 156 48

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: 0.10 0.90 1.00 0.09 0.91 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 51 449 540 44 453 539 381 804 435 380 802 435

Capacity Analysis Module:
Vol/Sat: 0.85 0.85 0.05 0.77 0.77 0.13 0.19 0.20 0.06 0.14 0.19 0.11
Crit Moves: ****
Delay/Veh: 36.4 36.4 9.4 29.0 29.0 10.0 13.4 12.9 10.7 12.9 12.8 11.2
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: 36.4 36.4 9.4 29.0 29.0 10.0 13.4 12.9 10.7 12.9 12.8 11.2
LOS by Move: E E A D D A B B B B B
ApproachDel: 34.8 26.0 12.8 12.5
Delay Adj: 1.00 1.00 1.00 1.00
ApprAdjDel: 34.8 26.0 12.8 12.5
LOS by Appr: D D B B
AllWayAvgQ: 3.7 3.7 0.0 2.6 2.6 0.1 0.2 0.2 0.1 0.1 0.2 0.1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #13 Canoga Ave &Plummer St

Average Delay (sec/veh): 4.3 Worst Case Level Of Service: D[27.3]

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes, and Volume Module. Rows include Canoga Ave and Plummer St with various approach and movement details.

Table with columns for Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume. Rows include Canoga Ave and Plummer St.

Table for Critical Gap Module with columns for Critical Gp and FollowUpTim. Rows include Canoga Ave and Plummer St.

Table for Capacity Module with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. Rows include Canoga Ave and Plummer St.

Table for Level Of Service Module with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS. Rows include Canoga Ave and Plummer St.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #42 Lassen St & Busway A

Cycle (sec): 50 Critical Vol./Cap.(X): 0.395

Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 2.1

Optimal Cycle: 33 Level Of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, and Volume Module. Rows include Busway A and Lassen St with various approach and movement details.

Table with columns for Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume. Rows include Busway A and Lassen St.

Table for Saturation Flow Module with columns for Sat/Lane, Adjustment, Lanes, and Final Sat. Rows include Busway A and Lassen St.

Table for Capacity Analysis Module with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ. Rows include Busway A and Lassen St.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #43 Lassen St & Busway B

Cycle (sec): 50 Critical Vol./Cap.(X): 0.358
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 1.0
Optimal Cycle: 25 Level Of Service: A

Street Name: Busway B Lassen 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: 5 5 5 5 5 5 5 5 5 5 5 5
Lanes: 0 0 1 0 0 0 0 1 0 0 0 0 2 0 0 0 0 2 0 0

Volume Module:

Base Vol: 0 0 0 0 0 0 0 1030 0 0 970 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 0 0 0 0 0 1030 0 0 970 0
Added Vol: 0
PasserByVol: 0
Initial Fut: 0 0 0 0 0 0 0 0 1030 0 0 970 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 0 0 0 0 0 1084 0 0 1021 0
Reduct Vol: 0
Reduced Vol: 0 0 0 0 0 0 0 0 1084 0 0 1021 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 0 0 0 0 0 1084 0 0 1021 0

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.95 1.00 1.00 0.95 1.00
Lanes: 0.00 1.00 0.00 0.00 1.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00
Final Sat.: 0 1900 0 0 1900 0 0 3610 0 0 3610 0

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.30 0.00 0.00 0.28 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.84 0.00 0.00 0.84 0.00
Volume/Cap: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.36 0.00 0.00 0.34 0.00
Delay/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 1.0 0.0 0.0 1.0 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 1.0 0.0 0.0 1.0 0.0
LOS by Move: A A A A A A A A A A A A
HCM2kAvgQ: 0 0 0 0 0 0 0 2 0 0 2 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 Lassen St & Busway C

Cycle (sec): 50 Critical Vol./Cap.(X): 0.358
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 1.0
Optimal Cycle: 25 Level Of Service: A

Street Name: Busway C Lassen 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: 5 5 5 5 5 5 5 5 5 5 5 5
Lanes: 0 0 1 0 0 0 0 1 0 0 0 0 2 0 0 0 0 2 0 0

Volume Module:

Base Vol: 0 0 0 0 0 0 0 1030 0 0 970 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 0 0 0 0 0 1030 0 0 970 0
Added Vol: 0
PasserByVol: 0
Initial Fut: 0 0 0 0 0 0 0 0 1030 0 0 970 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 0 0 0 0 0 1084 0 0 1021 0
Reduct Vol: 0
Reduced Vol: 0 0 0 0 0 0 0 0 1084 0 0 1021 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 0 0 0 0 0 1084 0 0 1021 0

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.95 1.00 1.00 0.95 1.00
Lanes: 0.00 1.00 0.00 0.00 1.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00
Final Sat.: 0 1900 0 0 1900 0 0 3610 0 0 3610 0

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.30 0.00 0.00 0.28 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.84 0.00 0.00 0.84 0.00
Volume/Cap: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.36 0.00 0.00 0.34 0.00
Delay/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 1.0 0.0 0.0 1.0 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 1.0 0.0 0.0 1.0 0.0
LOS by Move: A A A A A A A A A A A A
HCM2kAvgQ: 0 0 0 0 0 0 0 2 0 0 2 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #45 Canoga Ave & Bus Lane

Cycle (sec): 100 Critical Vol./Cap.(X): 0.432
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 0.1
Optimal Cycle: 40 Level Of Service: A

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Canoga Ave and Bus Lane.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #8 Owensmouth Ave & Lassen St

Cycle (sec): 50 Critical Vol./Cap.(X): 1.881
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 189.9
 Optimal Cycle: 120 Level Of Service: F

Street Name: Owensmouth Ave Lassen 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
 Lanes: 0 1 0 1 0 0 1 0 1 0 1 0 1 0 1 0

Volume Module:
 Base Vol: 140 919 480 225 339 74 49 714 185 386 760 159
 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: 140 919 480 225 339 74 49 714 185 386 760 159
 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: 140 919 480 225 339 74 49 714 185 386 760 159
 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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
 PHF Volume: 147 967 505 237 357 78 52 752 195 406 800 167
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 147 967 505 237 357 78 52 752 195 406 800 167
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 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: 147 967 505 237 357 78 52 752 195 406 800 167

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.65 0.65 0.65 0.57 0.57 0.57 0.22 0.92 0.92 0.23 0.93 0.93
 Lanes: 0.18 1.20 0.62 0.71 1.06 0.23 1.00 1.59 0.41 1.00 1.65 0.35
 Final Sat.: 224 1469 767 770 1160 253 426 2778 720 441 2908 608

Capacity Analysis Module:
 Vol/Sat: 0.66 0.66 0.66 0.31 0.31 0.31 0.12 0.27 0.27 0.92 0.28 0.28
 Crit Moves: ****
 Green/Cycle: 0.35 0.35 0.35 0.35 0.35 0.35 0.49 0.49 0.49 0.49 0.49 0.49
 Volume/Cap: 1.88 1.88 1.88 0.88 0.88 0.88 0.25 0.55 0.55 1.88 0.56 0.56
 Delay/Veh: 417.3 417 417.3 26.7 26.7 26.7 8.0 9.3 9.3 426.4 9.4 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: 417.3 417 417.3 26.7 26.7 26.7 8.0 9.3 9.3 426.4 9.4 9.4
 LOS by Move: F F F C C C A A A F A A
 HCM2kAvgQ: 64 64 64 9 9 9 1 6 6 31 6 6

 Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

 Intersection #9 Depot Rd & Lassen St

Average Delay (sec/veh): 120.4 Worst Case Level Of Service: F[3893.3]

Street Name: Depot Rd Lassen St
 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 1 0 0 1 1 0 1 0 1 1 0

Volume Module:
 Base Vol: 65 0 15 42 0 111 56 1396 19 24 1538 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: 65 0 15 42 0 111 56 1396 19 24 1538 71
 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: 65 0 15 42 0 111 56 1396 19 24 1538 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: 68 0 16 44 0 117 59 1469 20 25 1619 75
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 FinalVolume: 68 0 16 44 0 117 59 1469 20 25 1619 75

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: 2457 3342 745 2559 3314 847 1694 xxxx xxxxx 1489 xxxx xxxxx
 Potent Cap.: 16 8 361 13 9 309 382 xxxx xxxxx 457 xxxx xxxxx
 Move Cap.: 9 7 361 11 7 309 382 xxxx xxxxx 457 xxxx xxxxx
 Volume/Cap: 8.04 0.00 0.04 4.05 0.00 0.38 0.15 xxxx xxxxx 0.06 xxxx xxxxx

Level Of Service Module:
 2Way95thQ: xxxx xxxx xxxxx 6.7 xxxx xxxxx 0.5 xxxx xxxxx 0.2 xxxx xxxxx
 Control Del:xxxxx xxxx xxxxx 2059 xxxx xxxxx 16.1 xxxx xxxxx 13.3 xxxx xxxxx
 LOS by Move: * * * F * * C * * B * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: xxxx 10 xxxxx xxxx xxxxx 309 xxxx xxxx xxxxx xxxx xxxx xxxxx
 SharedQueue:xxxxx 11.9 xxxxx xxxxx xxxxx 1.7 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
 Shrd ConDel:xxxxxx 3893 xxxxx xxxxx xxxxx 23.5 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
 Shared LOS: * F * * * C * * * * * *
 ApproachDel: 3893.3 582.3 xxxxxxx xxxxxxx
 ApproachLOS: F F * *

 Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Owensmouth Ave & Marilla St
Cycle (sec): 50 Critical Vol./Cap.(X): 1.004
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 30.4
Optimal Cycle: 110 Level Of Service: C

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, and Lanes. Rows include Owensmouth Ave and Marilla St with various movement and control details.

Table with columns for Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume. Rows include Owensmouth Ave and Marilla St.

Table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat. Rows include Owensmouth Ave and Marilla St.

Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ. Rows include Owensmouth Ave and Marilla St.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #12 Owensmouth Ave & Plummer St
Cycle (sec): 50 Critical Vol./Cap.(X): 1.672
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 157.7
Optimal Cycle: 0 Level Of Service: F

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, and Lanes. Rows include Owensmouth Ave and Plummer St with various movement and control details.

Table with columns for Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume. Rows include Owensmouth Ave and Plummer St.

Table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat. Rows include Owensmouth Ave and Plummer St.

Table with columns for Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, ApprAdjDel, LOS by Appr, and AllWayAvgQ. Rows include Owensmouth Ave and Plummer St.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #13 Canoga Ave &Plummer St

Average Delay (sec/veh): 102.5 Worst Case Level Of Service: F[1037.8]

Street Name: Canoga Ave Plummer St

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 0 0 0 0 0 1 0 0 0 0 0

Volume Module:

Table with 12 columns for traffic movements and 12 rows for volume metrics including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume.

Critical Gap Module:

Table with 12 columns for traffic movements and 2 rows for Critical Gap and FollowUpTim.

Capacity Module:

Table with 12 columns for traffic movements and 4 rows for Capacity metrics including Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module:

Table with 12 columns for traffic movements and 10 rows for Level of Service metrics including 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #42 Lassen St & Busway A

Cycle (sec): 50 Critical Vol./Cap.(X): 0.649
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 3.1
Optimal Cycle: 45 Level Of Service: A

Street Name: Busway A Lassen 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: Ovl Include Include Include

Min. Green: 5 5 5 5 5 5 5 5 5 5

Lanes: 0 0 1 0 0 0 0 1 0 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:

Table with 16 columns for traffic movements and 12 rows for volume metrics including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module:

Table with 16 columns for traffic movements and 4 rows for Saturation Flow metrics including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 16 columns for traffic movements and 10 rows for Capacity Analysis metrics including Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #43 Lassen St & Busway B

Cycle (sec): 50 Critical Vol./Cap.(X): 0.587
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 1.4
Optimal Cycle: 34 Level Of Service: A

Street Name: Busway B Lassen 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: 5 5 5 5 5 5 5 5 5 5 5 5
Lanes: 0 0 1 0 0 0 0 1 0 0 0 0 2 0 0 0 0 2 0 0

Volume Module:
Base Vol: 0 0 0 0 0 0 0 0 1414 0 0 1691 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 0 0 0 0 0 1414 0 0 1691 0
Added Vol: 0
PasserByVol: 0
Initial Fut: 0 0 0 0 0 0 0 0 1414 0 0 1691 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 0 0 0 0 0 1488 0 0 1780 0
Reduct Vol: 0
Reduced Vol: 0 0 0 0 0 0 0 0 1488 0 0 1780 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 0 0 0 0 0 1488 0 0 1780 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.95 1.00 1.00 0.95 1.00
Lanes: 0.00 1.00 0.00 0.00 1.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00
Final Sat.: 0 1900 0 0 1900 0 0 3610 0 0 3610 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.41 0.00 0.00 0.49 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.84 0.00 0.00 0.84 0.00
Volume/Cap: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.49 0.00 0.00 0.59 0.00
Delay/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 1.2 0.0 0.0 1.6 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 0.0 0.0 0.0 0.0 1.2 0.0 0.0 1.6 0.0
LOS by Move: A A A A A A A A A A A A
HCM2kAvgQ: 0 0 0 0 0 0 0 4 0 0 6 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 Lassen St & Busway C

Cycle (sec): 50 Critical Vol./Cap.(X): 0.587
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 1.4
Optimal Cycle: 34 Level Of Service: A

Street Name: Busway C Lassen 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: 5 5 5 5 5 5 5 5 5 5 5 5
Lanes: 0 0 1 0 0 0 0 1 0 0 0 0 2 0 0 0 0 2 0 0

Volume Module:
Base Vol: 0 0 0 0 0 0 0 0 1414 0 0 1691 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 0 0 0 0 0 1414 0 0 1691 0
Added Vol: 0
PasserByVol: 0
Initial Fut: 0 0 0 0 0 0 0 0 1414 0 0 1691 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 0 0 0 0 0 1488 0 0 1780 0
Reduct Vol: 0
Reduced Vol: 0 0 0 0 0 0 0 0 1488 0 0 1780 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 0 0 0 0 0 1488 0 0 1780 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.95 1.00 1.00 0.95 1.00
Lanes: 0.00 1.00 0.00 0.00 1.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00
Final Sat.: 0 1900 0 0 1900 0 0 3610 0 0 3610 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.41 0.00 0.00 0.49 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.84 0.00 0.00 0.84 0.00
Volume/Cap: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.49 0.00 0.00 0.59 0.00
Delay/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 1.2 0.0 0.0 1.6 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 0.0 0.0 0.0 0.0 1.2 0.0 0.0 1.6 0.0
LOS by Move: A A A A A A A A A A A A
HCM2kAvgQ: 0 0 0 0 0 0 0 4 0 0 6 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #45 Canoga Ave & Bus Lane

Cycle (sec): 100 Critical Vol./Cap.(X): 0.680
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 0.9
Optimal Cycle: 71 Level Of Service: A

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Canoga Ave and Bus Lane.

Volume Module table with columns: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

Mitigated Alternative 3

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 De Soto Ave & Chatsworth St

Cycle (sec): 90 Critical Vol./Cap.(X): 1.435
Loss Time (sec): 12 (Y+R=5.0 sec) Average Delay (sec/veh): 117.9
Optimal Cycle: 120 Level Of Service: F

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, and Lanes. Rows include De Soto Ave and Chatsworth St with various movement and control details.

Table with columns for Volume Module metrics: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns for Saturation Flow Module metrics: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns for Capacity Analysis Module metrics: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Topanga Canyon Blvd & Devonshire St

Cycle (sec): 90 Critical Vol./Cap.(X): 1.358
Loss Time (sec): 16 (Y+R=5.0 sec) Average Delay (sec/veh): 187.9
Optimal Cycle: 120 Level Of Service: F

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, and Lanes. Rows include Topanga Canyon Blvd and Devonshire St with various movement and control details.

Table with columns for Volume Module metrics: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns for Saturation Flow Module metrics: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns for Capacity Analysis Module metrics: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Owensmouth Ave & Devonshire St
Cycle (sec): 90 Critical Vol./Cap.(X): 1.497
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 90.1
Optimal Cycle: 120 Level Of Service: F

Street Name: Owensmouth Ave Devonshire 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: 10 10 10 0 10 10 10 10 10 10 10 10
Lanes: 0 0 1 0 0 0 0 1 1 0 2 0 1

Volume Module:
Base Vol: 77 143 293 199 342 21 19 802 61 370 928 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: 77 143 293 199 342 21 19 802 61 370 928 62
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: 77 143 293 199 342 21 19 802 61 370 928 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: 81 151 308 209 360 22 20 844 64 389 977 65
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 81 151 308 209 360 22 20 844 64 389 977 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
FinalVolume: 81 151 308 209 360 22 20 844 64 389 977 65

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.77 0.77 0.77 0.54 0.54 0.54 0.21 0.95 0.85 0.26 0.95 0.85
Lanes: 0.15 0.28 0.57 0.35 0.61 0.04 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 220 409 838 362 622 38 405 3610 1615 496 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.37 0.37 0.37 0.58 0.58 0.58 0.05 0.23 0.04 0.79 0.27 0.04
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: 0.95 0.95 0.95 1.50 1.50 1.50 0.09 0.45 0.08 1.50 0.52 0.08
Delay/Veh: 53.0 53.0 53.0 264.2 264 264.2 10.9 13.4 10.6 264.2 14.2 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: 53.0 53.0 53.0 264.2 264 264.2 10.9 13.4 10.6 264.2 14.2 10.6
LOS by Move: D D D F F F B B B F B B
HCM2kAvgQ: 20 20 20 42 42 42 0 8 1 28 9 1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Depot Rd & Devonshire St
Cycle (sec): 50 Critical Vol./Cap.(X): 0.469
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 3.1
Optimal Cycle: 28 Level Of Service: A

Street Name: Depot Rd Devonshire 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: 5 5 5 5 5 5 5 5 5 5 5 5
Lanes: 0 1 0 0 1 1 0 0 1 0 1 0 2 0 1

Volume Module:
Base Vol: 3 4 14 0 2 0 2 1319 19 25 1316 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: 3 4 14 0 2 0 2 1319 19 25 1316 12
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: 3 4 14 0 2 0 2 1319 19 25 1316 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: 3 4 15 0 2 0 2 1388 20 26 1385 13
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 3 4 15 0 2 0 2 1388 20 26 1385 13
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 3 4 15 0 2 0 2 1388 20 26 1385 13

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.87 0.87 0.85 1.00 1.00 1.00 0.17 0.95 0.85 0.17 0.95 0.85
Lanes: 0.43 0.57 1.00 1.00 1.00 0.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 708 943 1615 1900 1900 0 321 3610 1615 321 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.01 0.00 0.00 0.00 0.01 0.38 0.01 0.08 0.38 0.01
Crit Moves: ****
Green/Cycle: 0.10 0.10 0.10 0.00 0.10 0.00 0.74 0.74 0.74 0.74 0.74 0.74
Volume/Cap: 0.04 0.04 0.09 0.00 0.01 0.00 0.01 0.52 0.02 0.11 0.52 0.01
Delay/Veh: 20.5 20.5 20.7 0.0 20.3 0.0 1.7 2.9 1.7 2.0 2.9 1.7
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: 20.5 20.5 20.7 0.0 20.3 0.0 1.7 2.9 1.7 2.0 2.9 1.7
LOS by Move: C C C A C A A A A A A A
HCM2kAvgQ: 0 0 0 0 0 0 0 5 0 0 5 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Canoga Ave & Devonshire St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.969
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 23.6
Optimal Cycle: 120 Level Of Service: C

Street Name: Canoga Ave Devonshire 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: 12 12 12 12 12 12 10 10 10 10 10 10
Lanes: 1 0 1 1 0 1 0 1 0 1 1 0 2 0 1

Volume Module:
Base Vol: 141 130 356 181 409 199 71 880 205 205 963 149
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: 141 130 356 181 409 199 71 880 205 205 963 149
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: 141 130 356 181 409 199 71 880 205 205 963 149
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: 148 137 375 191 431 209 75 926 216 216 1014 157
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 148 137 375 191 431 209 75 926 216 216 1014 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
FinalVolume: 148 137 375 191 431 209 75 926 216 216 1014 157

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.18 0.85 0.85 0.36 1.00 0.85 0.23 0.95 0.85 0.26 0.95 0.85
Lanes: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 334 1606 1606 678 1900 1615 434 3610 1615 492 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.44 0.09 0.23 0.28 0.23 0.13 0.17 0.26 0.13 0.44 0.28 0.10
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: 0.97 0.19 0.51 0.61 0.49 0.28 0.38 0.57 0.30 0.97 0.62 0.21
Delay/Veh: 86.9 14.4 17.6 21.9 17.5 15.4 17.5 18.6 15.8 75.3 19.5 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: 86.9 14.4 17.6 21.9 17.5 15.4 17.5 18.6 15.8 75.3 19.5 15.1
LOS by Move: F B B C B B B B B E B B
HCM2kAvgQ: 8 2 8 5 8 4 2 10 4 10 12 3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 De Soto Ave & Devonshire St

Cycle (sec): 90 Critical Vol./Cap.(X): 1.151
Loss Time (sec): 16 (Y+R=4.5 sec) Average Delay (sec/veh): 80.7
Optimal Cycle: 120 Level Of Service: F

Street Name: De Soto Ave Devonshire St
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 Ovl
Min. Green: 5 10 10 5 10 10 5 10 10 5 10 10
Lanes: 2 0 2 1 0 2 0 2 1 0 2 0 1 1 0 2 0 2 0 1

Volume Module:
Base Vol: 235 1456 164 129 1916 131 328 1099 138 298 961 107
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: 235 1456 164 129 1916 131 328 1099 138 298 961 107
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: 235 1456 164 129 1916 131 328 1099 138 298 961 107
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: 0.95 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 1533 173 136 2017 138 345 1157 145 314 1012 113
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 247 1533 173 136 2017 138 345 1157 145 314 1012 113
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 247 1533 173 136 2017 138 345 1157 145 314 1012 113

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 0.90 0.90 0.92 0.90 0.90 0.92 0.93 0.93 0.92 0.95 0.85
Lanes: 2.00 2.70 0.30 2.00 2.81 0.19 2.00 1.78 0.22 2.00 2.00 1.00
Final Sat.: 3502 4592 517 3502 4807 329 3502 3153 396 3502 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.07 0.33 0.33 0.04 0.42 0.42 0.10 0.37 0.37 0.09 0.28 0.07
Crit Moves: ****
Green/Cycle: 0.06 0.37 0.37 0.06 0.36 0.36 0.10 0.32 0.32 0.08 0.29 0.35
Volume/Cap: 1.15 0.91 0.91 0.64 1.15 1.15 0.96 1.15 1.15 1.15 0.96 0.20
Delay/Veh: 150.5 34.7 34.7 47.6 103 103.4 75.8 109 109.3 143.3 49.1 20.4
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: 150.5 34.7 34.7 47.6 103 103.4 75.8 109 109.3 143.3 49.1 20.4
LOS by Move: F C C D F F E F F F D C
HCM2kAvgQ: 8 21 21 3 38 38 9 34 34 10 20 2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Topanga Canyon Blvd & Lassen St

Cycle (sec): 150 Critical Vol./Cap.(X): 1.437
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 178.0
Optimal Cycle: 120 Level Of Service: F

Street Name: Topanga Canyon Blvd Lassen St
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 Protected
Rights: Ovl Include Include Include
Min. Green: 5 10 10 5 10 10 13 13 13 5 13 13
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:

Base Vol: 41 1591 289 74 2314 15 93 582 42 646 155 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: 41 1591 289 74 2314 15 93 582 42 646 155 45
Added Vol: 0 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 0
Initial Fut: 41 1591 289 74 2314 15 93 582 42 646 155 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: 43 1675 304 78 2436 16 98 613 44 680 163 47
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 43 1675 304 78 2436 16 98 613 44 680 163 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
FinalVolume: 43 1675 304 78 2436 16 98 613 44 680 163 47

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 0.85 0.95 0.95 0.85 0.85 0.95 0.85 0.85 0.95 0.95 0.85
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00
Final Sat.: 1805 3610 1615 1805 3610 1615 1615 3610 1615 1805 3610 1615

Capacity Analysis Module:

Vol/Sat: 0.02 0.46 0.19 0.04 0.67 0.01 0.06 0.17 0.03 0.38 0.05 0.03
Crit Moves: ****
Green/Cycle: 0.04 0.46 0.71 0.04 0.46 0.46 0.11 0.11 0.11 0.25 0.37 0.37
Volume/Cap: 0.57 1.02 0.27 1.02 1.48 0.02 0.53 1.48 0.24 1.48 0.12 0.08
Delay/Veh: 66.7 59.8 6.4 166.1 252 18.0 52.9 282 49.0 272.3 25.0 24.7
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: 66.7 59.8 6.4 166.1 252 18.0 52.9 282 49.0 272.3 25.0 24.7
LOS by Move: E E A F F B D F D F C C
HCM2kAvgQ: 2 41 4 6 98 0 4 26 2 53 2 1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Owensmouth Ave & Lassen St

Cycle (sec): 90 Critical Vol./Cap.(X): 1.013
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 51.5
Optimal Cycle: 120 Level Of Service: D

Street Name: Owensmouth Ave Lassen 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 Protected Protected
Rights: Include Include Include Include
Min. Green: 10 10 10 10 10 10 5 18 18 5 18 18
Lanes: 0 1 0 1 0 0 1 0 1 0 1 0 1 0 1 0 1 0

Volume Module:

Base Vol: 73 368 346 65 660 26 16 681 154 462 777 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: 73 368 346 65 660 26 16 681 154 462 777 76
Added Vol: 0 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 0
Initial Fut: 73 368 346 65 660 26 16 681 154 462 777 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: 77 387 364 68 695 27 17 717 162 486 818 80
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 77 387 364 68 695 27 17 717 162 486 818 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
FinalVolume: 77 387 364 68 695 27 17 717 162 486 818 80

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.61 0.61 0.61 0.66 0.66 0.66 0.95 0.92 0.92 0.95 0.94 0.94
Lanes: 0.19 0.93 0.88 0.17 1.76 0.07 1.00 1.63 0.37 1.00 1.82 0.18
Final Sat.: 215 1082 1017 215 2188 86 1805 2862 647 1805 3246 317

Capacity Analysis Module:

Vol/Sat: 0.36 0.36 0.36 0.32 0.32 0.32 0.01 0.25 0.25 0.27 0.25 0.25
Crit Moves: ****
Green/Cycle: 0.35 0.35 0.35 0.35 0.35 0.35 0.09 0.25 0.25 0.27 0.42 0.42
Volume/Cap: 1.01 1.01 1.01 0.90 0.90 0.90 0.10 1.01 1.01 1.01 0.60 0.60
Delay/Veh: 63.9 63.9 63.9 39.6 39.6 39.6 37.7 67.7 67.7 77.4 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: 63.9 63.9 63.9 39.6 39.6 39.6 37.7 67.7 67.7 77.4 20.9 20.9
LOS by Move: E E E D D D D E E E C C
HCM2kAvgQ: 19 19 19 15 15 15 0 20 20 20 11 11

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Depot Rd & Lassen St

Cycle (sec): 50 Critical Vol./Cap.(X): 0.485
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 6.3
Optimal Cycle: 29 Level Of Service: A

Street Name: Depot Rd Lassen 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 Protected Permitted
Rights: Include Include Include Include
Min. Green: 5 5 5 5 5 5 5 5 5 5 5 5
Lanes: 0 0 1 0 0 1 0 0 1 0 1 0 1 1 0

Volume Module:

Base Vol: 9 1 21 34 0 71 120 910 16 11 936 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: 9 1 21 34 0 71 120 910 16 11 936 54
Added Vol: 0 0 0 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 0 0 0
Initial Fut: 9 1 21 34 0 71 120 910 16 11 936 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: 9 1 22 36 0 75 126 958 17 12 985 57
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 9 1 22 36 0 75 126 958 17 12 985 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
FinalVolume: 9 1 22 36 0 75 126 958 17 12 985 57

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.80 0.80 0.80 0.80 1.00 0.85 0.95 0.95 0.95 0.27 0.94 0.94
Lanes: 0.29 0.03 0.68 1.00 1.00 1.00 1.00 1.97 0.03 1.00 1.89 0.11
Final Sat.: 439 49 1025 1520 0 1615 1805 3537 62 513 3386 195

Capacity Analysis Module:

Vol/Sat: 0.02 0.02 0.02 0.02 0.00 0.05 0.07 0.27 0.27 0.02 0.29 0.29
Crit Moves: ****
Green/Cycle: 0.10 0.10 0.10 0.10 0.00 0.10 0.14 0.74 0.74 0.60 0.60 0.60
Volume/Cap: 0.22 0.22 0.22 0.24 0.00 0.46 0.49 0.37 0.37 0.04 0.49 0.49
Delay/Veh: 21.4 21.4 21.4 21.5 0.0 23.3 21.2 2.4 2.4 4.2 5.9 5.9
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 21.4 21.4 21.4 21.5 0.0 23.3 21.2 2.4 2.4 4.2 5.9 5.9
LOS by Move: C C C C A C C A A A A A
HCM2kAvgQ: 1 1 1 1 0 2 3 3 3 0 5 5

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 De Soto Ave & Lassen St

Cycle (sec): 50 Critical Vol./Cap.(X): 1.290
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 60.5
Optimal Cycle: 120 Level Of Service: E

Street Name: De Soto Ave Lassen 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: 20 20 20 20 20 20 8 8 8 8 8 8 8
Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 1 1 0 1 0 1 1 0

Volume Module:

Base Vol: 152 1524 126 164 2098 249 124 957 136 197 932 118
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: 152 1524 126 164 2098 249 124 957 136 197 932 118
Added Vol: 0 0 0 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 0 0 0
Initial Fut: 152 1524 126 164 2098 249 124 957 136 197 932 118
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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 160 1604 133 173 2208 262 131 1007 143 207 981 124
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 160 1604 133 173 2208 262 131 1007 143 207 981 124
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 160 1604 133 173 2208 262 131 1007 143 207 981 124

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.20 0.90 0.90 0.20 0.90 0.90 0.18 0.93 0.93 0.18 0.93 0.93
Lanes: 1.00 2.77 0.23 1.00 2.68 0.32 1.00 1.75 0.25 1.00 1.78 0.22
Final Sat.: 380 4738 392 380 4563 541 346 3101 441 346 3150 399

Capacity Analysis Module:

Vol/Sat: 0.42 0.34 0.34 0.45 0.48 0.48 0.38 0.32 0.32 0.60 0.31 0.31
Crit Moves: ****
Green/Cycle: 0.40 0.40 0.40 0.40 0.40 0.40 0.44 0.44 0.44 0.44 0.44 0.44
Volume/Cap: 1.05 0.85 0.85 1.14 1.21 1.21 0.86 0.74 0.74 1.36 0.71 0.71
Delay/Veh: 102.7 17.1 17.1 129.1 114 114.4 48.1 13.5 13.5 213.6 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: 102.7 17.1 17.1 129.1 114 114.4 48.1 13.5 13.5 213.6 12.9 12.9
LOS by Move: F B B F F F D B B F B B
HCM2kAvgQ: 7 12 12 9 37 37 5 10 10 12 9 9

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Owensmouth Ave & Marilla St

Cycle (sec): 50 Critical Vol./Cap.(X): 0.975
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 27.5
Optimal Cycle: 95 Level Of Service: C

Street Name: Owensmouth Ave Marilla 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: 8 8 8 8 8 8 14 14 14 14 14 14
Lanes: 0 1 0 1 0 0 1 0 0 1 0 1

Volume Module:
Base Vol: 37 387 24 581 465 143 52 156 27 9 113 410
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: 37 387 24 581 465 143 52 156 27 9 113 410
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: 37 387 24 581 465 143 52 156 27 9 113 410
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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 39 407 25 612 489 151 55 164 28 9 119 432
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 39 407 25 612 489 151 55 164 28 9 119 432
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 39 407 25 612 489 151 55 164 28 9 119 432

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.78 0.78 0.78 0.60 0.60 0.60 0.68 0.98 0.98 0.62 1.00 0.85
Lanes: 0.16 1.73 0.11 0.98 0.78 0.24 1.00 0.85 0.15 1.00 1.00 1.00
Final Sat.: 244 2555 158 1109 887 273 1284 1584 274 1169 1900 1615

Capacity Analysis Module:
Vol/Sat: 0.16 0.16 0.16 0.55 0.55 0.55 0.04 0.10 0.10 0.01 0.06 0.27
Crit Moves: ****
Green/Cycle: 0.56 0.56 0.56 0.56 0.56 0.56 0.28 0.28 0.28 0.28 0.28 0.28
Volume/Cap: 0.28 0.28 0.28 0.99 0.99 0.99 0.15 0.37 0.37 0.03 0.22 0.95
Delay/Veh: 5.9 5.9 5.9 32.4 32.4 32.4 13.7 14.9 14.9 13.1 14.0 48.5
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: 5.9 5.9 5.9 32.4 32.4 32.4 13.7 14.9 14.9 13.1 14.0 48.5
LOS by Move: A A A C C C B B B B B D
HCM2kAvgQ: 2 2 2 17 17 17 1 3 3 0 2 12

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #12 Owensmouth Ave & Plummer St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.846
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 23.9
Optimal Cycle: 0 Level Of Service: C

Street Name: Owensmouth Ave Plummer St
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 1 0 0 1 0 1 0 0 1 1 0 2 0 1

Volume Module:
Base Vol: 41 361 25 32 333 67 69 154 25 52 148 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: 41 361 25 32 333 67 69 154 25 52 148 46
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: 41 361 25 32 333 67 69 154 25 52 148 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: 43 380 26 34 351 71 73 162 26 55 156 48
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 43 380 26 34 351 71 73 162 26 55 156 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
FinalVolume: 43 380 26 34 351 71 73 162 26 55 156 48

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: 0.10 0.90 1.00 0.09 0.91 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 51 449 540 44 453 539 381 804 435 380 802 435

Capacity Analysis Module:
Vol/Sat: 0.85 0.85 0.05 0.77 0.77 0.13 0.19 0.20 0.06 0.14 0.19 0.11
Crit Moves: ****
Delay/Veh: 36.4 36.4 9.4 29.0 29.0 10.0 13.4 12.9 10.7 12.9 12.8 11.2
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: 36.4 36.4 9.4 29.0 29.0 10.0 13.4 12.9 10.7 12.9 12.8 11.2
LOS by Move: E E A D D A B B B B B
ApproachDel: 34.8 26.0 12.8 12.5
Delay Adj: 1.00 1.00 1.00 1.00
ApprAdjDel: 34.8 26.0 12.8 12.5
LOS by Appr: D D B B
AllWayAvgQ: 3.7 3.7 0.0 2.6 2.6 0.1 0.2 0.2 0.1 0.1 0.2 0.1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #13 Canoga Ave &Plummer St

Average Delay (sec/veh): 4.3 Worst Case Level Of Service: D[27.3]

Table with columns for Street Name (Canoga Ave, Plummer St), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), and Lanes (1 0 1 0 0).

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume across various movements.

Critical Gap Module table with columns for Critical Gp, FollowUpTim, and values for different movements.

Capacity Module table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. across movements.

Level Of Service Module table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Owensmouth Ave & Nordhoff St

Cycle (sec): 50 Critical Vol./Cap.(X): 0.906

Loss Time (sec): 8 (Y+R=4.5 sec) Average Delay (sec/veh): 17.3

Optimal Cycle: 72 Level Of Service: B

Table with columns for Street Name (Owensmouth Ave, Nordhoff St), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Permitted), Rights (Include), and Lanes (1 0 0 1 0).

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume across various movements.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat. across movements.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and LOS by Move.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Canoga Ave & Nordhoff St
Cycle (sec): 90 Critical Vol./Cap.(X): 1.494
Loss Time (sec): 8 (Y+R=4.5 sec) Average Delay (sec/veh): 48.3
Optimal Cycle: 120 Level Of Service: D

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Canoga Ave and Nordhoff St.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 De Soto Ave & Nordhoff St
Cycle (sec): 75 Critical Vol./Cap.(X): 1.109
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 154.5
Optimal Cycle: 120 Level Of Service: F

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for De Soto Ave and Nordhoff St.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Parthenia St. & Owensmouth Ave.

Cycle (sec): 50 Critical Vol./Cap.(X): 0.636
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 10.9
Optimal Cycle: 37 Level Of Service: B

Street Name: Owensmouth Ave. Parthenia 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: 8 8 8 8 8 8 15 15 15 15 15 15
Lanes: 0 1 0 0 1 0 1 0 0 1 1 0 2 0 1

Volume Module:
Base Vol: 10 241 255 92 309 79 41 426 25 241 556 109
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: 10 241 255 92 309 79 41 426 25 241 556 109
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: 10 241 255 92 309 79 41 426 25 241 556 109
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: 11 254 268 97 325 83 43 448 26 254 585 115
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 11 254 268 97 325 83 43 448 26 254 585 115
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
FinalVolume: 11 254 268 97 325 83 43 448 26 254 585 115

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.98 0.98 0.85 0.86 0.86 0.85 0.39 0.95 0.85 0.48 0.95 0.85
Lanes: 0.04 0.96 1.00 0.23 0.77 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 74 1793 1615 376 1262 1615 743 3610 1615 918 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.14 0.14 0.17 0.26 0.26 0.05 0.06 0.12 0.02 0.28 0.16 0.07
Crit Moves: ****
Green/Cycle: 0.41 0.41 0.41 0.41 0.41 0.41 0.43 0.43 0.43 0.43 0.43 0.43
Volume/Cap: 0.35 0.35 0.41 0.64 0.64 0.13 0.13 0.29 0.04 0.64 0.37 0.16
Delay/Veh: 10.6 10.6 11.0 14.0 14.0 9.4 8.7 9.2 8.1 14.4 9.7 8.7
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: 10.6 10.6 11.0 14.0 14.0 9.4 8.7 9.2 8.1 14.4 9.7 8.7
LOS by Move: B B B B B A A A A B A A
HCM2kAvgQ: 3 3 3 6 6 1 1 3 0 4 3 1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Canoga Ave & Parthenia St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.954
Loss Time (sec): 8 (Y+R=5.0 sec) Average Delay (sec/veh): 26.1
Optimal Cycle: 120 Level Of Service: C

Street Name: Canoga Ave Parthenia 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: 22 22 22 22 22 22 18 18 18 18 18 18
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:
Base Vol: 29 703 186 82 1048 14 95 631 117 362 804 294
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 29 703 186 82 1048 14 95 631 117 362 804 294
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: 29 703 186 82 1048 14 95 631 117 362 804 294
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 31 740 196 86 1103 15 100 664 123 381 846 309
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 31 740 196 86 1103 15 100 664 123 381 846 309
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 31 740 196 86 1103 15 100 664 123 381 846 309

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.14 0.95 0.85 0.20 0.95 0.85 0.28 0.95 0.85 0.36 0.95 0.85
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 264 3610 1615 384 3610 1615 532 3610 1615 676 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.12 0.20 0.12 0.22 0.31 0.01 0.19 0.18 0.08 0.56 0.23 0.19
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: 0.36 0.64 0.38 0.70 0.95 0.03 0.32 0.31 0.13 0.95 0.40 0.32
Delay/Veh: 26.1 27.4 24.1 43.5 46.5 21.0 9.9 9.3 8.2 50.4 10.0 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: 26.1 27.4 24.1 43.5 46.5 21.0 9.9 9.3 8.2 50.4 10.0 9.5
LOS by Move: C C C D D C A A A D A A
HCM2kAvgQ: 1 10 4 4 21 0 2 5 2 15 7 4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 De Soto Ave & Parthenia St
Cycle (sec): 50 Critical Vol./Cap.(X): 1.713
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 104.3
Optimal Cycle: 120 Level Of Service: F

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for De Soto Ave and Parthenia St.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume. Rows for De Soto Ave and Parthenia St.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat. Rows for De Soto Ave and Parthenia St.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ. Rows for De Soto Ave and Parthenia St.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Owensmouth Ave & Roscoe Blvd
Cycle (sec): 100 Critical Vol./Cap.(X): 1.007
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 29.0
Optimal Cycle: 120 Level Of Service: C

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Owensmouth Ave and Roscoe Blvd.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume. Rows for Owensmouth Ave and Roscoe Blvd.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat. Rows for Owensmouth Ave and Roscoe Blvd.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ. Rows for Owensmouth Ave and Roscoe Blvd.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Canoga Ave & Roscoe Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 1.158
Loss Time (sec): 8 (Y+R=5.0 sec) Average Delay (sec/veh): 35.4
Optimal Cycle: 120 Level Of Service: D

Street Name: Canoga Ave Roscoe 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: 22 22 22 22 22 22 17 17 17 17 17 17
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 3 0 1

Volume Module:
Base Vol: 93 769 104 81 1382 104 160 1121 55 175 1198 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: 93 769 104 81 1382 104 160 1121 55 175 1198 126
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: 93 769 104 81 1382 104 160 1121 55 175 1198 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: 98 809 109 85 1455 109 168 1180 58 184 1261 133
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 98 809 109 85 1455 109 168 1180 58 184 1261 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
FinalVolume: 98 809 109 85 1455 109 168 1180 58 184 1261 133

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.11 0.95 0.85 0.22 0.95 0.85 0.16 0.90 0.90 0.16 0.91 0.85
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.86 0.14 1.00 3.00 1.00
Final Sat.: 211 3610 1615 420 3610 1615 300 4910 241 312 5187 1615

Capacity Analysis Module:
Vol/Sat: 0.46 0.22 0.07 0.20 0.40 0.07 0.56 0.24 0.24 0.59 0.24 0.08
Crit Moves: ****
Green/Cycle: 0.40 0.40 0.40 0.40 0.40 0.40 0.51 0.51 0.51 0.51 0.51 0.51
Volume/Cap: 1.16 0.56 0.17 0.51 1.01 0.17 1.10 0.47 0.47 1.16 0.48 0.16
Delay/Veh: 173.8 21.3 17.5 22.8 52.0 17.5 123.8 14.3 14.3 142.3 14.4 11.8
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: 173.8 21.3 17.5 22.8 52.0 17.5 123.8 14.3 14.3 142.3 14.4 11.8
LOS by Move: F C B C D B F B B F B B
HCM2kAvgQ: 7 9 2 3 29 2 10 8 8 11 8 2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #22 De Soto Ave & Roscoe Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.982
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 34.4
Optimal Cycle: 101 Level Of Service: C

Street Name: De Soto Ave Roscoe 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 Prot+Permit Permit+Prot Prot+Permit
Rights: Include Include Include Include
Min. Green: 5 12 12 5 12 12 5 12 12 5 12 12
Lanes: 2 0 2 1 0 2 0 2 1 0 2 0 2 1 0

Volume Module:
Base Vol: 65 1002 47 84 1572 183 386 659 24 131 1041 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: 65 1002 47 84 1572 183 386 659 24 131 1041 48
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: 65 1002 47 84 1572 183 386 659 24 131 1041 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: 68 1055 49 88 1655 193 406 694 25 138 1096 51
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 68 1055 49 88 1655 193 406 694 25 138 1096 51
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 68 1055 49 88 1655 193 406 694 25 138 1096 51

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 0.90 0.90 0.92 0.90 0.90 0.92 0.91 0.91 0.92 0.90 0.90
Lanes: 2.00 2.87 0.13 2.00 2.69 0.31 2.00 2.89 0.11 2.00 2.87 0.13
Final Sat.: 3502 4920 231 3502 4572 532 3502 4980 181 3502 4924 227

Capacity Analysis Module:
Vol/Sat: 0.00 0.21 0.21 0.00 0.36 0.36 0.00 0.14 0.14 0.00 0.22 0.22
Crit Moves: ****
Green/Cycle: 0.09 0.37 0.37 0.09 0.41 0.41 0.17 0.28 0.28 0.10 0.25 0.25
Volume/Cap: 0.22 0.58 0.58 0.29 0.89 0.89 0.68 0.50 0.50 0.39 0.89 0.89
Delay/Veh: 42.6 25.6 25.6 43.3 32.5 32.5 42.0 30.3 30.3 42.8 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: 42.6 25.6 25.6 43.3 32.5 32.5 42.0 30.3 30.3 42.8 43.8 43.8
LOS by Move: D C C D C C D C C D D D
HCM2kAvgQ: 1 10 10 2 23 23 7 7 7 2 16 16

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #23 Saticoy St. & Owensmouth Ave.

Cycle (sec): 50 Critical Vol./Cap.(X): 1.434
Loss Time (sec): 8 (Y+R=4.5 sec) Average Delay (sec/veh): 52.8
Optimal Cycle: 120 Level Of Service: D

Street Name: Owensmouth Ave. Saticoy 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: 8 8 8 8 8 8 16 16 16 16 16 16
Lanes: 0 1 0 0 1 0 0 1 0 0 1 0 2 0 1

Volume Module:
Base Vol: 51 180 63 66 440 57 58 1321 58 207 1326 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: 51 180 63 66 440 57 58 1321 58 207 1326 81
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: 51 180 63 66 440 57 58 1321 58 207 1326 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: 54 189 66 69 463 60 61 1391 61 218 1396 85
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 54 189 66 69 463 60 61 1391 61 218 1396 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
FinalVolume: 54 189 66 69 463 60 61 1391 61 218 1396 85

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.65 0.65 0.85 0.86 0.86 0.86 0.14 0.95 0.85 0.14 0.95 0.85
Lanes: 0.22 0.78 1.00 0.12 0.78 0.10 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 274 967 1615 192 1283 166 258 3610 1615 258 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.20 0.20 0.04 0.36 0.36 0.36 0.24 0.39 0.04 0.84 0.39 0.05
Crit Moves: ****
Green/Cycle: 0.25 0.25 0.25 0.25 0.25 0.25 0.59 0.59 0.59 0.59 0.59 0.59
Volume/Cap: 0.78 0.78 0.16 1.43 1.43 1.43 0.40 0.65 0.06 1.43 0.66 0.09
Delay/Veh: 29.2 29.2 14.8 227.4 227 227.4 7.3 7.6 4.4 239.0 7.7 4.5
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: 29.2 29.2 14.8 227.4 227 227.4 7.3 7.6 4.4 239.0 7.7 4.5
LOS by Move: C C B F F F A A A F A A
HCM2kAvgQ: 6 6 1 34 34 34 1 9 0 14 9 1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #24 Canoga Ave & Saticoy St

Cycle (sec): 90 Critical Vol./Cap.(X): 1.659
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 48.5
Optimal Cycle: 120 Level Of Service: D

Street Name: Canoga Ave Saticoy 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: 10 10 10 10 10 10 8 8 8 8 8 8
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:
Base Vol: 132 805 103 143 1375 92 134 1099 223 176 1352 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: 132 805 103 143 1375 92 134 1099 223 176 1352 179
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: 132 805 103 143 1375 92 134 1099 223 176 1352 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 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 139 847 108 151 1447 97 141 1157 235 185 1423 188
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 139 847 108 151 1447 97 141 1157 235 185 1423 188
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 139 847 108 151 1447 97 141 1157 235 185 1423 188

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.10 0.95 0.85 0.22 0.95 0.85 0.09 0.95 0.85 0.13 0.95 0.85
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 198 3610 1615 415 3610 1615 174 3610 1615 255 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.70 0.23 0.07 0.36 0.40 0.06 0.81 0.32 0.15 0.73 0.39 0.12
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: 1.66 0.55 0.16 0.86 0.95 0.14 1.66 0.66 0.30 1.49 0.81 0.24
Delay/Veh: 369.1 20.0 16.2 55.3 37.7 16.0 365.6 18.3 14.0 280.6 22.4 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: 369.1 20.0 16.2 55.3 37.7 16.0 365.6 18.3 14.0 280.6 22.4 13.5
LOS by Move: F C B E D B F B B F C B
HCM2kAvgQ: 12 10 2 6 26 2 12 13 4 15 19 3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 De Soto Ave & Saticoy St

Cycle (sec): 75 Critical Vol./Cap.(X): 1.223
Loss Time (sec): 16 (Y+R=5.0 sec) Average Delay (sec/veh): 152.2
Optimal Cycle: 120 Level Of Service: F

Street Name: De Soto Ave Saticoy 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 Prot+Permit Prot+Permit Permitted
Rights: Include Include Include Include
Min. Green: 10 10 10 5 10 10 5 10 10 10 10 10
Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 2 0 1

Volume Module:
Base Vol: 150 921 177 117 1570 192 162 1162 117 201 1595 79
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 150 921 177 117 1570 192 162 1162 117 201 1595 79
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: 150 921 177 117 1570 192 162 1162 117 201 1595 79
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 158 969 186 123 1653 202 171 1223 123 212 1679 83
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 158 969 186 123 1653 202 171 1223 123 212 1679 83
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 158 969 186 123 1653 202 171 1223 123 212 1679 83

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.89 0.89 0.95 0.90 0.90 0.55 0.95 0.85 0.95 0.95 0.85
Lanes: 1.00 2.52 0.48 1.00 2.67 0.33 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 1805 4246 816 1805 4548 556 1045 3610 1615 1805 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.09 0.23 0.23 0.07 0.36 0.36 0.16 0.34 0.08 0.12 0.47 0.05
Crit Moves: ****
Green/Cycle: 0.13 0.30 0.30 0.26 0.26 0.26 0.26 0.26 0.26 0.13 0.33 0.33
Volume/Cap: 0.66 0.76 0.76 0.47 1.41 1.41 0.77 1.29 0.29 0.88 1.41 0.16
Delay/Veh: 37.3 26.0 26.0 23.5 218 218.1 37.0 166 22.4 60.6 216 17.9
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: 37.3 26.0 26.0 23.5 218 218.1 37.0 166 22.4 60.6 216 17.9
LOS by Move: D C C C F F D F C E F B
HCM2kAvgQ: 5 11 11 3 42 42 6 35 2 8 54 1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 Valerio St. & Canoga Ave.

Cycle (sec): 90 Critical Vol./Cap.(X): 0.806
Loss Time (sec): 8 (Y+R=3.5 sec) Average Delay (sec/veh): 17.4
Optimal Cycle: 65 Level Of Service: B

Street Name: Canoga Ave. Valerio 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: 19 19 19 19 19 19 8 8 8 8 8 8
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 0 1 0 0 1 0 0 1

Volume Module:
Base Vol: 40 906 25 63 1649 31 42 100 29 113 263 126
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: 40 906 25 63 1649 31 42 100 29 113 263 126
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: 40 906 25 63 1649 31 42 100 29 113 263 126
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: 42 954 26 66 1736 33 44 105 31 119 277 133
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 42 954 26 66 1736 33 44 105 31 119 277 133
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
FinalVolume: 42 954 26 66 1736 33 44 105 31 119 277 133

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.07 0.95 0.85 0.25 0.95 0.85 0.28 0.97 0.97 0.82 0.82 0.85
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 0.78 1.00 1.00 0.70 1.00
Final Sat.: 141 3610 1615 466 3610 1615 528 1423 413 469 1092 1615

Capacity Analysis Module:
Vol/Sat: 0.30 0.26 0.02 0.14 0.48 0.02 0.08 0.07 0.07 0.25 0.25 0.08
Crit Moves: ****
Green/Cycle: 0.60 0.60 0.60 0.60 0.60 0.60 0.31 0.31 0.31 0.31 0.31 0.31
Volume/Cap: 0.50 0.44 0.03 0.24 0.81 0.03 0.27 0.24 0.24 0.81 0.81 0.26
Delay/Veh: 15.2 10.1 7.5 9.0 16.4 7.5 23.9 23.0 23.0 37.8 37.8 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: 15.2 10.1 7.5 9.0 16.4 7.5 23.9 23.0 23.0 37.8 37.8 23.3
LOS by Move: B B A A B A C C C D D C
HCM2kAvgQ: 1 8 0 1 21 0 1 3 3 12 12 3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #27 Owensmouth Ave & Sherman Way

Cycle (sec): 100 Critical Vol./Cap.(X): 1.355
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 59.8
Optimal Cycle: 120 Level Of Service: E

Street Name: Owensmouth Ave Sherman Way
Approach: North 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: 10 10 10 10 10 10 20 20 20 20 20 20
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 0 1

Volume Module:
Base Vol: 82 166 130 66 630 45 57 1169 107 382 1520 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: 82 166 130 66 630 45 57 1169 107 382 1520 35
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: 82 166 130 66 630 45 57 1169 107 382 1520 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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 86 175 137 69 663 47 60 1231 113 402 1600 37
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 86 175 137 69 663 47 60 1231 113 402 1600 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
FinalVolume: 86 175 137 69 663 47 60 1231 113 402 1600 37

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.27 0.89 0.89 0.38 0.94 0.94 0.12 0.95 0.85 0.20 0.95 0.85
Lanes: 1.00 1.12 0.88 1.00 1.87 0.13 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 519 1891 1481 730 3336 238 236 3610 1615 384 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.17 0.09 0.09 0.10 0.20 0.20 0.25 0.34 0.07 1.05 0.44 0.02
Crit Moves: ****
Green/Cycle: 0.15 0.15 0.15 0.15 0.15 0.15 0.77 0.77 0.77 0.77 0.77 0.77
Volume/Cap: 1.13 0.63 0.63 0.65 1.35 1.35 0.33 0.44 0.09 1.35 0.57 0.03
Delay/Veh: 186.8 42.7 42.7 53.4 215 214.5 4.5 4.0 2.8 191.6 4.9 2.6
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: 186.8 42.7 42.7 53.4 215 214.5 4.5 4.0 2.8 191.6 4.9 2.6
LOS by Move: F D D D F F A A A F A A
HCM2kAvgQ: 6 6 6 3 26 26 1 7 1 27 11 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #28 Canoga Ave & Sherman Way

Cycle (sec): 100 Critical Vol./Cap.(X): 1.392
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 45.2
Optimal Cycle: 120 Level Of Service: D

Street Name: Canoga Ave Sherman Way
Approach: North 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: 10 10 10 10 10 10 10 10 10 10 10 10
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:
Base Vol: 61 870 122 140 1384 156 82 1237 51 188 1655 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: 61 870 122 140 1384 156 82 1237 51 188 1655 148
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: 61 870 122 140 1384 156 82 1237 51 188 1655 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: 64 916 128 147 1457 164 86 1302 54 198 1742 156
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 64 916 128 147 1457 164 86 1302 54 198 1742 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
FinalVolume: 64 916 128 147 1457 164 86 1302 54 198 1742 156

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.14 0.95 0.85 0.14 0.95 0.85 0.06 0.95 0.85 0.15 0.95 0.85
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 259 3610 1615 259 3610 1615 121 3610 1615 281 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.25 0.25 0.08 0.57 0.40 0.10 0.71 0.36 0.03 0.71 0.48 0.10
Crit Moves: ****
Green/Cycle: 0.41 0.41 0.41 0.41 0.41 0.41 0.51 0.51 0.51 0.51 0.51 0.51
Volume/Cap: 0.61 0.62 0.19 1.39 0.99 0.25 1.20 0.71 0.07 1.38 0.94 0.19
Delay/Veh: 32.9 24.3 19.1 253.5 49.8 19.7 193.6 19.9 12.4 232.3 33.6 13.3
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 32.9 24.3 19.1 253.5 49.8 19.7 193.6 19.9 12.4 232.3 33.6 13.3
LOS by Move: C C B F D B F B B F C B
HCM2kAvgQ: 3 12 3 12 30 3 7 17 1 15 32 3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #29 De Soto Ave & Sherman Way

Cycle (sec): 100 Critical Vol./Cap.(X): 1.277
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 87.3
Optimal Cycle: 120 Level Of Service: F

Street Name: De Soto Ave Sherman Way
Approach: 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: 10 10 10 10 10 10 5 12 12 5 12 12
Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 2 1 0

Volume Module:

Base Vol: 91 1114 182 145 1545 202 133 1307 82 229 1873 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: 91 1114 182 145 1545 202 133 1307 82 229 1873 164
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: 91 1114 182 145 1545 202 133 1307 82 229 1873 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: 96 1173 192 153 1626 213 140 1376 86 241 1972 173
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 96 1173 192 153 1626 213 140 1376 86 241 1972 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
FinalVolume: 96 1173 192 153 1626 213 140 1376 86 241 1972 173

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.08 0.89 0.89 0.13 0.89 0.89 0.95 0.90 0.90 0.95 0.90 0.90
Lanes: 1.00 2.58 0.42 1.00 2.65 0.35 1.00 2.82 0.18 1.00 2.76 0.24
Final Sat.: 154 4365 713 243 4509 590 1805 4837 303 1805 4712 413

Capacity Analysis Module:

Vol/Sat: 0.62 0.27 0.27 0.63 0.36 0.36 0.08 0.28 0.28 0.13 0.42 0.42
Crit Moves: ****
Green/Cycle: 0.49 0.49 0.49 0.49 0.49 0.49 0.06 0.26 0.26 0.12 0.33 0.33
Volume/Cap: 1.27 0.55 0.55 1.28 0.73 0.73 1.28 1.08 1.08 1.08 1.28 1.28
Delay/Veh: 216.3 17.9 17.9 199.6 21.4 21.4 224.6 84.5 84.5 125.6 163 162.9
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: 216.3 17.9 17.9 199.6 21.4 21.4 224.6 84.5 84.5 125.6 163 162.9
LOS by Move: F B B F C C F F F F F
HCM2kAvgQ: 8 11 11 11 17 17 10 26 26 13 47 47

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #30 Owensmouth Ave & Vanowen St

Cycle (sec): 50 Critical Vol./Cap.(X): 1.019
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 22.3
Optimal Cycle: 119 Level Of Service: C

Street Name: Owensmouth Ave Vanowen 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: 10 10 10 10 10 10 10 10 10 10 10 10
Lanes: 1 0 2 0 1 1 0 1 1 0 1 0 2 0 1

Volume Module:

Base Vol: 66 207 153 105 816 123 99 1052 110 208 890 103
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: 66 207 153 105 816 123 99 1052 110 208 890 103
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: 66 207 153 105 816 123 99 1052 110 208 890 103
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: 69 218 161 111 859 129 104 1107 116 219 937 108
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 69 218 161 111 859 129 104 1107 116 219 937 108
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 69 218 161 111 859 129 104 1107 116 219 937 108

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.29 0.95 0.85 0.61 0.93 0.93 0.26 0.95 0.85 0.20 0.95 0.85
Lanes: 1.00 2.00 1.00 1.00 1.74 0.26 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 555 3610 1615 1155 3074 463 496 3610 1615 380 3610 1615

Capacity Analysis Module:

Vol/Sat: 0.13 0.06 0.10 0.10 0.28 0.28 0.21 0.31 0.07 0.58 0.26 0.07
Crit Moves: ****
Green/Cycle: 0.27 0.27 0.27 0.27 0.27 0.27 0.57 0.57 0.57 0.57 0.57 0.57
Volume/Cap: 0.46 0.22 0.36 0.35 1.02 1.02 0.37 0.54 0.13 1.02 0.46 0.12
Delay/Veh: 17.2 14.1 15.1 15.2 51.8 51.8 6.8 7.1 5.1 77.1 6.5 5.1
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: 17.2 14.1 15.1 15.2 51.8 51.8 6.8 7.1 5.1 77.1 6.5 5.1
LOS by Move: B B B B D D A A A E A A
HCM2kAvgQ: 2 2 2 2 16 16 1 6 1 9 5 1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #31 Vanowen St & Canoga Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 0.996
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 34.2
Optimal Cycle: 120 Level Of Service: C

Street Name: Canoga Ave Vanowen 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: 12 12 12 12 12 12 12 12 12 12 12 12
Lanes: 1 0 3 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:
Base Vol: 46 872 68 95 1172 74 66 934 88 241 1054 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: 46 872 68 95 1172 74 66 934 88 241 1054 166
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: 46 872 68 95 1172 74 66 934 88 241 1054 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: 48 918 72 100 1234 78 69 983 93 254 1109 175
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 48 918 72 100 1234 78 69 983 93 254 1109 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
FinalVolume: 48 918 72 100 1234 78 69 983 93 254 1109 175

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.10 0.91 0.85 0.21 0.95 0.85 0.19 0.95 0.85 0.23 0.95 0.85
Lanes: 1.00 3.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 184 5187 1615 401 3610 1615 353 3610 1615 431 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.26 0.18 0.04 0.25 0.34 0.05 0.20 0.27 0.06 0.59 0.31 0.11
Crit Moves: ****
Green/Cycle: 0.34 0.34 0.34 0.34 0.34 0.34 0.59 0.59 0.59 0.59 0.59 0.59
Volume/Cap: 0.77 0.52 0.13 0.73 1.00 0.14 0.33 0.46 0.10 1.00 0.52 0.18
Delay/Veh: 77.2 31.7 27.2 52.1 64.0 27.3 13.5 14.0 10.7 79.8 14.8 11.4
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: 77.2 31.7 27.2 52.1 64.0 27.3 13.5 14.0 10.7 79.8 14.8 11.4
LOS by Move: E C C D E C B B B E B B
HCM2kAvgQ: 3 10 2 5 30 2 2 11 1 14 13 3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 Vanowen St & De Soto Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 1.333
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 102.0
Optimal Cycle: 120 Level Of Service: F

Street Name: De Soto Ave Vanowen 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 Prot+Permit
Rights: Include Include Include Include
Min. Green: 12 12 12 12 12 12 12 12 5 12 12
Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 2 0 1 1 0 1 1 0

Volume Module:
Base Vol: 58 1131 138 157 1771 232 97 1156 66 263 1219 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: 58 1131 138 157 1771 232 97 1156 66 263 1219 161
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: 58 1131 138 157 1771 232 97 1156 66 263 1219 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: 61 1191 145 165 1864 244 102 1217 69 277 1283 169
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 61 1191 145 165 1864 244 102 1217 69 277 1283 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
FinalVolume: 61 1191 145 165 1864 244 102 1217 69 277 1283 169

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.10 0.90 0.90 0.13 0.89 0.89 0.95 0.95 0.85 0.70 0.93 0.93
Lanes: 1.00 2.67 0.33 1.00 2.65 0.35 1.00 2.00 1.00 1.00 1.77 0.23
Final Sat.: 184 4549 555 241 4508 591 1805 3610 1615 1328 3131 414

Capacity Analysis Module:
Vol/Sat: 0.33 0.26 0.26 0.68 0.41 0.41 0.06 0.34 0.04 0.21 0.41 0.41
Crit Moves: ****
Green/Cycle: 0.46 0.46 0.46 0.46 0.46 0.46 0.13 0.28 0.28 0.27 0.27 0.27
Volume/Cap: 0.72 0.57 0.57 1.49 0.90 0.90 0.42 1.20 0.15 0.88 1.49 1.49
Delay/Veh: 45.8 18.2 18.2 287.6 27.8 27.8 37.0 133 24.5 52.7 260 259.8
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: 45.8 18.2 18.2 287.6 27.8 27.8 37.0 133 24.5 52.7 260 259.8
LOS by Move: D B B F C C D F C D F F
HCM2kAvgQ: 3 10 10 13 24 24 3 34 1 11 53 53

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #33 Owensmouth Ave & Victory Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.923
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 32.8
Optimal Cycle: 80 Level Of Service: C

Street Name: Owensmouth Ave Victory 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 Prot+Permit Permitted Prot+Permit
Rights: Include Include Include Ovl
Min. Green: 5 12 12 5 12 12 10 10 10 5 10 10
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 3 0 1

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Volume Module:

Base Vol: 40 236 71 175 880 92 32 1375 124 268 955 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: 40 236 71 175 880 92 32 1375 124 268 955 99
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: 40 236 71 175 880 92 32 1375 124 268 955 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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 42 248 75 184 926 97 34 1447 131 282 1005 104
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 42 248 75 184 926 97 34 1447 131 282 1005 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
FinalVolume: 42 248 75 184 926 97 34 1447 131 282 1005 104

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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 0.85 0.95 0.95 0.85 0.95 0.91 0.85 0.95 0.91 0.85
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 3.00 1.00 1.00 3.00 1.00
Final Sat.: 1805 3610 1615 1805 3610 1615 1805 5187 1615 1805 5187 1615

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Capacity Analysis Module:

Vol/Sat: 0.00 0.07 0.05 0.00 0.26 0.06 0.02 0.28 0.08 0.16 0.19 0.06
Crit Moves: ****
Green/Cycle: 0.08 0.19 0.19 0.16 0.31 0.31 0.18 0.33 0.33 0.34 0.34 0.51
Volume/Cap: 0.29 0.36 0.24 0.62 0.83 0.19 0.10 0.83 0.24 0.68 0.56 0.13
Delay/Veh: 44.5 35.3 34.5 42.9 37.8 25.7 34.6 34.3 24.3 31.3 27.1 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: 44.5 35.3 34.5 42.9 37.8 25.7 34.6 34.3 24.3 31.3 27.1 13.0
LOS by Move: D D C D D C C C C B
HCM2kAvgQ: 2 4 2 6 16 2 1 17 3 9 10 2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 Victory Blvd & Canoga Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 1.334
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 84.8
Optimal Cycle: 120 Level Of Service: F

Street Name: Canoga Ave Victory 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 Prot+Permit Prot+Permit
Rights: Include Include Include Ovl
Min. Green: 12 12 12 5 12 12 5 12 12 5 12 12
Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 3 0 1

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Volume Module:

Base Vol: 124 925 135 231 1343 94 94 811 229 301 1213 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: 124 925 135 231 1343 94 94 811 229 301 1213 182
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: 124 925 135 231 1343 94 94 811 229 301 1213 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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 131 974 142 243 1414 99 99 854 241 317 1277 192
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 131 974 142 243 1414 99 99 854 241 317 1277 192
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 131 974 142 243 1414 99 99 854 241 317 1277 192

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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.11 0.89 0.89 0.95 0.90 0.90 0.88 0.88 0.88 0.44 0.91 0.85
Lanes: 1.00 2.62 0.38 1.00 2.80 0.20 1.00 2.34 0.66 1.00 3.00 1.00
Final Sat.: 203 4440 648 1805 4799 336 1669 3911 1104 836 5187 1615

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Capacity Analysis Module:

Vol/Sat: 0.64 0.22 0.22 0.13 0.29 0.29 0.06 0.22 0.22 0.38 0.25 0.12
Crit Moves: ****
Green/Cycle: 0.47 0.47 0.47 0.10 0.57 0.57 0.22 0.16 0.16 0.34 0.24 0.34
Volume/Cap: 1.36 0.47 0.47 1.34 0.51 0.51 0.62 1.34 1.34 1.05 1.02 0.35
Delay/Veh: 247.9 21.6 21.6 237.7 15.7 15.7 47.6 210 210.3 96.7 76.7 29.9
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: 247.9 21.6 21.6 237.7 15.7 15.7 47.6 210 210.3 96.7 76.7 29.9
LOS by Move: F C C F B B D F F F E C
HCM2kAvgQ: 11 10 10 19 12 12 4 29 29 18 24 5

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #35 Variel Ave & Victory Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.666
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 18.0
Optimal Cycle: 45 Level Of Service: B

Street Name: Variel Ave Victory 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: 12 12 12 12 12 12 10 10 10 10 10 10
Lanes: 1 0 0 0 1 0 0 0 0 0 1 0 3 0 0

Volume Module:
Base Vol: 139 0 360 0 0 0 0 1419 48 79 1184 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: 139 0 360 0 0 0 0 1419 48 79 1184 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 139 0 360 0 0 0 0 1419 48 79 1184 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: 146 0 379 0 0 0 0 1494 51 83 1246 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 146 0 379 0 0 0 0 1494 51 83 1246 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 146 0 379 0 0 0 0 1494 51 83 1246 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.77 1.00 0.85 1.00 1.00 1.00 1.00 0.91 0.91 0.11 0.91 1.00
Lanes: 1.00 0.00 1.00 0.00 0.00 0.00 0.00 2.90 0.10 1.00 3.00 0.00
Final Sat.: 1461 0 1615 0 0 0 0 4992 169 215 5187 0

Capacity Analysis Module:
Vol/Sat: 0.10 0.00 0.23 0.00 0.00 0.00 0.00 0.30 0.30 0.39 0.24 0.00
Crit Moves: ****
Green/Cycle: 0.35 0.00 0.35 0.00 0.00 0.00 0.00 0.58 0.58 0.58 0.58 0.00
Volume/Cap: 0.28 0.00 0.67 0.00 0.00 0.00 0.00 0.51 0.51 0.67 0.41 0.00
Delay/Veh: 28.3 0.0 35.9 0.0 0.0 0.0 0.0 15.2 15.2 30.1 13.9 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: 28.3 0.0 35.9 0.0 0.0 0.0 0.0 15.2 15.2 30.1 13.9 0.0
LOS by Move: C A D A A A A B B C B A
HCM2kAvgQ: 4 0 13 0 0 0 0 12 12 3 9 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #36 Victory Blvd & De Soto Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 1.084
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 57.8
Optimal Cycle: 120 Level Of Service: E

Street Name: De Soto Ave Victory 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 Prot+Permit Prot+Permit Permit+Prot
Rights: Include Include Include Include
Min. Green: 5 12 12 5 12 12 5 12 12 5 12 12
Lanes: 1 0 2 1 0 1 0 2 1 0 2 0 2 1 0 2 0 3 0 1

Volume Module:
Base Vol: 83 1096 198 123 1793 213 86 1219 58 614 1647 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: 83 1096 198 123 1793 213 86 1219 58 614 1647 102
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: 83 1096 198 123 1793 213 86 1219 58 614 1647 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: 87 1154 208 129 1887 224 91 1283 61 646 1734 107
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 87 1154 208 129 1887 224 91 1283 61 646 1734 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
FinalVolume: 87 1154 208 129 1887 224 91 1283 61 646 1734 107

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.89 0.89 0.95 0.90 0.90 0.92 0.90 0.90 0.92 0.91 0.85
Lanes: 1.00 2.54 0.46 1.00 2.68 0.32 2.00 2.86 0.14 2.00 3.00 1.00
Final Sat.: 1805 4292 775 1805 4562 542 3502 4917 234 3502 5187 1615

Capacity Analysis Module:
Vol/Sat: 0.00 0.27 0.27 0.00 0.41 0.41 0.00 0.26 0.26 0.00 0.33 0.07
Crit Moves: ****
Green/Cycle: 0.08 0.35 0.35 0.09 0.40 0.40 0.05 0.25 0.25 0.21 0.38 0.38
Volume/Cap: 0.61 0.77 0.77 0.77 1.05 1.05 0.55 1.05 1.05 0.88 0.88 0.18
Delay/Veh: 60.8 37.0 37.0 72.7 70.1 70.1 59.8 83.5 83.5 58.0 40.0 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: 60.8 37.0 37.0 72.7 70.1 70.1 59.8 83.5 83.5 58.0 40.0 25.0
LOS by Move: E D D E E E E F F E D C
HCM2kAvgQ: 4 18 18 7 38 38 3 26 26 15 25 3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 Erwin St & Owensmouth Ave

Cycle (sec): 60 Critical Vol./Cap.(X): 0.574
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 12.4
Optimal Cycle: 34 Level Of Service: B

Street Name: Owensmouth Ave Erwin 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: 10 10 10 10 10 10 10 10 10 10 10 10
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 1 1 0

Volume Module:
Base Vol: 21 346 83 130 843 128 154 625 78 53 234 117
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: 21 346 83 130 843 128 154 625 78 53 234 117
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: 21 346 83 130 843 128 154 625 78 53 234 117
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: 22 364 87 137 887 135 162 658 82 56 246 123
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 22 364 87 137 887 135 162 658 82 56 246 123
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
FinalVolume: 22 364 87 137 887 135 162 658 82 56 246 123

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.20 0.92 0.92 0.48 0.93 0.93 0.52 0.93 0.93 0.26 0.90 0.90
Lanes: 1.00 1.61 0.39 1.00 1.74 0.26 1.00 1.78 0.22 1.00 1.33 0.67
Final Sat.: 380 2827 678 910 3071 466 980 3155 394 485 2286 1143

Capacity Analysis Module:
Vol/Sat: 0.06 0.13 0.13 0.15 0.29 0.29 0.17 0.21 0.21 0.12 0.11 0.11
Crit Moves: ****
Green/Cycle: 0.50 0.50 0.50 0.50 0.50 0.50 0.36 0.36 0.36 0.36 0.36 0.36
Volume/Cap: 0.12 0.26 0.26 0.30 0.57 0.57 0.46 0.57 0.57 0.32 0.30 0.30
Delay/Veh: 8.1 8.6 8.6 9.1 10.9 10.9 15.5 16.0 16.0 14.8 13.8 13.8
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: 8.1 8.6 8.6 9.1 10.9 10.9 15.5 16.0 16.0 14.8 13.8 13.8
LOS by Move: A A A A B B B B B B B B
HCM2kAvgQ: 0 3 3 2 8 8 3 7 7 1 3 3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #38 Erwin St & Canoga Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 0.724
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 29.8
Optimal Cycle: 76 Level Of Service: C

Street Name: Canoga Ave Erwin St
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 Protected Permitted
Rights: Include Include Include Include
Min. Green: 5 10 10 10 10 10 5 12 12 12 12 12
Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 1 1 0

Volume Module:
Base Vol: 149 1238 82 69 1404 184 131 339 179 58 169 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: 149 1238 82 69 1404 184 131 339 179 58 169 89
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: 149 1238 82 69 1404 184 131 339 179 58 169 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: 157 1303 86 73 1478 194 138 357 188 61 178 94
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 157 1303 86 73 1478 194 138 357 188 61 178 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
FinalVolume: 157 1303 86 73 1478 194 138 357 188 61 178 94

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.90 0.90 0.12 0.89 0.89 0.95 0.90 0.90 0.24 0.90 0.90
Lanes: 1.00 2.81 0.19 1.00 2.65 0.35 1.00 1.31 0.69 1.00 1.31 0.69
Final Sat.: 1805 4821 319 236 4508 591 1805 2240 1183 448 2242 1181

Capacity Analysis Module:
Vol/Sat: 0.09 0.27 0.27 0.31 0.33 0.33 0.08 0.16 0.16 0.14 0.08 0.08
Crit Moves: ****
Green/Cycle: 0.12 0.56 0.56 0.44 0.44 0.44 0.10 0.31 0.31 0.21 0.21 0.21
Volume/Cap: 0.75 0.49 0.49 0.70 0.74 0.74 0.74 0.51 0.51 0.66 0.38 0.38
Delay/Veh: 64.8 16.3 16.3 46.4 29.4 29.4 67.4 34.4 34.4 59.4 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: 64.8 16.3 16.3 46.4 29.4 29.4 67.4 34.4 34.4 59.4 41.3 41.3
LOS by Move: E B B D C C E C C E D D
HCM2kAvgQ: 7 11 11 4 20 20 7 9 9 3 5 5

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #39 Oxnard St & Owensmouth Ave

Cycle (sec): 60 Critical Vol./Cap.(X): 0.813
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 14.8
Optimal Cycle: 58 Level Of Service: B

Street Name: Owensmouth Ave Oxnard 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: 12 12 12 12 12 12 10 10 10 10 10 10
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 0 1

Volume Module:
Base Vol: 27 232 74 112 929 99 100 740 213 211 460 116
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: 27 232 74 112 929 99 100 740 213 211 460 116
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: 27 232 74 112 929 99 100 740 213 211 460 116
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: 28 244 78 118 978 104 105 779 224 222 484 122
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 28 244 78 118 978 104 105 779 224 222 484 122
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
FinalVolume: 28 244 78 118 978 104 105 779 224 222 484 122

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.18 0.92 0.92 0.55 0.94 0.94 0.46 0.95 0.85 0.29 0.95 0.85
Lanes: 1.00 1.52 0.48 1.00 1.81 0.19 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 338 2638 842 1051 3217 343 866 3610 1615 555 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.08 0.09 0.09 0.11 0.30 0.30 0.12 0.22 0.14 0.40 0.13 0.08
Crit Moves: ****
Green/Cycle: 0.37 0.37 0.37 0.37 0.37 0.37 0.49 0.49 0.49 0.49 0.49 0.49
Volume/Cap: 0.22 0.25 0.25 0.30 0.81 0.81 0.25 0.44 0.28 0.81 0.27 0.15
Delay/Veh: 13.7 13.1 13.1 13.7 20.8 20.8 9.1 10.0 9.2 29.6 9.0 8.4
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: 13.7 13.1 13.1 13.7 20.8 20.8 9.1 10.0 9.2 29.6 9.0 8.4
LOS by Move: B B B B C C A B A C A A
HCM2kAvgQ: 1 2 2 2 12 12 1 5 3 6 3 1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #40 Oxnard St & Canoga Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 0.926
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 24.3
Optimal Cycle: 120 Level Of Service: C

Street Name: Canoga Ave Oxnard 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: 12 12 12 12 12 12 10 10 10 10 10 10
Lanes: 1 0 2 1 0 1 0 2 0 1 1 0 1 1 0

Volume Module:
Base Vol: 151 1276 81 130 1240 241 99 453 133 104 489 79
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 151 1276 81 130 1240 241 99 453 133 104 489 79
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: 151 1276 81 130 1240 241 99 453 133 104 489 79
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 159 1343 85 137 1305 254 104 477 140 109 515 83
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 159 1343 85 137 1305 254 104 477 140 109 515 83
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 159 1343 85 137 1305 254 104 477 140 109 515 83

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.15 0.90 0.90 0.16 0.95 0.85 0.21 0.92 0.92 0.19 0.93 0.93
Lanes: 1.00 2.82 0.18 1.00 2.00 1.00 1.00 1.55 0.45 1.00 1.72 0.28
Final Sat.: 283 4833 307 309 3610 1615 390 2696 791 362 3043 492

Capacity Analysis Module:
Vol/Sat: 0.56 0.28 0.28 0.44 0.36 0.16 0.27 0.18 0.18 0.30 0.17 0.17
Crit Moves: ****
Green/Cycle: 0.61 0.61 0.61 0.61 0.61 0.61 0.33 0.33 0.33 0.33 0.33 0.33
Volume/Cap: 0.93 0.46 0.46 0.73 0.60 0.26 0.82 0.54 0.54 0.93 0.52 0.52
Delay/Veh: 68.8 12.9 12.9 30.1 15.0 11.1 69.5 33.6 33.6 99.0 33.2 33.2
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 68.8 12.9 12.9 30.1 15.0 11.1 69.5 33.6 33.6 99.0 33.2 33.2
LOS by Move: E B B C B B E C C F C C
HCM2kAvgQ: 8 10 10 5 16 4 6 10 10 7 10 10

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #41 Oxnard St & De Soto Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 2.140
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 88.4
Optimal Cycle: 120 Level Of Service: F

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for De Soto Ave, Oxnard St.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume. Rows for De Soto Ave, Oxnard St.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat. Rows for De Soto Ave, Oxnard St.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ. Rows for De Soto Ave, Oxnard St.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #42 Lassen St & Busway A

Cycle (sec): 50 Critical Vol./Cap.(X): 0.371
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 1.0
Optimal Cycle: 25 Level Of Service: A

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Busway A, Lassen St.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume. Rows for Busway A, Lassen St.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat. Rows for Busway A, Lassen St.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ. Rows for Busway A, Lassen St.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #43 Lassen St & Busway B

Cycle (sec):	50	Critical Vol./Cap.(X):	0.371
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	1.0
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Busway B			Lassen St			West Bound		
Approach:	North Bound			South Bound			East Bound		
Movement:	L	T	R	L	T	R	L	T	R

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Control:	Permitted			Permitted			Permitted			Permitted						
Rights:	Include			Include			Include			Include						
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5				
Lanes:	0	0	1	0	0	0	0	0	2	0	0	0	0	2	0	0

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Volume Module:

Base Vol:	0	0	0	0	0	0	0	1070	0	0	1010	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1070	0	0	1010	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1070	0	0	1010	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	0	0	0	0	1126	0	0	1063	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1126	0	0	1063	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1126	0	0	1063	0

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Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	1900	0	0	1900	0	0	3610	0	0	3610	0

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Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.31	0.00	0.00	0.29	0.00
Crit Moves:	****											
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.84	0.00	0.00	0.84	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.37	0.00	0.00	0.35	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	3	0	0	2	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #44 Lassen St & Busway C

Cycle (sec):	50	Critical Vol./Cap.(X):	0.371
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	1.0
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Busway C			Lassen St			West Bound		
Approach:	North Bound			South Bound			East Bound		
Movement:	L	T	R	L	T	R	L	T	R

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Control:	Permitted			Permitted			Permitted			Permitted						
Rights:	Include			Include			Include			Include						
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5				
Lanes:	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0

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Volume Module:

Base Vol:	0	0	0	0	0	0	0	1070	0	0	1010	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1070	0	0	1010	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1070	0	0	1010	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	0	0	0	0	1126	0	0	1063	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1126	0	0	1063	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1126	0	0	1063	0

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Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	0	0	0	0	3610	0	0	3610	0

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Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.31	0.00	0.00	0.29	0.00
Crit Moves:	****											
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.84	0.00	0.00	0.84	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.37	0.00	0.00	0.35	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	3	0	0	2	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #45 Canoga Ave & Bus Lane

Cycle (sec): 0 Critical Vol./Cap.(X): 0.635
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 3.9
Optimal Cycle: 42 Level Of Service: A

Street Name: Canoga Ave Bus Lane
Approach: North 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: Ignore Include Include Include
Min. Green: 0 5 5 5 5 5 0 0 0 5 5 0
Lanes: 0 0 1 0 1 0 0 1 0 0 1 0 0 0 0

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Volume Module:
Base Vol: 0 819 0 0 762 0 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: 0 819 0 0 762 0 0 0 0 0 0 0 0
Added Vol: 0 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 0
Initial Fut: 0 819 0 0 762 0 0 0 0 0 0 0 0
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.00 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 0 862 0 0 802 0 0 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 862 0 0 802 0 0 0 0 0 0 0 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 862 0 0 802 0 0 0 0 0 0 0 0

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Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 1.00 1.00 0.00 1.00 1.00 0.00 0.00 0.00 0.00 1.00 0.00 0.00
Final Sat.: 0 1900 1900 0 1900 0 0 0 0 1900 0 0 0

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Capacity Analysis Module:
Vol/Sat: 0.00 0.45 0.00 0.00 0.42 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.71 0.00 0.00 0.71 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Volume/Cap: 0.00 0.64 0.00 0.00 0.59 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Delay/Veh: 0.0 4.1 0.0 0.0 3.7 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 4.1 0.0 0.0 3.7 0.0 0.0 0.0 0.0 0.0 0.0 0.0
LOS by Move: A A A A A A A A A A A A
HCM2kAvgQ: 0 7 0 0 6 0 0 0 0 0 0 0 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #46 Canoga Ave & MOL

Cycle (sec): 0 Critical Vol./Cap.(X): 0.584
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 21.9
Optimal Cycle: 113 Level Of Service: C

Street Name: Canoga Ave MOL
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Protected Permitted Protected
Rights: Include Include Include Include
Min. Green: 0 10 10 5 10 0 0 0 0 0 5 0 0 0
Lanes: 0 0 2 1 0 1 0 2 0 0 0 0 0 0 1

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Volume Module:
Base Vol: 0 1182 35 20 1648 0 0 0 0 35 0 20
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 1182 35 20 1648 0 0 0 0 35 0 20
Added Vol: 0 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 0
Initial Fut: 0 1182 35 20 1648 0 0 0 0 35 0 20
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 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 1244 37 21 1735 0 0 0 0 37 0 21
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 1244 37 21 1735 0 0 0 0 37 0 21
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 1244 37 21 1735 0 0 0 0 37 0 21

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Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 0.91 0.91 0.95 0.95 1.00 1.00 1.00 1.00 0.95 1.00 0.85
Lanes: 0.00 2.91 0.09 1.00 2.00 0.00 0.00 0.00 0.00 1.00 0.00 1.00
Final Sat.: 0 5018 149 1805 3610 0 0 0 0 1805 0 1615

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Capacity Analysis Module:
Vol/Sat: 0.00 0.25 0.25 0.01 0.48 0.00 0.00 0.00 0.00 0.02 0.00 0.01
Crit Moves: ****
Green/Cycle: 0.00 0.28 0.28 0.53 0.81 0.00 0.00 0.00 0.00 0.04 0.00 0.04
Volume/Cap: 0.00 0.87 0.87 0.02 0.59 0.00 0.00 0.00 0.00 0.46 0.00 0.29
Delay/Veh: 0.0 44.5 44.5 12.6 4.1 0.0 0.0 0.0 0.0 56.9 0.0 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: 0.0 44.5 44.5 12.6 4.1 0.0 0.0 0.0 0.0 56.9 0.0 54.6
LOS by Move: A D D B A A A A A E A D
HCM2kAvgQ: 0 19 19 0 12 0 0 0 0 2 0 1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 De Soto Ave & Chatsworth St

Cycle (sec): 90 Critical Vol./Cap.(X): 1.352
Loss Time (sec): 12 (Y+R=5.0 sec) Average Delay (sec/veh): 151.1
Optimal Cycle: 120 Level Of Service: F

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for De Soto Ave and Chatsworth St.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume. Rows for De Soto Ave and Chatsworth St.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat. Rows for De Soto Ave and Chatsworth St.

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ. Rows for De Soto Ave and Chatsworth St.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Topanga Canyon Blvd & Devonshire St

Cycle (sec): 90 Critical Vol./Cap.(X): 1.310
Loss Time (sec): 16 (Y+R=5.0 sec) Average Delay (sec/veh): 136.6
Optimal Cycle: 120 Level Of Service: F

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Topanga Canyon Blvd and Devonshire St.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume. Rows for Topanga Canyon Blvd and Devonshire St.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat. Rows for Topanga Canyon Blvd and Devonshire St.

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ. Rows for Topanga Canyon Blvd and Devonshire St.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Owensmouth Ave & Devonshire St
Cycle (sec): 90 Critical Vol./Cap.(X): 1.414
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 90.5
Optimal Cycle: 120 Level Of Service: F

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Owensmouth Ave, Devonshire St, North Bound, South Bound, East Bound, West Bound.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume. Rows for Owensmouth Ave, Devonshire St, North Bound, South Bound, East Bound, West Bound.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat. Rows for Owensmouth Ave, Devonshire St, North Bound, South Bound, East Bound, West Bound.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ. Rows for Owensmouth Ave, Devonshire St, North Bound, South Bound, East Bound, West Bound.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Depot Rd & Devonshire St
Cycle (sec): 50 Critical Vol./Cap.(X): 0.520
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 5.1
Optimal Cycle: 31 Level Of Service: A

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Depot Rd, Devonshire St, North Bound, South Bound, East Bound, West Bound.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume. Rows for Depot Rd, Devonshire St, North Bound, South Bound, East Bound, West Bound.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat. Rows for Depot Rd, Devonshire St, North Bound, South Bound, East Bound, West Bound.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ. Rows for Depot Rd, Devonshire St, North Bound, South Bound, East Bound, West Bound.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Canoga Ave & Devonshire St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.950
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 21.8
Optimal Cycle: 120 Level Of Service: C

Street Name: Canoga Ave Devonshire 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: 12 12 12 12 12 12 10 10 10 10 10 10
Lanes: 1 0 1 1 0 1 0 1 0 1 1 0 2 0 1

Volume Module:
Base Vol: 160 415 315 175 129 166 149 971 126 91 1033 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: 160 415 315 175 129 166 149 971 126 91 1033 125
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: 160 415 315 175 129 166 149 971 126 91 1033 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: 168 437 332 184 136 175 157 1022 133 96 1087 132
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 168 437 332 184 136 175 157 1022 133 96 1087 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
FinalVolume: 168 437 332 184 136 175 157 1022 133 96 1087 132

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.65 0.89 0.89 0.26 1.00 0.85 0.17 0.95 0.85 0.19 0.95 0.85
Lanes: 1.00 1.14 0.86 1.00 1.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 1232 1919 1456 495 1900 1615 318 3610 1615 360 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.14 0.23 0.23 0.37 0.07 0.11 0.49 0.28 0.08 0.27 0.30 0.08
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: 0.35 0.58 0.58 0.95 0.18 0.28 0.95 0.55 0.16 0.51 0.58 0.16
Delay/Veh: 19.7 22.2 22.2 76.7 18.0 18.9 75.7 14.9 11.4 16.6 15.4 11.4
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: 19.7 22.2 22.2 76.7 18.0 18.9 75.7 14.9 11.4 16.6 15.4 11.4
LOS by Move: B C C E B B E B B B B
HCM2kAvgQ: 3 9 9 9 2 3 8 10 2 3 11 2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 De Soto Ave & Devonshire St

Cycle (sec): 90 Critical Vol./Cap.(X): 1.153
Loss Time (sec): 16 (Y+R=4.5 sec) Average Delay (sec/veh): 91.4
Optimal Cycle: 120 Level Of Service: F

Street Name: De Soto Ave Devonshire St
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 Ovl
Min. Green: 5 10 10 5 10 10 5 10 10 5 10 10
Lanes: 2 0 2 1 0 2 0 2 1 0 2 0 1 1 0 2 0 2 0 1

Volume Module:
Base Vol: 152 2285 198 233 1449 228 340 992 106 143 935 178
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: 152 2285 198 233 1449 228 340 992 106 143 935 178
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: 152 2285 198 233 1449 228 340 992 106 143 935 178
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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 160 2405 208 245 1525 240 358 1044 112 151 984 187
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 160 2405 208 245 1525 240 358 1044 112 151 984 187
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
FinalVolume: 160 2405 208 245 1525 240 358 1044 112 151 984 187

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 0.90 0.90 0.92 0.89 0.89 0.92 0.94 0.94 0.92 0.95 0.85
Lanes: 2.00 2.76 0.24 2.00 2.59 0.41 2.00 1.81 0.19 2.00 2.00 1.00
Final Sat.: 3502 4716 409 3502 4392 691 3502 3213 343 3502 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.05 0.51 0.51 0.07 0.35 0.35 0.10 0.33 0.33 0.04 0.27 0.12
Crit Moves: ****
Green/Cycle: 0.07 0.43 0.43 0.06 0.42 0.42 0.09 0.28 0.28 0.06 0.24 0.30
Volume/Cap: 0.67 1.18 1.18 1.18 0.82 0.82 1.13 1.18 1.18 0.77 1.13 0.39
Delay/Veh: 48.4 112 111.8 162.0 25.5 25.5 132.5 124 124.5 59.3 108 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: 48.4 112 111.8 162.0 25.5 25.5 132.5 124 124.5 59.3 108 25.5
LOS by Move: D F F F C C F F F E F C
HCM2kAvgQ: 4 47 47 9 18 18 11 32 32 4 26 4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Topanga Canyon Blvd & Lassen St

Cycle (sec): 150 Critical Vol./Cap.(X): 1.432
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 160.6
Optimal Cycle: 120 Level Of Service: F

Street Name: Topanga Canyon Blvd Lassen St
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 Protected
Rights: Ovl Include Include Include
Min. Green: 5 10 10 5 10 10 13 13 13 5 13 13
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:
Base Vol: 105 2659 320 180 1981 33 95 378 51 430 353 188
Growth Adj: 1.00 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 2659 320 180 1981 33 95 378 51 430 353 188
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: 105 2659 320 180 1981 33 95 378 51 430 353 188
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 111 2799 337 189 2085 35 100 398 54 453 372 198
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 111 2799 337 189 2085 35 100 398 54 453 372 198
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 111 2799 337 189 2085 35 100 398 54 453 372 198

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 0.85 0.95 0.95 0.85 0.85 0.95 0.85 0.85 0.95 0.95 0.85
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 1805 3610 1615 1805 3610 1615 1615 3610 1615 1805 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.06 0.78 0.21 0.10 0.58 0.02 0.06 0.11 0.03 0.25 0.10 0.12
Crit Moves: ****
Green/Cycle: 0.06 0.52 0.69 0.07 0.53 0.53 0.11 0.11 0.11 0.17 0.28 0.28
Volume/Cap: 1.08 1.49 0.30 1.49 1.08 0.04 0.57 1.02 0.31 1.49 0.37 0.44
Delay/Veh: 169.5 253 7.5 313.6 74.8 13.4 55.4 104 50.3 287.9 35.2 36.5
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: 169.5 253 7.5 313.6 74.8 13.4 55.4 104 50.3 287.9 35.2 36.5
LOS by Move: F F A F E B E F D F D D
HCM2kAvgQ: 8 113 5 16 55 1 4 12 2 36 6 6

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Owensmouth Ave & Lassen St

Cycle (sec): 90 Critical Vol./Cap.(X): 1.366
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 140.5
Optimal Cycle: 120 Level Of Service: F

Street Name: Owensmouth Ave Lassen 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 Protected Protected
Rights: Include Include Include Include
Min. Green: 10 10 10 10 10 10 5 18 18 5 18 18
Lanes: 0 1 0 1 0 0 1 0 1 0 1 0 1 0 1 1 0

Volume Module:
Base Vol: 140 919 520 225 339 74 49 713 185 426 759 159
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: 140 919 520 225 339 74 49 713 185 426 759 159
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: 140 919 520 225 339 74 49 713 185 426 759 159
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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 147 967 547 237 357 78 52 751 195 448 799 167
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 147 967 547 237 357 78 52 751 195 448 799 167
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 147 967 547 237 357 78 52 751 195 448 799 167

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.66 0.66 0.66 0.52 0.52 0.52 0.95 0.92 0.92 0.95 0.93 0.93
Lanes: 0.18 1.16 0.66 0.71 1.06 0.23 1.00 1.59 0.41 1.00 1.65 0.35
Final Sat.: 222 1455 823 701 1056 230 1805 2777 721 1805 2907 609

Capacity Analysis Module:
Vol/Sat: 0.67 0.67 0.67 0.34 0.34 0.34 0.03 0.27 0.27 0.25 0.27 0.27
Crit Moves: ****
Green/Cycle: 0.49 0.49 0.49 0.49 0.49 0.49 0.06 0.20 0.20 0.18 0.32 0.32
Volume/Cap: 1.37 1.37 1.37 0.70 0.70 0.70 0.45 1.35 1.35 1.37 0.87 0.87
Delay/Veh: 195.1 195 195.1 20.3 20.3 20.3 43.3 203 203.3 221.8 36.3 36.3
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: 195.1 195 195.1 20.3 20.3 20.3 43.3 203 203.3 221.8 36.3 36.3
LOS by Move: F F F C C C D F F F D D
HCM2kAvgQ: 55 55 55 9 9 9 2 32 32 29 16 16

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Depot Rd & Lassen St

Cycle (sec): 50 Critical Vol./Cap.(X): 0.745
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 9.0
Optimal Cycle: 46 Level Of Service: A

Street Name: Depot Rd Lassen 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 Protected Permitted
Rights: Include Include Include Include
Min. Green: 5 5 5 5 5 5 5 5 5 5 5 5
Lanes: 0 0 1 0 0 1 0 0 1 0 1 0 1 0 1 1 0

Volume Module:
Base Vol: 65 0 15 41 0 149 96 1396 19 24 1538 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: 65 0 15 41 0 149 96 1396 19 24 1538 71
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: 65 0 15 41 0 149 96 1396 19 24 1538 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: 68 0 16 43 0 157 101 1469 20 25 1619 75
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 68 0 16 43 0 157 101 1469 20 25 1619 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
FinalVolume: 68 0 16 43 0 157 101 1469 20 25 1619 75

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.56 1.00 0.56 0.80 1.00 0.85 0.95 0.95 0.95 0.13 0.94 0.94
Lanes: 0.81 0.00 0.19 1.00 0.00 1.00 1.00 1.97 0.03 1.00 1.91 0.09
Final Sat.: 864 0 199 1526 0 1615 1805 3554 48 247 3427 158

Capacity Analysis Module:
Vol/Sat: 0.08 0.00 0.08 0.03 0.00 0.10 0.06 0.41 0.41 0.10 0.47 0.47
Crit Moves: ****
Green/Cycle: 0.13 0.00 0.13 0.13 0.00 0.13 0.10 0.71 0.71 0.61 0.61 0.61
Volume/Cap: 0.63 0.00 0.63 0.22 0.00 0.77 0.56 0.58 0.58 0.17 0.77 0.77
Delay/Veh: 29.8 0.0 29.8 20.2 0.0 37.4 25.4 3.8 3.8 4.7 8.8 8.8
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: 29.8 0.0 29.8 20.2 0.0 37.4 25.4 3.8 3.8 4.7 8.8 8.8
LOS by Move: C A C C A D C A A A A
HCM2kAvgQ: 2 0 2 1 0 4 2 7 7 0 12 12

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 De Soto Ave & Lassen St

Cycle (sec): 50 Critical Vol./Cap.(X): 1.366
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 67.3
Optimal Cycle: 120 Level Of Service: E

Street Name: De Soto Ave Lassen 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: 20 20 20 20 20 20 8 8 8 8 8 8
Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 1 1 0 1 0 1 1 0

Volume Module:
Base Vol: 197 2349 243 101 1591 114 207 1134 121 124 750 118
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: 197 2349 243 101 1591 114 207 1134 121 124 750 118
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: 197 2349 243 101 1591 114 207 1134 121 124 750 118
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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 207 2473 256 106 1675 120 218 1194 127 131 789 124
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 207 2473 256 106 1675 120 218 1194 127 131 789 124
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 207 2473 256 106 1675 120 218 1194 127 131 789 124

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.18 0.90 0.90 0.18 0.90 0.90 0.21 0.94 0.94 0.20 0.93 0.93
Lanes: 1.00 2.72 0.28 1.00 2.80 0.20 1.00 1.81 0.19 1.00 1.73 0.27
Final Sat.: 350 4635 479 350 4792 343 393 3216 343 374 3057 481

Capacity Analysis Module:
Vol/Sat: 0.59 0.53 0.53 0.30 0.35 0.35 0.55 0.37 0.37 0.35 0.26 0.26
Crit Moves: ****
Green/Cycle: 0.43 0.43 0.43 0.43 0.43 0.43 0.41 0.41 0.41 0.41 0.41 0.41
Volume/Cap: 1.37 1.23 1.23 0.70 0.80 0.80 1.37 0.91 0.91 0.86 0.64 0.64
Delay/Veh: 215.0 121 121.1 25.1 14.5 14.5 214.2 23.4 23.4 49.5 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: 215.0 121 121.1 25.1 14.5 14.5 214.2 23.4 23.4 49.5 12.9 12.9
LOS by Move: F F F C B B F C C D B B
HCM2kAvgQ: 13 42 42 3 11 11 13 15 15 5 7 7

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Owensmouth Ave & Marilla St

Cycle (sec): 50 Critical Vol./Cap.(X): 1.053
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 38.0
Optimal Cycle: 120 Level Of Service: D

Street Name: Owensmouth Ave Marilla 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: 8 8 8 8 8 8 14 14 14 14 14 14
Lanes: 0 1 0 1 0 0 1 0 0 1 0 1

Volume Module:
Base Vol: 29 845 26 353 404 34 118 148 21 9 323 760
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 29 845 26 353 404 34 118 148 21 9 323 760
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: 29 845 26 353 404 34 118 148 21 9 323 760
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 31 889 27 372 425 36 124 156 22 9 340 800
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 31 889 27 372 425 36 124 156 22 9 340 800
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 31 889 27 372 425 36 124 156 22 9 340 800

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.86 0.86 0.86 0.56 0.56 0.56 0.50 0.98 0.98 0.64 1.00 0.85
Lanes: 0.06 1.88 0.06 0.89 1.02 0.09 1.00 0.88 0.12 1.00 1.00 1.00
Final Sat.: 106 3082 95 954 1092 92 954 1632 232 1212 1900 1615

Capacity Analysis Module:
Vol/Sat: 0.29 0.29 0.29 0.39 0.39 0.39 0.13 0.10 0.10 0.01 0.18 0.50
Crit Moves: ****
Green/Cycle: 0.37 0.37 0.37 0.37 0.37 0.37 0.47 0.47 0.47 0.47 0.47 0.47
Volume/Cap: 0.78 0.78 0.78 1.05 1.05 1.05 0.28 0.20 0.20 0.02 0.38 1.05
Delay/Veh: 17.3 17.3 17.3 62.7 62.7 62.7 8.4 7.9 7.9 7.1 8.8 60.8
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: 17.3 17.3 17.3 62.7 62.7 62.7 8.4 7.9 7.9 7.1 8.8 60.8
LOS by Move: B B B E E E A A A A A E
HCM2kAvgQ: 9 9 9 15 15 15 1 2 2 0 4 24

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #12 Owensmouth Ave & Plummer St

Cycle (sec): 100 Critical Vol./Cap.(X): 1.672
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 157.7
Optimal Cycle: 0 Level Of Service: F

Street Name: Owensmouth Ave Plummer St
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 1 0 0 1 0 1 0 0 1 1 0 2 0 1

Volume Module:
Base Vol: 24 743 40 100 301 17 28 173 40 11 239 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: 24 743 40 100 301 17 28 173 40 11 239 65
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: 24 743 40 100 301 17 28 173 40 11 239 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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 25 782 42 105 317 18 29 182 42 12 252 68
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 25 782 42 105 317 18 29 182 42 12 252 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
FinalVolume: 25 782 42 105 317 18 29 182 42 12 252 68

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: 0.03 0.97 1.00 0.25 0.75 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 15 468 514 116 350 510 368 777 419 378 800 433

Capacity Analysis Module:
Vol/Sat: 1.67 1.67 0.08 0.91 0.91 0.04 0.08 0.23 0.10 0.03 0.31 0.16
Crit Moves: ****
Delay/Veh: 329.9 330 10.0 48.3 48.3 9.8 13.0 14.3 11.8 12.2 15.2 12.2
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: 329.9 330 10.0 48.3 48.3 9.8 13.0 14.3 11.8 12.2 15.2 12.2
LOS by Move: F F B E E A B B B C B
ApproachDel: 314.0 46.8 13.7 14.5
Delay Adj: 1.00 1.00 1.00 1.00
ApprAdjDel: 314.0 46.8 13.7 14.5
LOS by Appr: F E B B
AllWayAvgQ: 42.9 42.9 0.1 4.9 4.9 0.0 0.1 0.3 0.1 0.0 0.4 0.2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #13 Canoga Ave &Plummer St

Average Delay (sec/veh): 102.5 Worst Case Level Of Service: F[1037.8]

Street Name: Canoga Ave Plummer St

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), and Lanes (1 0 1 0 0).

Volume Module: Base Vol: 208 1096 0 0 1083 145 88 0 186 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.

Critical Gap Module: Critical Gp: 4.1 xxxxx xxxxx xxxxx xxxxx xxxxx 6.4 xxxxx 6.2 xxxxx xxxxx xxxxx. FollowUpTim: 2.2 xxxxx xxxxx xxxxx xxxxx xxxxx 3.5 xxxxx 3.3 xxxxx xxxxx xxxxx.

Capacity Module: Cnflct Vol: 1293 xxxxx xxxxx xxxxx xxxxx xxxxx 2808 xxxxx 1216 xxxxx xxxxx xxxxx. Potent Cap.: 543 xxxxx xxxxx xxxxx xxxxx xxxxx 20 xxxxx 223 xxxxx xxxxx xxxxx.

Level Of Service Module: 2Way95thQ: 1.9 xxxxx xxxxx xxxxx xxxxx xxxxx 12.6 xxxxx 7.0 xxxxx xxxxx xxxxx. Control Del: 16.0 xxxxx xxxxx xxxxx xxxxx xxxxx 3066 xxxxx 78.4 xxxxx xxxxx xxxxx.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Owensmouth Ave & Nordhoff St

Cycle (sec): 50 Critical Vol./Cap.(X): 1.107

Loss Time (sec): 8 (Y+R=4.5 sec) Average Delay (sec/veh): 43.3

Optimal Cycle: 120 Level Of Service: D

Street Name: Owensmouth Ave Nordhoff St

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Permitted), Rights (Include), and Lanes (1 0 0 1 0).

Volume Module: Base Vol: 44 246 85 153 209 61 28 1208 43 160 949 138. 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.

Saturation Flow Module: Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900. Adjustment: 0.47 0.96 0.96 0.47 0.97 0.97 0.28 1.00 1.00 0.12 0.95 0.85.

Capacity Analysis Module: Vol/Sat: 0.05 0.19 0.19 0.18 0.15 0.15 0.06 0.70 0.70 0.74 0.28 0.09. Crit Moves: ****. Green/Cycle: 0.17 0.17 0.17 0.17 0.17 0.17 0.67 0.67 0.67 0.67 0.67.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Canoga Ave & Nordhoff St
Cycle (sec): 90 Critical Vol./Cap.(X): 1.669
Loss Time (sec): 8 (Y+R=4.5 sec) Average Delay (sec/veh): 45.3
Optimal Cycle: 120 Level Of Service: D

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Canoga Ave and Nordhoff St.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat. Rows for Saturation Flow Module.

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ. Rows for Capacity Analysis Module.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 De Soto Ave & Nordhoff St
Cycle (sec): 75 Critical Vol./Cap.(X): 1.260
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 146.8
Optimal Cycle: 120 Level Of Service: F

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for De Soto Ave and Nordhoff St.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat. Rows for Saturation Flow Module.

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ. Rows for Capacity Analysis Module.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Parthenia St. & Owensmouth Ave.

Cycle (sec): 50 Critical Vol./Cap.(X): 0.502
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 10.2
Optimal Cycle: 31 Level Of Service: B

Street Name: Owensmouth Ave. Parthenia 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: 8 8 8 8 8 8 15 15 15 15 15 15
Lanes: 0 1 0 0 1 0 1 0 0 1 1 0 2 0 1

Volume Module:
Base Vol: 16 270 203 79 231 25 34 504 14 168 496 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: 16 270 203 79 231 25 34 504 14 168 496 62
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: 16 270 203 79 231 25 34 504 14 168 496 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: 17 284 214 83 243 26 36 531 15 177 522 65
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 17 284 214 83 243 26 36 531 15 177 522 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
FinalVolume: 17 284 214 83 243 26 36 531 15 177 522 65

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.98 0.98 0.85 0.84 0.84 0.85 0.43 0.95 0.85 0.43 0.95 0.85
Lanes: 0.06 0.94 1.00 0.25 0.75 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 104 1749 1615 409 1195 1615 821 3610 1615 809 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.16 0.16 0.13 0.20 0.20 0.02 0.04 0.15 0.01 0.22 0.14 0.04
Crit Moves: ****
Green/Cycle: 0.41 0.41 0.41 0.41 0.41 0.41 0.43 0.43 0.43 0.43 0.43 0.43
Volume/Cap: 0.40 0.40 0.33 0.50 0.50 0.04 0.10 0.34 0.02 0.50 0.33 0.09
Delay/Veh: 10.9 10.9 10.5 11.7 11.7 9.0 8.5 9.5 8.1 11.4 9.5 8.4
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 10.9 10.5 11.7 11.7 9.0 8.5 9.5 8.1 11.4 9.5 8.4
LOS by Move: B B B B B A A A A B A A
HCM2kAvgQ: 4 4 3 4 4 0 0 3 0 3 3 1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Canoga Ave & Parthenia St

Cycle (sec): 90 Critical Vol./Cap.(X): 1.148
Loss Time (sec): 8 (Y+R=5.0 sec) Average Delay (sec/veh): 26.1
Optimal Cycle: 120 Level Of Service: C

Street Name: Canoga Ave Parthenia 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: 22 22 22 22 22 22 18 18 18 18 18 18
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:
Base Vol: 66 1195 314 138 1180 54 26 611 61 209 690 101
Growth Adj: 1.00 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 1195 314 138 1180 54 26 611 61 209 690 101
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: 66 1195 314 138 1180 54 26 611 61 209 690 101
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 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 1258 331 145 1242 57 27 643 64 220 726 106
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 69 1258 331 145 1242 57 27 643 64 220 726 106
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
FinalVolume: 69 1258 331 145 1242 57 27 643 64 220 726 106

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.12 0.95 0.85 0.11 0.95 0.85 0.27 0.95 0.85 0.31 0.95 0.85
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 224 3610 1615 216 3610 1615 504 3610 1615 590 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.31 0.35 0.20 0.67 0.34 0.04 0.05 0.18 0.04 0.37 0.20 0.07
Crit Moves: ****
Green/Cycle: 0.59 0.59 0.59 0.59 0.59 0.59 0.33 0.33 0.33 0.33 0.33 0.33
Volume/Cap: 0.53 0.59 0.35 1.15 0.59 0.06 0.17 0.55 0.12 1.15 0.62 0.20
Delay/Veh: 15.2 12.3 9.9 144.0 12.2 8.0 22.2 25.5 21.5 141.0 26.7 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: 15.2 12.3 9.9 144.0 12.2 8.0 22.2 25.5 21.5 141.0 26.7 22.1
LOS by Move: B B A F B A C C C F C C
HCM2kAvgQ: 2 12 5 9 12 1 1 8 1 13 10 2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 De Soto Ave & Parthenia St
Cycle (sec): 50 Critical Vol./Cap.(X): 1.074
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 33.9
Optimal Cycle: 120 Level Of Service: C

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for De Soto Ave and Parthenia St.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Owensmouth Ave & Roscoe Blvd
Cycle (sec): 100 Critical Vol./Cap.(X): 1.137
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 40.5
Optimal Cycle: 120 Level Of Service: D

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Owensmouth Ave and Roscoe Blvd.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Canoga Ave & Roscoe Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 2.057
Loss Time (sec): 8 (Y+R=5.0 sec) Average Delay (sec/veh): 49.9
Optimal Cycle: 120 Level Of Service: D

Street Name: Canoga Ave Roscoe 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: 22 22 22 22 22 22 17 17 17 17 17 17
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 3 0 1

Volume Module:

Base Vol: 64 1322 219 161 1150 101 111 1300 139 170 1026 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: 64 1322 219 161 1150 101 111 1300 139 170 1026 134
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: 64 1322 219 161 1150 101 111 1300 139 170 1026 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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 67 1392 231 169 1211 106 117 1368 146 179 1080 141
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 67 1392 231 169 1211 106 117 1368 146 179 1080 141
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 67 1392 231 169 1211 106 117 1368 146 179 1080 141

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.13 0.95 0.85 0.09 0.95 0.85 0.18 0.90 0.90 0.11 0.91 0.85
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.71 1.29 1.00 3.00 1.00
Final Sat.: 241 3610 1615 168 3610 1615 337 4616 494 207 5187 1615

Capacity Analysis Module:

Vol/Sat: 0.28 0.39 0.14 1.01 0.34 0.07 0.35 0.30 0.30 0.87 0.21 0.09
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: 0.57 0.79 0.29 2.06 0.68 0.13 0.83 0.70 0.70 2.06 0.50 0.21
Delay/Veh: 22.7 21.4 13.8 537.9 18.7 12.6 54.1 22.6 22.6 539.2 19.3 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: 22.7 21.4 13.8 537.9 18.7 12.6 54.1 22.6 22.6 539.2 19.3 16.7
LOS by Move: C C B F B B D C C F B B
HCM2kAvgQ: 2 18 4 17 14 2 5 14 14 18 8 2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #22 De Soto Ave & Roscoe Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.067
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 37.1
Optimal Cycle: 109 Level Of Service: D

Street Name: De Soto Ave Roscoe 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 Prot+Permit Permit+Prot Prot+Permit
Rights: Include Include Include Include
Min. Green: 5 12 12 5 12 12 5 12 12 5 12 12
Lanes: 2 0 2 1 0 2 0 2 1 0 2 0 2 1 0

Volume Module:

Base Vol: 165 1725 140 198 1379 109 238 1327 20 76 1056 120
Growth Adj: 1.00 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 1725 140 198 1379 109 238 1327 20 76 1056 120
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: 165 1725 140 198 1379 109 238 1327 20 76 1056 120
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 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 1816 147 208 1452 115 251 1397 21 80 1112 126
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 174 1816 147 208 1452 115 251 1397 21 80 1112 126
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 174 1816 147 208 1452 115 251 1397 21 80 1112 126

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 0.90 0.90 0.92 0.90 0.90 0.92 0.91 0.91 0.92 0.90 0.90
Lanes: 2.00 2.77 0.23 2.00 2.78 0.22 2.00 2.96 0.04 2.00 2.69 0.31
Final Sat.: 3502 4745 385 3502 4754 376 3502 5100 77 3502 4588 521

Capacity Analysis Module:

Vol/Sat: 0.00 0.38 0.38 0.00 0.31 0.31 0.00 0.27 0.27 0.00 0.24 0.24
Crit Moves: ****
Green/Cycle: 0.11 0.42 0.42 0.07 0.42 0.42 0.12 0.30 0.30 0.05 0.27 0.27
Volume/Cap: 0.46 0.91 0.91 0.91 0.73 0.73 0.59 0.91 0.91 0.46 0.89 0.89
Delay/Veh: 42.7 33.0 33.0 81.6 25.6 25.6 44.0 41.5 41.5 48.1 42.6 42.6
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: 42.7 33.0 33.0 81.6 25.6 25.6 44.0 41.5 41.5 48.1 42.6 42.6
LOS by Move: D C C F C C D D D D D D
HCM2kAvgQ: 3 25 25 6 16 16 5 19 19 2 17 17

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #23 Saticoy St. & Owensmouth Ave.

Cycle (sec): 50 Critical Vol./Cap.(X): 1.138
Loss Time (sec): 8 (Y+R=4.5 sec) Average Delay (sec/veh): 54.1
Optimal Cycle: 120 Level Of Service: D

Street Name: Owensmouth Ave. Saticoy 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: 8 8 8 8 8 8 16 16 16 16 16 16
Lanes: 0 1 0 0 1 0 0 1 0 0 1 0 2 0 1

Volume Module:
Base Vol: 33 525 48 125 335 54 60 1484 16 88 1122 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: 33 525 48 125 335 54 60 1484 16 88 1122 53
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: 33 525 48 125 335 54 60 1484 16 88 1122 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: 35 553 51 132 353 57 63 1562 17 93 1181 56
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 35 553 51 132 353 57 63 1562 17 93 1181 56
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 35 553 51 132 353 57 63 1562 17 93 1181 56

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.96 0.96 0.85 0.54 0.54 0.54 0.21 0.95 0.85 0.21 0.95 0.85
Lanes: 0.06 0.94 1.00 0.24 0.65 0.11 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 107 1707 1615 251 674 109 399 3610 1615 399 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.32 0.32 0.03 0.52 0.52 0.52 0.16 0.43 0.01 0.23 0.33 0.03
Crit Moves: ****
Green/Cycle: 0.46 0.46 0.46 0.46 0.46 0.46 0.38 0.38 0.38 0.38 0.38 0.38
Volume/Cap: 0.70 0.70 0.07 1.14 1.14 1.14 0.42 1.14 0.03 0.61 0.86 0.09
Delay/Veh: 13.5 13.5 7.6 98.4 98.4 98.4 13.3 87.0 9.7 19.6 20.0 10.0
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: 13.5 13.5 7.6 98.4 98.4 98.4 13.3 87.0 9.7 19.6 20.0 10.0
LOS by Move: B B A F F F B F A B C B
HCM2kAvgQ: 9 9 0 21 21 21 1 30 0 2 12 1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #24 Canoga Ave & Saticoy St

Cycle (sec): 90 Critical Vol./Cap.(X): 1.927
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 83.3
Optimal Cycle: 120 Level Of Service: F

Street Name: Canoga Ave Saticoy 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: 10 10 10 10 10 10 8 8 8 8 8 8
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:
Base Vol: 130 1388 263 154 1190 196 201 1409 75 183 1022 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: 130 1388 263 154 1190 196 201 1409 75 183 1022 240
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: 130 1388 263 154 1190 196 201 1409 75 183 1022 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: 137 1461 277 162 1253 206 212 1483 79 193 1076 253
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 137 1461 277 162 1253 206 212 1483 79 193 1076 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
FinalVolume: 137 1461 277 162 1253 206 212 1483 79 193 1076 253

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.13 0.95 0.85 0.13 0.95 0.85 0.20 0.95 0.85 0.09 0.95 0.85
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 253 3610 1615 253 3610 1615 374 3610 1615 173 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.54 0.40 0.17 0.64 0.35 0.13 0.57 0.41 0.05 1.11 0.30 0.16
Crit Moves: ****
Green/Cycle: 0.33 0.33 0.33 0.33 0.33 0.33 0.58 0.58 0.58 0.58 0.58 0.58
Volume/Cap: 1.63 1.22 0.51 1.93 1.04 0.38 0.98 0.71 0.08 1.93 0.52 0.27
Delay/Veh: 359.5 135 25.0 487.7 67.7 23.4 73.0 14.8 8.5 470.6 11.6 9.6
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: 359.5 135 25.0 487.7 67.7 23.4 73.0 14.8 8.5 470.6 11.6 9.6
LOS by Move: F F C F E C E B A F B A
HCM2kAvgQ: 12 41 7 16 27 5 10 16 1 18 10 4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 De Soto Ave & Saticoy St

Cycle (sec): 75 Critical Vol./Cap.(X): 1.276
Loss Time (sec): 16 (Y+R=5.0 sec) Average Delay (sec/veh): 186.4
Optimal Cycle: 120 Level Of Service: F

Street Name: De Soto Ave Saticoy 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 Prot+Permit Prot+Permit Permitted
Rights: Include Include Include Include
Min. Green: 10 10 10 5 10 10 5 10 10 10 10 10
Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 2 0 1

Volume Module:

Base Vol: 111 1776 218 153 1239 186 200 1576 93 130 914 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: 111 1776 218 153 1239 186 200 1576 93 130 914 96
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: 111 1776 218 153 1239 186 200 1576 93 130 914 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: 0.95 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 1869 229 161 1304 196 211 1659 98 137 962 101
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 117 1869 229 161 1304 196 211 1659 98 137 962 101
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
FinalVolume: 117 1869 229 161 1304 196 211 1659 98 137 962 101

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.90 0.90 0.68 0.89 0.89 0.95 0.95 0.85 0.95 0.95 0.85
Lanes: 1.00 2.67 0.33 1.00 2.61 0.39 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 1805 4546 558 1294 4420 663 1805 3610 1615 1805 3610 1615

Capacity Analysis Module:

Vol/Sat: 0.06 0.41 0.41 0.12 0.30 0.30 0.12 0.46 0.06 0.08 0.27 0.06
Crit Moves: ****
Green/Cycle: 0.13 0.28 0.28 0.21 0.21 0.21 0.31 0.31 0.31 0.13 0.31 0.31
Volume/Cap: 0.49 1.48 1.48 0.73 1.40 1.40 0.61 1.48 0.20 0.57 0.87 0.20
Delay/Veh: 31.7 249 248.9 36.6 216 216.4 23.4 249 19.2 33.7 31.7 19.4
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: 31.7 249 248.9 36.6 216 216.4 23.4 249 19.2 33.7 31.7 19.4
LOS by Move: C F F D F F C F B C C B
HCM2kAvgQ: 3 50 50 5 34 34 5 57 2 4 14 2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 Valerio St. & Canoga Ave.

Cycle (sec): 90 Critical Vol./Cap.(X): 0.725
Loss Time (sec): 8 (Y+R=3.5 sec) Average Delay (sec/veh): 10.1
Optimal Cycle: 51 Level Of Service: B

Street Name: Canoga Ave. Valerio 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: 19 19 19 19 19 19 8 8 8 8 8 8
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 0 1 0 0 1 0 0 1

Volume Module:

Base Vol: 28 1571 43 100 1387 18 93 139 23 64 73 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: 28 1571 43 100 1387 18 93 139 23 64 73 73
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: 28 1571 43 100 1387 18 93 139 23 64 73 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: 29 1654 45 105 1460 19 98 146 24 67 77 77
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 29 1654 45 105 1460 19 98 146 24 67 77 77
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 29 1654 45 105 1460 19 98 146 24 67 77 77

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.14 0.95 0.85 0.10 0.95 0.85 0.58 0.98 0.98 0.68 0.68 0.85
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 0.86 0.14 1.00 0.53 1.00
Final Sat.: 260 3610 1615 192 3610 1615 1096 1596 264 602 686 1615

Capacity Analysis Module:

Vol/Sat: 0.11 0.46 0.03 0.55 0.40 0.01 0.09 0.09 0.09 0.11 0.11 0.05
Crit Moves: ****
Green/Cycle: 0.76 0.76 0.76 0.76 0.76 0.76 0.15 0.15 0.15 0.15 0.15 0.15
Volume/Cap: 0.15 0.61 0.04 0.72 0.53 0.02 0.58 0.59 0.59 0.72 0.72 0.31
Delay/Veh: 3.4 5.3 2.8 22.5 4.7 2.7 40.2 38.7 38.7 48.7 48.7 34.5
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: 3.4 5.3 2.8 22.5 4.7 2.7 40.2 38.7 38.7 48.7 48.7 34.5
LOS by Move: A A A C A A D D D D D C
HCM2kAvgQ: 0 11 0 3 9 0 3 5 5 5 5 2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #27 Owensmouth Ave & Sherman Way

Cycle (sec): 100 Critical Vol./Cap.(X): 1.164
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 39.8
Optimal Cycle: 120 Level Of Service: D

Street Name: Owensmouth Ave Sherman Way
Approach: North 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: 10 10 10 10 10 10 20 20 20 20 20 20
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 0 1

Volume Module:
Base Vol: 106 460 204 80 350 49 79 1497 54 191 1278 61
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 106 460 204 80 350 49 79 1497 54 191 1278 61
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: 106 460 204 80 350 49 79 1497 54 191 1278 61
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 112 484 215 84 368 52 83 1576 57 201 1345 64
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 112 484 215 84 368 52 83 1576 57 201 1345 64
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 112 484 215 84 368 52 83 1576 57 201 1345 64

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.29 0.91 0.91 0.23 0.93 0.93 0.17 0.95 0.85 0.12 0.95 0.85
Lanes: 1.00 1.39 1.61 1.00 1.75 0.25 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 542 2386 1058 436 3110 435 321 3610 1615 232 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.21 0.20 0.20 0.19 0.12 0.12 0.26 0.44 0.04 0.86 0.37 0.04
Crit Moves: ****
Green/Cycle: 0.18 0.18 0.18 0.18 0.18 0.18 0.74 0.74 0.74 0.74 0.74 0.74
Volume/Cap: 1.16 1.15 1.15 1.09 0.67 0.67 0.35 0.59 0.05 1.16 0.50 0.05
Delay/Veh: 183.8 126 125.6 170.7 41.2 41.2 5.3 6.2 3.4 132.3 5.4 3.5
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: 183.8 126 125.6 170.7 41.2 41.2 5.3 6.2 3.4 132.3 5.4 3.5
LOS by Move: F F F F D D A A A F A A
HCM2kAvgQ: 8 21 21 6 8 8 1 12 0 13 9 1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #28 Canoga Ave & Sherman Way

Cycle (sec): 100 Critical Vol./Cap.(X): 1.322
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 84.6
Optimal Cycle: 120 Level Of Service: F

Street Name: Canoga Ave Sherman Way
Approach: North 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: 10 10 10 10 10 10 10 10 10 10 10 10
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:
Base Vol: 89 1400 201 109 1040 81 78 1702 83 90 1422 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: 89 1400 201 109 1040 81 78 1702 83 90 1422 106
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: 89 1400 201 109 1040 81 78 1702 83 90 1422 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: 0.95 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 1474 212 115 1095 85 82 1792 87 95 1497 112
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 94 1474 212 115 1095 85 82 1792 87 95 1497 112
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 94 1474 212 115 1095 85 82 1792 87 95 1497 112

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.18 0.95 0.85 0.08 0.95 0.85 0.11 0.95 0.85 0.11 0.95 0.85
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 346 3610 1615 159 3610 1615 210 3610 1615 210 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.27 0.41 0.13 0.72 0.30 0.05 0.39 0.50 0.05 0.45 0.41 0.07
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: 0.50 0.75 0.24 1.32 0.56 0.10 1.04 1.32 0.14 1.20 1.10 0.18
Delay/Veh: 16.3 19.2 12.1 227.8 15.2 11.0 144.6 181 20.7 196.9 89.5 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: 16.3 19.2 12.1 227.8 15.2 11.0 144.6 181 20.7 196.9 89.5 21.1
LOS by Move: B B B F B B F F C F F C
HCM2kAvgQ: 3 19 3 9 12 1 6 59 2 7 38 2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #29 De Soto Ave & Sherman Way

Cycle (sec): 100 Critical Vol./Cap.(X): 1.739
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 181.2
Optimal Cycle: 120 Level Of Service: F

Street Name: De Soto Ave Sherman Way
Approach: 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: 10 10 10 10 10 10 5 12 12 5 12 12
Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 2 1 0

Volume Module:
Base Vol: 129 1823 245 126 1196 154 209 1611 163 184 1289 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: 129 1823 245 126 1196 154 209 1611 163 184 1289 141
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: 129 1823 245 126 1196 154 209 1611 163 184 1289 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: 136 1919 258 133 1259 162 220 1696 172 194 1357 148
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 136 1919 258 133 1259 162 220 1696 172 194 1357 148
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 136 1919 258 133 1259 162 220 1696 172 194 1357 148

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.14 0.89 0.89 0.07 0.89 0.89 0.95 0.90 0.90 0.95 0.90 0.90
Lanes: 1.00 2.64 0.36 1.00 2.66 0.34 1.00 2.72 0.28 1.00 2.70 0.30
Final Sat.: 270 4490 603 125 4517 582 1805 4644 470 1805 4605 504

Capacity Analysis Module:
Vol/Sat: 0.50 0.43 0.43 1.06 0.28 0.28 0.12 0.37 0.37 0.11 0.29 0.29
Crit Moves: ****
Green/Cycle: 0.61 0.61 0.61 0.61 0.61 0.61 0.08 0.21 0.21 0.06 0.19 0.19
Volume/Cap: 0.83 0.70 0.70 1.74 0.46 0.46 1.53 1.74 1.74 1.74 1.53 1.53
Delay/Veh: 43.4 14.1 14.1 400.5 10.7 10.7 317.7 376 375.8 413.8 285 285.4
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: 43.4 14.1 14.1 400.5 10.7 10.7 317.7 376 375.8 413.8 285 285.4
LOS by Move: D B B F B B F F F F F F
HCM2kAvgQ: 6 17 17 13 9 9 18 58 58 18 42 42

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #30 Owensmouth Ave & Vanowen St

Cycle (sec): 50 Critical Vol./Cap.(X): 1.380
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 28.9
Optimal Cycle: 120 Level Of Service: C

Street Name: Owensmouth Ave Vanowen 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: 10 10 10 10 10 10 10 10 10 10 10 10
Lanes: 1 0 2 0 1 1 0 1 1 0 1 0 2 0 1

Volume Module:
Base Vol: 81 619 220 81 613 70 121 1569 94 216 1355 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: 81 619 220 81 613 70 121 1569 94 216 1355 123
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: 81 619 220 81 613 70 121 1569 94 216 1355 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: 85 652 232 85 645 74 127 1652 99 227 1426 129
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 85 652 232 85 645 74 127 1652 99 227 1426 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: 85 652 232 85 645 74 127 1652 99 227 1426 129

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.40 0.95 0.85 0.40 0.94 0.94 0.14 0.95 0.85 0.13 0.95 0.85
Lanes: 1.00 2.00 1.00 1.00 1.80 0.20 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 760 3610 1615 760 3191 364 257 3610 1615 238 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.11 0.18 0.14 0.11 0.20 0.20 0.50 0.46 0.06 0.96 0.40 0.08
Crit Moves: ****
Green/Cycle: 0.20 0.20 0.20 0.20 0.20 0.20 0.64 0.64 0.64 0.64 0.64 0.64
Volume/Cap: 0.56 0.90 0.72 0.56 1.01 1.01 0.78 0.71 0.10 1.50 0.62 0.13
Delay/Veh: 22.7 34.1 26.2 22.7 56.5 56.5 26.8 7.1 3.5 263.5 5.9 3.6
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 34.1 26.2 22.7 56.5 56.5 26.8 7.1 3.5 263.5 5.9 3.6
LOS by Move: C C C C E E C A A F A A
HCM2kAvgQ: 2 9 5 2 12 12 4 10 1 15 8 1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #31 Vanowen St & Canoga Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 1.730
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 50.4
Optimal Cycle: 120 Level Of Service: D

Street Name: Canoga Ave Vanowen 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: 12 12 12 12 12 12 12 12 12 12 12 12
Lanes: 1 0 3 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:
Base Vol: 129 1356 328 159 1076 121 141 1370 76 104 943 136
Growth Adj: 1.00 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 1356 328 159 1076 121 141 1370 76 104 943 136
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: 129 1356 328 159 1076 121 141 1370 76 104 943 136
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 136 1427 345 167 1133 127 148 1442 80 109 993 143
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 136 1427 345 167 1133 127 148 1442 80 109 993 143
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
FinalVolume: 136 1427 345 167 1133 127 148 1442 80 109 993 143

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.10 0.91 0.85 0.11 0.95 0.85 0.18 0.95 0.85 0.07 0.95 0.85
Lanes: 1.00 3.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 196 5187 1615 215 3610 1615 346 3610 1615 131 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.69 0.28 0.21 0.78 0.31 0.08 0.43 0.40 0.05 0.84 0.27 0.09
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: 1.54 0.61 0.47 1.73 0.70 0.18 0.89 0.83 0.10 1.73 0.57 0.18
Delay/Veh: 324.4 25.5 23.5 400.8 27.7 19.8 67.8 30.2 17.0 416.9 22.6 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: 324.4 25.5 23.5 400.8 27.7 19.8 67.8 30.2 17.0 416.9 22.6 17.7
LOS by Move: F C C F C B E C B F C B
HCM2kAvgQ: 13 15 9 16 18 3 8 26 2 11 14 3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 Vanowen St & De Soto Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 1.734
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 167.6
Optimal Cycle: 120 Level Of Service: F

Street Name: De Soto Ave Vanowen 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 Prot+Permit
Rights: Include Include Include Include
Min. Green: 12 12 12 12 12 12 12 12 5 12 12
Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 2 0 1 1 0 1 1 0

Volume Module:
Base Vol: 74 1856 156 136 1174 246 184 1546 103 143 959 189
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: 74 1856 156 136 1174 246 184 1546 103 143 959 189
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: 74 1856 156 136 1174 246 184 1546 103 143 959 189
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: 0.95 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 1954 164 143 1236 259 194 1627 108 151 1009 199
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 78 1954 164 143 1236 259 194 1627 108 151 1009 199
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 78 1954 164 143 1236 259 194 1627 108 151 1009 199

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.12 0.90 0.90 0.08 0.89 0.89 0.95 0.95 0.85 0.59 0.93 0.93
Lanes: 1.00 2.77 0.23 1.00 2.48 0.52 1.00 2.00 1.00 1.00 1.67 0.33
Final Sat.: 222 4727 397 156 4177 875 1805 3610 1615 1120 2940 579

Capacity Analysis Module:
Vol/Sat: 0.35 0.41 0.41 0.92 0.30 0.30 0.11 0.45 0.07 0.13 0.34 0.34
Crit Moves: ****
Green/Cycle: 0.54 0.54 0.54 0.54 0.54 0.54 0.13 0.27 0.27 0.19 0.19 0.19
Volume/Cap: 0.64 0.76 0.76 1.69 0.54 0.54 0.80 1.69 0.25 0.81 1.81 1.81
Delay/Veh: 25.7 17.2 17.2 375.8 13.5 13.5 55.5 347 26.2 53.4 409 409.1
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: 25.7 17.2 17.2 375.8 13.5 13.5 55.5 347 26.2 53.4 409 409.1
LOS by Move: C B B F B B E F C D F F
HCM2kAvgQ: 3 18 18 13 10 10 7 67 2 6 54 54

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #33 Owensmouth Ave & Victory Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.838
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 35.2
Optimal Cycle: 84 Level Of Service: D

Street Name: Owensmouth Ave Victory 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 Prot+Permit Permitted Prot+Permit
Rights: Include Include Include Ovl
Min. Green: 5 12 12 5 12 12 10 10 10 5 10 10
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 3 0 1

Volume Module:

Base Vol: 225 734 105 230 550 179 99 1425 116 158 1330 170
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 225 734 105 230 550 179 99 1425 116 158 1330 170
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: 225 734 105 230 550 179 99 1425 116 158 1330 170
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 237 773 111 242 579 188 104 1500 122 166 1400 179
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 237 773 111 242 579 188 104 1500 122 166 1400 179
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 237 773 111 242 579 188 104 1500 122 166 1400 179

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 0.85 0.95 0.95 0.85 0.95 0.91 0.85 0.95 0.91 0.85
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 3.00 1.00 1.00 3.00 1.00
Final Sat.: 1805 3610 1615 1805 3610 1615 1805 5187 1615 1805 5187 1615

Capacity Analysis Module:

Vol/Sat: 0.00 0.21 0.07 0.00 0.16 0.12 0.06 0.29 0.08 0.09 0.27 0.11
Crit Moves: ****
Green/Cycle: 0.22 0.26 0.26 0.16 0.23 0.23 0.12 0.35 0.35 0.34 0.34 0.50
Volume/Cap: 0.60 0.83 0.27 0.83 0.69 0.51 0.46 0.83 0.22 0.60 0.80 0.22
Delay/Veh: 37.6 41.3 29.9 58.2 37.8 34.6 42.2 33.2 23.1 28.0 33.1 14.3
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 37.6 41.3 29.9 58.2 37.8 34.6 42.2 33.2 23.1 28.0 33.1 14.3
LOS by Move: D D C E D C D C C C B
HCM2kAvgQ: 7 14 3 10 10 6 4 18 3 5 16 3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 Victory Blvd & Canoga Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 1.695
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 168.4
Optimal Cycle: 120 Level Of Service: F

Street Name: Canoga Ave Victory 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 Prot+Permit Prot+Permit
Rights: Include Include Include Ovl
Min. Green: 12 12 12 5 12 12 5 12 12 5 12 12
Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 3 0 1

Volume Module:

Base Vol: 276 1508 306 113 1148 150 164 1275 50 226 1315 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: 276 1508 306 113 1148 150 164 1275 50 226 1315 126
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: 276 1508 306 113 1148 150 164 1275 50 226 1315 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: 291 1587 322 119 1208 158 173 1342 53 238 1384 133
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 291 1587 322 119 1208 158 173 1342 53 238 1384 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
FinalVolume: 291 1587 322 119 1208 158 173 1342 53 238 1384 133

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.15 0.89 0.89 0.95 0.89 0.89 0.43 0.90 0.90 0.33 0.91 0.85
Lanes: 1.00 2.49 0.51 1.00 2.65 0.35 1.00 2.89 0.11 1.00 3.00 1.00
Final Sat.: 289 4204 853 1805 4510 589 811 4961 195 634 5187 1615

Capacity Analysis Module:

Vol/Sat: 1.01 0.38 0.38 0.07 0.27 0.27 0.21 0.27 0.27 0.38 0.27 0.08
Crit Moves: ****
Green/Cycle: 0.59 0.59 0.59 0.04 0.63 0.63 0.22 0.16 0.16 0.28 0.17 0.22
Volume/Cap: 1.71 0.64 0.64 1.58 0.43 0.43 0.98 1.70 1.70 1.15 1.53 0.38
Delay/Veh: 368.1 16.8 16.8 372.6 11.3 11.3 99.6 370 370.3 145.4 294 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: 368.1 16.8 16.8 372.6 11.3 11.3 99.6 370 370.3 145.4 294 40.9
LOS by Move: F B B F B B F F F F D
HCM2kAvgQ: 27 17 17 11 9 9 10 46 46 16 41 4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #35 Variel Ave & Victory Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.261
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 42.5
Optimal Cycle: 120 Level Of Service: D

Street Name: Variel Ave Victory 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: 12 12 12 12 12 12 10 10 10 10 10 10
Lanes: 1 0 0 0 1 0 0 0 0 0 1 0 3 0 0

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Volume Module:

Base Vol: 226 0 590 0 0 0 0 1665 78 113 1399 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: 226 0 590 0 0 0 0 1665 78 113 1399 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 226 0 590 0 0 0 0 1665 78 113 1399 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: 238 0 621 0 0 0 0 1753 82 119 1473 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 238 0 621 0 0 0 0 1753 82 119 1473 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 238 0 621 0 0 0 0 1753 82 119 1473 0

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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.77 1.00 0.85 1.00 1.00 1.00 1.00 0.90 0.90 0.08 0.91 1.00
Lanes: 1.00 1.00 1.00 0.00 0.00 0.00 0.00 2.87 0.13 1.00 3.00 1.00
Final Sat.: 1461 0 1615 0 0 0 0 4920 230 150 5187 0

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Capacity Analysis Module:

Vol/Sat: 0.16 0.00 0.38 0.00 0.00 0.00 0.00 0.36 0.36 0.79 0.28 0.00
Crit Moves: ****
Green/Cycle: 0.30 0.00 0.30 0.00 0.00 0.00 0.00 0.63 0.63 0.63 0.63 0.00
Volume/Cap: 0.53 0.00 1.26 0.00 0.00 0.00 0.00 0.57 0.57 1.26 0.45 0.00
Delay/Veh: 35.9 0.0 174.8 0.0 0.0 0.0 0.0 13.1 13.1 200.5 11.7 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: 35.9 0.0 174.8 0.0 0.0 0.0 0.0 13.1 13.1 200.5 11.7 0.0
LOS by Move: D A F A A A A B B F B A
HCM2kAvgQ: 8 0 41 0 0 0 0 14 14 10 10 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #36 Victory Blvd & De Soto Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 1.137
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 70.5
Optimal Cycle: 120 Level Of Service: E

Street Name: De Soto Ave Victory 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 Prot+Permit Prot+Permit Permit+Prot
Rights: Include Include Include Include
Min. Green: 5 12 12 5 12 12 5 12 12 5 12 12
Lanes: 1 0 2 1 0 1 0 2 1 0 2 0 2 1 0 2 0 3 0 1

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Volume Module:

Base Vol: 73 1608 564 126 1013 230 428 1415 170 258 1158 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: 73 1608 564 126 1013 230 428 1415 170 258 1158 135
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: 73 1608 564 126 1013 230 428 1415 170 258 1158 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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 77 1693 594 133 1066 242 451 1489 179 272 1219 142
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 77 1693 594 133 1066 242 451 1489 179 272 1219 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
FinalVolume: 77 1693 594 133 1066 242 451 1489 179 272 1219 142

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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.87 0.87 0.95 0.88 0.88 0.92 0.90 0.90 0.92 0.91 0.85
Lanes: 1.00 2.22 0.78 1.00 2.44 0.56 2.00 2.68 0.32 2.00 3.00 1.00
Final Sat.: 1805 3690 1294 1805 4109 933 3502 4557 547 3502 5187 1615

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Capacity Analysis Module:

Vol/Sat: 0.00 0.46 0.46 0.00 0.26 0.26 0.00 0.33 0.33 0.00 0.24 0.09
Crit Moves: ****
Green/Cycle: 0.10 0.42 0.42 0.07 0.42 0.42 0.13 0.30 0.30 0.11 0.24 0.24
Volume/Cap: 0.41 1.08 1.08 1.08 0.61 0.61 0.97 1.08 1.08 0.74 0.97 0.36
Delay/Veh: 52.0 79.9 79.9 160.5 27.5 27.5 86.2 89.9 89.9 59.8 64.0 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: 52.0 79.9 79.9 160.5 27.5 27.5 86.2 89.9 89.9 59.8 64.0 38.4
LOS by Move: D E E F C C F F F E E D
HCM2kAvgQ: 3 43 43 9 14 14 13 32 32 7 21 4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 Erwin St & Owensmouth Ave

Cycle (sec): 60 Critical Vol./Cap.(X): 0.727
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 13.7
Optimal Cycle: 46 Level Of Service: B

Street Name: Owensmouth Ave Erwin 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: 10 10 10 10 10 10 10 10 10 10 10 10
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 1 1 0

Volume Module:
Base Vol: 85 876 120 125 721 326 149 333 33 51 489 124
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: 85 876 120 125 721 326 149 333 33 51 489 124
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: 85 876 120 125 721 326 149 333 33 51 489 124
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: 89 922 126 132 759 343 157 351 35 54 515 131
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 89 922 126 132 759 343 157 351 35 54 515 131
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 89 922 126 132 759 343 157 351 35 54 515 131

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.17 0.93 0.93 0.19 0.91 0.91 0.31 0.94 0.94 0.50 0.92 0.92
Lanes: 1.00 1.76 0.24 1.00 1.38 0.62 1.00 1.82 0.18 1.00 1.60 0.40
Final Sat.: 325 3118 427 361 2369 1071 591 3242 321 956 2793 708

Capacity Analysis Module:
Vol/Sat: 0.28 0.30 0.30 0.36 0.32 0.32 0.27 0.11 0.11 0.06 0.18 0.18
Crit Moves: ****
Green/Cycle: 0.50 0.50 0.50 0.50 0.50 0.37 0.37 0.37 0.37 0.37 0.37
Volume/Cap: 0.55 0.59 0.59 0.73 0.64 0.64 0.73 0.30 0.30 0.15 0.50 0.50
Delay/Veh: 14.2 11.1 11.1 25.5 11.8 11.8 28.2 13.7 13.7 13.0 15.1 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: 14.2 11.1 11.1 25.5 11.8 11.8 28.2 13.7 13.7 13.0 15.1 15.1
LOS by Move: B B B C B B C B B B B
HCM2kAvgQ: 2 8 8 4 9 9 4 3 3 1 5 5

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #38 Erwin St & Canoga Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 1.252
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 51.4
Optimal Cycle: 120 Level Of Service: D

Street Name: Canoga Ave Erwin St
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 Protected Permitted
Rights: Include Include Include Include
Min. Green: 5 10 10 10 10 10 5 12 12 12 12 12
Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 1 1 0

Volume Module:
Base Vol: 293 1785 110 75 1429 169 189 290 240 96 301 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: 293 1785 110 75 1429 169 189 290 240 96 301 93
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: 293 1785 110 75 1429 169 189 290 240 96 301 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: 308 1879 116 79 1504 178 199 305 253 101 317 98
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 308 1879 116 79 1504 178 199 305 253 101 317 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
FinalVolume: 308 1879 116 79 1504 178 199 305 253 101 317 98

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.90 0.90 0.08 0.90 0.90 0.95 0.89 0.89 0.21 0.92 0.92
Lanes: 1.00 2.83 0.17 1.00 2.68 0.32 1.00 1.09 0.91 1.00 1.53 0.47
Final Sat.: 1805 4842 298 143 4564 540 1805 1841 1524 405 2661 822

Capacity Analysis Module:
Vol/Sat: 0.17 0.39 0.39 0.55 0.33 0.33 0.11 0.17 0.17 0.25 0.12 0.12
Crit Moves: ****
Green/Cycle: 0.13 0.58 0.58 0.45 0.45 0.45 0.09 0.29 0.29 0.20 0.20 0.20
Volume/Cap: 1.29 0.67 0.67 1.24 0.74 0.74 1.29 0.57 0.57 1.23 0.58 0.58
Delay/Veh: 211.7 18.1 18.1 225.3 28.8 28.8 226.7 37.2 37.2 219.3 44.4 44.4
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: 211.7 18.1 18.1 225.3 28.8 28.8 226.7 37.2 37.2 219.3 44.4 44.4
LOS by Move: F B B F C C F D D F D D
HCM2kAvgQ: 22 19 19 7 20 20 15 10 10 8 8 8

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #39 Oxnard St & Owensmouth Ave

Cycle (sec): 60 Critical Vol./Cap.(X): 0.927
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 20.2
Optimal Cycle: 87 Level Of Service: C

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Owensmouth Ave, Oxnard St, West Bound.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #40 Oxnard St & Canoga Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 1.687
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 63.8
Optimal Cycle: 120 Level Of Service: E

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Canoga Ave, Oxnard St, West Bound.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #41 Oxnard St & De Soto Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 1.126
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 30.6
Optimal Cycle: 120 Level Of Service: C

Street Name: De Soto Ave Oxnard 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: 20 20 20 20 20 20 10 10 10 10 10 10
Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 1 1 0

Volume Module:
Base Vol: 113 2003 216 59 1446 181 291 636 190 45 210 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: 113 2003 216 59 1446 181 291 636 190 45 210 44
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: 113 2003 216 59 1446 181 291 636 190 45 210 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: 119 2108 227 62 1522 191 306 669 200 47 221 46
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 119 2108 227 62 1522 191 306 669 200 47 221 46
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 119 2108 227 62 1522 191 306 669 200 47 221 46

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.09 0.90 0.90 0.07 0.89 0.89 0.57 1.00 0.85 0.14 0.93 0.93
Lanes: 1.00 2.71 0.29 1.00 2.67 0.33 1.00 1.00 1.00 1.00 1.65 0.35
Final Sat.: 177 4612 497 141 4532 567 1079 1900 1615 270 2907 609

Capacity Analysis Module:
Vol/Sat: 0.67 0.46 0.46 0.44 0.34 0.34 0.28 0.35 0.12 0.18 0.08 0.08
Crit Moves: ****
Green/Cycle: 0.60 0.60 0.60 0.60 0.60 0.60 0.31 0.31 0.31 0.31 0.31 0.31
Volume/Cap: 1.13 0.76 0.76 0.74 0.56 0.56 0.91 1.13 0.40 0.56 0.24 0.24
Delay/Veh: 143.4 14.6 14.6 41.9 11.2 11.2 56.5 107 24.7 34.0 23.1 23.1
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: 143.4 14.6 14.6 41.9 11.2 11.2 56.5 107 24.7 34.0 23.1 23.1
LOS by Move: F B B D B B E F C C C C
HCM2kAvgQ: 8 19 19 3 11 11 12 32 5 2 3 3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #42 Lassen St & Busway A

Cycle (sec): 50 Critical Vol./Cap.(X): 0.601
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 1.5
Optimal Cycle: 35 Level Of Service: A

Street Name: Busway A Lassen 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: Ovl Include Include Include
Min. Green: 5 5 5 5 5 5 5 5 5 5 5 5
Lanes: 0 0 0 0 1 0 0 0 0 0 1 0 2 0 1 1 0 2 0 1

Volume Module:
Base Vol: 0 0 0 0 0 0 0 1454 0 0 1731 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 0 0 0 0 1454 0 0 1731 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 0 0 0 0 1454 0 0 1731 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 0 0 0 0 1531 0 0 1822 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 0 0 0 0 1531 0 0 1822 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 0 0 0 0 1531 0 0 1822 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.95 1.00 1.00 0.95 1.00
Lanes: 0.00 0.00 1.00 0.00 0.00 0.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 0 0 1900 0 0 0 1900 3610 1900 1900 3610 1900

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.42 0.00 0.00 0.50 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.84 0.00 0.00 0.84 0.00
Volume/Cap: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.50 0.00 0.00 0.60 0.00
Delay/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 1.2 0.0 0.0 1.6 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 0.0 0.0 0.0 0.0 1.2 0.0 0.0 1.6 0.0
LOS by Move: A A A A A A A A A A A A
HCM2kAvgQ: 0 0 0 0 0 0 0 4 0 0 6 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #43 Lassen St & Busway B

Cycle (sec): 50 Critical Vol./Cap.(X): 0.601
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 1.5
Optimal Cycle: 35 Level Of Service: A

Street Name: Busway B Lassen 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: 5 5 5 5 5 5 5 5 5 5 5 5
Lanes: 0 0 1 0 0 0 0 1 0 0 0 0 2 0 0 0 0 2 0 0

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Volume Module:
Base Vol: 0 0 0 0 0 0 0 1454 0 0 1731 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 0 0 0 0 1454 0 0 1731 0
Added Vol: 0
PasserByVol: 0
Initial Fut: 0 0 0 0 0 0 0 1454 0 0 1731 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 0 0 0 0 1531 0 0 1822 0
Reduct Vol: 0
Reduced Vol: 0 0 0 0 0 0 0 1531 0 0 1822 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 0 0 0 0 1531 0 0 1822 0

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Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.95 1.00 1.00 0.95 1.00
Lanes: 0.00 1.00 0.00 0.00 1.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00
Final Sat.: 0 1900 0 0 1900 0 0 3610 0 0 3610 0

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Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.42 0.00 0.00 0.50 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.84 0.00 0.00 0.84 0.00
Volume/Cap: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.50 0.00 0.00 0.60 0.00
Delay/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 1.2 0.0 0.0 1.6 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 0.0 0.0 0.0 0.0 1.2 0.0 0.0 1.6 0.0
LOS by Move: A A A A A A A A A A A A
HCM2kAvgQ: 0 0 0 0 0 0 0 4 0 0 6 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 Lassen St & Busway C

Cycle (sec): 50 Critical Vol./Cap.(X): 0.601
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 1.5
Optimal Cycle: 35 Level Of Service: A

Street Name: Busway C Lassen 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: 5 5 5 5 5 5 5 5 5 5 5 5
Lanes: 0 0 0 0 0 0 0 0 0 0 0 0 2 0 0 0 0 2 0 0

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Volume Module:
Base Vol: 0 0 0 0 0 0 0 1454 0 0 1731 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 0 0 0 0 1454 0 0 1731 0
Added Vol: 0
PasserByVol: 0
Initial Fut: 0 0 0 0 0 0 0 1454 0 0 1731 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 0 0 0 0 1531 0 0 1822 0
Reduct Vol: 0
Reduced Vol: 0 0 0 0 0 0 0 1531 0 0 1822 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 0 0 0 0 1531 0 0 1822 0

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Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.95 1.00 1.00 0.95 1.00
Lanes: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00
Final Sat.: 0 0 0 0 0 0 0 3610 0 0 3610 0

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Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.42 0.00 0.00 0.50 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.84 0.00 0.00 0.84 0.00
Volume/Cap: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.50 0.00 0.00 0.60 0.00
Delay/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 1.2 0.0 0.0 1.6 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 0.0 0.0 0.0 0.0 1.2 0.0 0.0 1.6 0.0
LOS by Move: A A A A A A A A A A A A
HCM2kAvgQ: 0 0 0 0 0 0 0 4 0 0 6 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #45 Canoga Ave & Bus Lane

Cycle (sec): 0 Critical Vol./Cap.(X): 0.832
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 6.5
Optimal Cycle: 77 Level Of Service: A

Street Name: Canoga Ave Bus Lane
Approach: North 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: Ignore Include Include Include
Min. Green: 0 5 5 5 5 5 0 0 0 5 5 0
Lanes: 0 0 1 0 1 0 0 1 0 0 1 0 0 0 0

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Volume Module:

Base Vol: 0 1224 0 0 1268 0 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 1224 0 0 1268 0 0 0 0 0 0 0 0
Added Vol: 0 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 0
Initial Fut: 0 1224 0 0 1268 0 0 0 0 0 0 0 0
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.00 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 0 1288 0 0 1335 0 0 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 1288 0 0 1335 0 0 0 0 0 0 0 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 1288 0 0 1335 0 0 0 0 0 0 0 0

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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 1.00 1.00 0.00 1.00 0.00 0.00 0.00 0.00 1.00 0.00 0.00
Final Sat.: 0 1900 1900 0 1900 0 0 0 0 1900 0 0

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Capacity Analysis Module:

Vol/Sat: 0.00 0.68 0.00 0.00 0.70 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.84 0.00 0.00 0.84 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Volume/Cap: 0.00 0.80 0.00 0.00 0.83 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Delay/Veh: 0.0 5.9 0.0 0.0 7.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 5.9 0.0 0.0 7.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
LOS by Move: A A A A A A A A A A A A
HCM2kAvgQ: 0 17 0 0 19 0 0 0 0 0 0 0 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #46 Canoga Ave & MOL

Cycle (sec): 0 Critical Vol./Cap.(X): 0.605
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 11.6
Optimal Cycle: 48 Level Of Service: B

Street Name: Canoga Ave MOL
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Protected Permitted Protected
Rights: Include Include Include Include
Min. Green: 0 10 10 5 10 0 0 0 0 0 5 0 0 0
Lanes: 0 0 2 1 0 1 0 2 0 0 0 0 0 0 1

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Volume Module:

Base Vol: 0 1778 38 20 1390 0 0 0 0 38 0 20
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 1778 38 20 1390 0 0 0 0 38 0 20
Added Vol: 0 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 0
Initial Fut: 0 1778 38 20 1390 0 0 0 0 38 0 20
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 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 1872 40 21 1463 0 0 0 0 40 0 21
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 1872 40 21 1463 0 0 0 0 40 0 21
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 1872 40 21 1463 0 0 0 0 40 0 21

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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 0.91 0.91 0.95 0.95 1.00 1.00 1.00 1.00 0.95 1.00 0.85
Lanes: 0.00 2.94 0.06 1.00 2.00 0.00 0.00 0.00 0.00 1.00 0.00 1.00
Final Sat.: 0 5063 108 1805 3610 0 0 0 0 1805 0 1615

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Capacity Analysis Module:

Vol/Sat: 0.00 0.37 0.37 0.01 0.41 0.00 0.00 0.00 0.00 0.02 0.00 0.01
Crit Moves: ****
Green/Cycle: 0.00 0.46 0.46 0.10 0.56 0.00 0.00 0.00 0.00 0.10 0.00 0.10
Volume/Cap: 0.00 0.81 0.81 0.11 0.72 0.00 0.00 0.00 0.00 0.21 0.00 0.13
Delay/Veh: 0.0 13.3 13.3 19.8 9.0 0.0 0.0 0.0 0.0 20.3 0.0 19.8
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 13.3 13.3 19.8 9.0 0.0 0.0 0.0 0.0 20.3 0.0 19.8
LOS by Move: A B B B A A A A C A B
HCM2kAvgQ: 0 12 12 0 10 0 0 0 0 1 0 0

Note: Queue reported is the number of cars per lane.

Mitigated Alternative 4

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 De Soto Ave & Chatsworth St

Cycle (sec): 90 Critical Vol./Cap.(X): 1.436
Loss Time (sec): 12 (Y+R=5.0 sec) Average Delay (sec/veh): 117.9
Optimal Cycle: 120 Level Of Service: F

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for De Soto Ave and Chatsworth St.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat. (Saturation Flow Module).

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ (Capacity Analysis Module).

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Topanga Canyon Blvd & Devonshire St

Cycle (sec): 90 Critical Vol./Cap.(X): 1.358
Loss Time (sec): 16 (Y+R=5.0 sec) Average Delay (sec/veh): 187.9
Optimal Cycle: 120 Level Of Service: F

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Topanga Canyon Blvd and Devonshire St.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat. (Saturation Flow Module).

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ (Capacity Analysis Module).

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Owensmouth Ave & Devonshire St

Cycle (sec): 90 Critical Vol./Cap.(X): 1.497
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 90.1
Optimal Cycle: 120 Level Of Service: F

Street Name: Owensmouth Ave Devonshire 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: 10 10 10 0 10 10 10 10 10 10 10 10
Lanes: 0 0 1 0 0 0 0 1 1 0 2 0 1

Volume Module:
Base Vol: 77 143 293 199 342 21 19 802 61 370 928 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: 77 143 293 199 342 21 19 802 61 370 928 62
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: 77 143 293 199 342 21 19 802 61 370 928 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: 81 151 308 209 360 22 20 844 64 389 977 65
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 81 151 308 209 360 22 20 844 64 389 977 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
FinalVolume: 81 151 308 209 360 22 20 844 64 389 977 65

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.77 0.77 0.77 0.54 0.54 0.54 0.21 0.95 0.85 0.26 0.95 0.85
Lanes: 0.15 0.28 0.57 0.35 0.61 0.04 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 220 409 838 362 622 38 405 3610 1615 496 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.37 0.37 0.37 0.58 0.58 0.58 0.05 0.23 0.04 0.79 0.27 0.04
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: 0.95 0.95 0.95 1.50 1.50 1.50 0.09 0.45 0.08 1.50 0.52 0.08
Delay/Veh: 53.0 53.0 53.0 264.2 264 264.2 10.9 13.4 10.6 264.2 14.2 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: 53.0 53.0 53.0 264.2 264 264.2 10.9 13.4 10.6 264.2 14.2 10.6
LOS by Move: D D D F F F B B B F B B
HCM2kAvgQ: 20 20 20 42 42 42 0 8 1 28 9 1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Depot Rd & Devonshire St

Cycle (sec): 50 Critical Vol./Cap.(X): 0.470
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 3.1
Optimal Cycle: 28 Level Of Service: A

Street Name: Depot Rd Devonshire 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: 5 5 5 5 5 5 5 5 5 5 5 5
Lanes: 0 1 0 0 1 1 0 0 1 0 1 0 2 0 1

Volume Module:
Base Vol: 3 4 15 0 2 0 2 1319 19 26 1316 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: 3 4 15 0 2 0 2 1319 19 26 1316 12
Added Vol: 0 0 0 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 0 0 0
Initial Fut: 3 4 15 0 2 0 2 1319 19 26 1316 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 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 3 4 16 0 2 0 2 1388 20 27 1385 13
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 3 4 16 0 2 0 2 1388 20 27 1385 13
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 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: 3 4 16 0 2 0 2 1388 20 27 1385 13

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.87 0.87 0.85 1.00 1.00 1.00 0.17 0.95 0.85 0.17 0.95 0.85
Lanes: 0.43 0.57 1.00 1.00 1.00 0.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 708 943 1615 1900 1900 0 321 3610 1615 321 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.01 0.00 0.00 0.00 0.01 0.38 0.01 0.09 0.38 0.01
Crit Moves: ****
Green/Cycle: 0.10 0.10 0.10 0.00 0.10 0.00 0.74 0.74 0.74 0.74 0.74 0.74
Volume/Cap: 0.04 0.04 0.10 0.00 0.01 0.00 0.01 0.52 0.02 0.12 0.52 0.01
Delay/Veh: 20.5 20.5 20.7 0.0 20.3 0.0 1.7 2.9 1.7 2.1 2.9 1.7
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: 20.5 20.5 20.7 0.0 20.3 0.0 1.7 2.9 1.7 2.1 2.9 1.7
LOS by Move: C C C A C A A A A A A A
HCM2kAvgQ: 0 0 0 0 0 0 0 5 0 0 5 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Canoga Ave & Devonshire St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.968
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 23.6
Optimal Cycle: 120 Level Of Service: C

Street Name: Canoga Ave Devonshire 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: 12 12 12 12 12 12 10 10 10 10 10 10
Lanes: 1 0 1 1 0 1 0 1 0 1 1 0 2 0 1

Volume Module:
Base Vol: 141 130 356 181 409 199 71 880 205 205 964 149
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: 141 130 356 181 409 199 71 880 205 205 964 149
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: 141 130 356 181 409 199 71 880 205 205 964 149
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: 148 137 375 191 431 209 75 926 216 216 1015 157
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 148 137 375 191 431 209 75 926 216 216 1015 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
FinalVolume: 148 137 375 191 431 209 75 926 216 216 1015 157

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.18 0.85 0.85 0.36 1.00 0.85 0.23 0.95 0.85 0.26 0.95 0.85
Lanes: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 335 1606 1606 678 1900 1615 433 3610 1615 492 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.44 0.09 0.23 0.28 0.23 0.13 0.17 0.26 0.13 0.44 0.28 0.10
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: 0.97 0.19 0.51 0.61 0.49 0.28 0.38 0.57 0.30 0.97 0.62 0.21
Delay/Veh: 86.6 14.5 17.7 22.0 17.5 15.4 17.5 18.6 15.8 75.0 19.5 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: 86.6 14.5 17.7 22.0 17.5 15.4 17.5 18.6 15.8 75.0 19.5 15.1
LOS by Move: F B B C B B B B B E B B
HCM2kAvgQ: 8 2 8 5 9 4 2 10 4 10 12 3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 De Soto Ave & Devonshire St

Cycle (sec): 90 Critical Vol./Cap.(X): 1.152
Loss Time (sec): 16 (Y+R=4.5 sec) Average Delay (sec/veh): 80.8
Optimal Cycle: 120 Level Of Service: F

Street Name: De Soto Ave Devonshire St
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 Ovl
Min. Green: 5 10 10 5 10 10 5 10 10 5 10 10
Lanes: 2 0 2 1 0 2 0 2 1 0 2 0 1 1 0 2 0 2 0 1

Volume Module:
Base Vol: 235 1456 164 129 1916 132 328 1099 138 298 962 107
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: 235 1456 164 129 1916 132 328 1099 138 298 962 107
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: 235 1456 164 129 1916 132 328 1099 138 298 962 107
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: 0.95 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 1533 173 136 2017 139 345 1157 145 314 1013 113
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 247 1533 173 136 2017 139 345 1157 145 314 1013 113
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 247 1533 173 136 2017 139 345 1157 145 314 1013 113

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 0.90 0.90 0.92 0.90 0.90 0.92 0.93 0.93 0.92 0.95 0.85
Lanes: 2.00 2.70 0.30 2.00 2.81 0.19 2.00 1.78 0.22 2.00 2.00 1.00
Final Sat.: 3502 4592 517 3502 4804 331 3502 3153 396 3502 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.07 0.33 0.33 0.04 0.42 0.42 0.10 0.37 0.37 0.09 0.28 0.07
Crit Moves: ****
Green/Cycle: 0.06 0.37 0.37 0.06 0.36 0.36 0.10 0.32 0.32 0.08 0.29 0.35
Volume/Cap: 1.15 0.91 0.91 0.64 1.15 1.15 0.96 1.15 1.15 1.15 0.96 0.20
Delay/Veh: 150.6 34.7 34.7 47.6 104 103.5 76.1 109 109.4 143.4 49.3 20.4
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: 150.6 34.7 34.7 47.6 104 103.5 76.1 109 109.4 143.4 49.3 20.4
LOS by Move: F C C D F F E F F F D C
HCM2kAvgQ: 8 21 21 3 38 38 9 34 34 10 20 2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Topanga Canyon Blvd & Lassen St

Cycle (sec): 150 Critical Vol./Cap.(X): 1.437
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 178.0
Optimal Cycle: 120 Level Of Service: F

Street Name: Topanga Canyon Blvd Lassen St
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 Protected
Rights: Ovl Include Include Include
Min. Green: 5 10 10 5 10 10 13 13 13 5 13 13
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:
Base Vol: 41 1591 290 74 2314 15 93 583 42 646 156 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: 41 1591 290 74 2314 15 93 583 42 646 156 45
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: 41 1591 290 74 2314 15 93 583 42 646 156 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: 43 1675 305 78 2436 16 98 614 44 680 164 47
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 43 1675 305 78 2436 16 98 614 44 680 164 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
FinalVolume: 43 1675 305 78 2436 16 98 614 44 680 164 47

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 0.85 0.95 0.95 0.85 0.85 0.95 0.85 0.95 0.95 0.85
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 1805 3610 1615 1805 3610 1615 1615 3610 1615 1805 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.02 0.46 0.19 0.04 0.67 0.01 0.06 0.17 0.03 0.38 0.05 0.03
Crit Moves: ****
Green/Cycle: 0.04 0.46 0.71 0.04 0.46 0.46 0.11 0.11 0.11 0.25 0.37 0.37
Volume/Cap: 0.57 1.02 0.27 1.02 1.48 0.02 0.53 1.48 0.24 1.48 0.12 0.08
Delay/Veh: 66.7 59.9 6.4 166.1 252 18.0 52.9 282 49.0 272.3 25.0 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: 66.7 59.9 6.4 166.1 252 18.0 52.9 282 49.0 272.3 25.0 24.6
LOS by Move: E E A F F B D F D F C C
HCM2kAvgQ: 2 41 4 6 98 0 4 26 2 53 2 1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Owensmouth Ave & Lassen St

Cycle (sec): 90 Critical Vol./Cap.(X): 1.014
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 51.7
Optimal Cycle: 120 Level Of Service: D

Street Name: Owensmouth Ave Lassen 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 Protected Protected
Rights: Include Include Include Include
Min. Green: 10 10 10 10 10 10 5 18 18 5 18 18
Lanes: 0 1 0 1 0 0 1 0 1 0 1 0 1 1 0

Volume Module:
Base Vol: 73 368 346 65 660 26 16 683 154 462 778 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: 73 368 346 65 660 26 16 683 154 462 778 76
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: 73 368 346 65 660 26 16 683 154 462 778 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: 77 387 364 68 695 27 17 719 162 486 819 80
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 77 387 364 68 695 27 17 719 162 486 819 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
FinalVolume: 77 387 364 68 695 27 17 719 162 486 819 80

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.61 0.61 0.61 0.66 0.66 0.66 0.95 0.92 0.92 0.95 0.94 0.94
Lanes: 0.19 0.93 0.88 0.17 1.76 0.07 1.00 1.63 0.37 1.00 1.82 0.18
Final Sat.: 214 1080 1015 215 2188 86 1805 2863 646 1805 3246 317

Capacity Analysis Module:
Vol/Sat: 0.36 0.36 0.36 0.32 0.32 0.32 0.01 0.25 0.25 0.27 0.25 0.25
Crit Moves: ****
Green/Cycle: 0.35 0.35 0.35 0.35 0.35 0.35 0.09 0.25 0.25 0.27 0.42 0.42
Volume/Cap: 1.01 1.01 1.01 0.90 0.90 0.90 0.10 1.01 1.01 1.01 0.60 0.60
Delay/Veh: 64.2 64.2 64.2 39.5 39.5 39.5 37.7 68.0 68.0 77.8 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: 64.2 64.2 64.2 39.5 39.5 39.5 37.7 68.0 68.0 77.8 20.9 20.9
LOS by Move: E E E D D D D E E E C C
HCM2kAvgQ: 19 19 19 15 15 15 0 20 20 20 11 11

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Depot Rd & Lassen St

Cycle (sec): 50 Critical Vol./Cap.(X): 0.487
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 6.3
Optimal Cycle: 29 Level Of Service: A

Street Name: Depot Rd Lassen 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 Protected Permitted
Rights: Include Include Include Include
Min. Green: 5 5 5 5 5 5 5 5 5 5 5 5
Lanes: 0 0 1 0 0 1 0 0 1 0 1 0

Volume Module:

Base Vol: 9 1 21 34 0 72 122 910 16 11 936 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: 9 1 21 34 0 72 122 910 16 11 936 55
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: 9 1 21 34 0 72 122 910 16 11 936 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: 9 1 22 36 0 76 128 958 17 12 985 58
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 9 1 22 36 0 76 128 958 17 12 985 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
FinalVolume: 9 1 22 36 0 76 128 958 17 12 985 58

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.80 0.80 0.80 0.80 1.00 0.85 0.95 0.95 0.95 0.27 0.94 0.94
Lanes: 0.29 0.03 0.68 1.00 1.00 1.00 1.00 1.97 0.03 1.00 1.89 0.11
Final Sat.: 439 49 1025 1520 0 1615 1805 3537 62 513 3382 199

Capacity Analysis Module:

Vol/Sat: 0.02 0.02 0.02 0.02 0.00 0.05 0.07 0.27 0.27 0.02 0.29 0.29
Crit Moves: ****
Green/Cycle: 0.10 0.10 0.10 0.10 0.00 0.10 0.15 0.74 0.74 0.59 0.59 0.59
Volume/Cap: 0.22 0.22 0.22 0.24 0.00 0.47 0.49 0.37 0.37 0.04 0.49 0.49
Delay/Veh: 21.4 21.4 21.4 21.5 0.0 23.4 21.1 2.4 2.4 4.3 6.0 6.0
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: 21.4 21.4 21.4 21.5 0.0 23.4 21.1 2.4 2.4 4.3 6.0 6.0
LOS by Move: C C C C A C C A A A A A
HCM2kAvgQ: 1 1 1 1 0 2 3 3 3 0 5 5

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 De Soto Ave & Lassen St

Cycle (sec): 50 Critical Vol./Cap.(X): 1.290
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 60.5
Optimal Cycle: 120 Level Of Service: E

Street Name: De Soto Ave Lassen 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: 20 20 20 20 20 20 8 8 8 8 8 8
Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 1 1 0

Volume Module:

Base Vol: 153 1524 126 164 2098 249 124 957 136 197 932 118
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: 153 1524 126 164 2098 249 124 957 136 197 932 118
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: 153 1524 126 164 2098 249 124 957 136 197 932 118
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: 0.95 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 1604 133 173 2208 262 131 1007 143 207 981 124
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 161 1604 133 173 2208 262 131 1007 143 207 981 124
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 161 1604 133 173 2208 262 131 1007 143 207 981 124

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.20 0.90 0.90 0.20 0.90 0.90 0.18 0.93 0.93 0.18 0.93 0.93
Lanes: 1.00 2.77 0.23 1.00 2.68 0.32 1.00 1.75 0.25 1.00 1.78 0.22
Final Sat.: 380 4738 392 380 4563 541 346 3101 441 346 3150 399

Capacity Analysis Module:

Vol/Sat: 0.42 0.34 0.34 0.45 0.48 0.48 0.38 0.32 0.32 0.60 0.31 0.31
Crit Moves: ****
Green/Cycle: 0.40 0.40 0.40 0.40 0.40 0.40 0.44 0.44 0.44 0.44 0.44 0.44
Volume/Cap: 1.06 0.85 0.85 1.14 1.21 1.21 0.86 0.74 0.74 1.36 0.71 0.71
Delay/Veh: 104.7 17.1 17.1 129.1 114 114.4 48.1 13.5 13.5 213.6 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: 104.7 17.1 17.1 129.1 114 114.4 48.1 13.5 13.5 213.6 12.9 12.9
LOS by Move: F B B F F F D B B F B B
HCM2kAvgQ: 7 12 12 9 37 37 5 10 10 12 9 9

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Owensmouth Ave & Marilla St

Cycle (sec): 50 Critical Vol./Cap.(X): 0.946
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 24.8
Optimal Cycle: 84 Level Of Service: C

Street Name: Owensmouth Ave Marilla 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: 8 8 8 8 8 8 14 14 14 14 14 14
Lanes: 0 1 0 1 0 0 1 0 0 1 0 1

Volume Module:

Base Vol: 37 427 24 541 505 143 52 156 27 9 113 370
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: 37 427 24 541 505 143 52 156 27 9 113 370
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: 37 427 24 541 505 143 52 156 27 9 113 370
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: 39 449 25 569 532 151 55 164 28 9 119 389
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 39 449 25 569 532 151 55 164 28 9 119 389
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
FinalVolume: 39 449 25 569 532 151 55 164 28 9 119 389

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.78 0.78 0.78 0.60 0.60 0.60 0.68 0.98 0.98 0.62 1.00 0.85
Lanes: 0.15 1.75 0.10 0.91 0.85 0.24 1.00 0.85 0.15 1.00 1.00 1.00
Final Sat.: 226 2603 146 1029 961 272 1284 1584 274 1169 1900 1615

Capacity Analysis Module:

Vol/Sat: 0.17 0.17 0.17 0.55 0.55 0.55 0.04 0.10 0.10 0.01 0.06 0.24
Crit Moves: ****
Green/Cycle: 0.56 0.56 0.56 0.56 0.56 0.56 0.28 0.28 0.28 0.28 0.28 0.28
Volume/Cap: 0.31 0.31 0.31 0.99 0.99 0.99 0.15 0.37 0.37 0.03 0.22 0.86
Delay/Veh: 6.0 6.0 6.0 33.2 33.2 33.2 13.7 14.9 14.9 13.1 14.0 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: 6.0 6.0 6.0 33.2 33.2 33.2 13.7 14.9 14.9 13.1 14.0 32.5
LOS by Move: A A A C C C B B B B B C
HCM2kAvgQ: 2 2 2 18 18 18 1 3 3 0 2 9

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Owensmouth Ave & Plummer St

Cycle (sec): 50 Critical Vol./Cap.(X): 0.417
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 12.2
Optimal Cycle: 37 Level Of Service: B

Street Name: Owensmouth Ave Plummer 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 Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 10 10 10 5 10 10 10 10 10 10 10 10
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0 2 0 1

Volume Module:

Base Vol: 41 361 25 72 333 67 69 154 25 52 148 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: 41 361 25 72 333 67 69 154 25 52 148 86
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: 41 361 25 72 333 67 69 154 25 52 148 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: 43 380 26 76 351 71 73 162 26 55 156 91
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 43 380 26 76 351 71 73 162 26 55 156 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
FinalVolume: 43 380 26 76 351 71 73 162 26 55 156 91

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.45 0.99 0.99 0.95 0.98 0.98 0.65 0.95 0.85 0.64 0.95 0.85
Lanes: 1.00 0.94 0.06 1.00 0.83 0.17 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 863 1759 122 1805 1542 310 1229 3610 1615 1220 3610 1615

Capacity Analysis Module:

Vol/Sat: 0.05 0.22 0.22 0.04 0.23 0.23 0.06 0.04 0.02 0.04 0.04 0.06
Crit Moves: ****
Green/Cycle: 0.46 0.46 0.46 0.10 0.56 0.56 0.20 0.20 0.20 0.20 0.20 0.20
Volume/Cap: 0.11 0.47 0.47 0.42 0.41 0.41 0.30 0.22 0.08 0.22 0.22 0.28
Delay/Veh: 7.8 9.7 9.7 22.7 6.5 6.5 17.7 16.9 16.4 17.2 16.9 17.4
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: 7.8 9.7 9.7 22.7 6.5 6.5 17.7 16.9 16.4 17.2 16.9 17.4
LOS by Move: A A A C A A B B B B B B
HCM2kAvgQ: 0 5 5 2 4 4 1 1 0 1 1 1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 Canoga Ave & Plummer St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.615
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 15.9
Optimal Cycle: 51 Level Of Service: B

Street Name: Canoga Ave Plummer 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 Protected Protected
Rights: Include Include Include Include
Min. Green: 10 10 10 10 10 10 10 5 5 5
Lanes: 1 0 1 0 0 0 0 1 0 1 0 0 1 0 0

Volume Module:

Base Vol: 215 761 0 0 650 72 17 40 202 0 40 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: 215 761 0 0 650 72 17 40 202 0 40 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 215 761 0 0 650 72 17 40 202 0 40 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: 226 801 0 0 684 76 18 42 213 0 42 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 226 801 0 0 684 76 18 42 213 0 42 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
MLF Adj: 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: 226 801 0 0 684 76 18 42 213 0 42 0

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.47 1.00 1.00 1.00 0.99 0.99 0.95 1.00 0.85 1.00 1.00 1.00
Lanes: 1.00 1.00 1.00 0.00 0.00 0.90 0.10 1.00 1.00 1.00 0.00 1.00 0.00
Final Sat.: 893 1900 0 0 1688 187 1805 1900 1615 0 1900 0

Capacity Analysis Module:

Vol/Sat: 0.25 0.42 0.00 0.00 0.41 0.41 0.01 0.02 0.13 0.00 0.02 0.00
Crit Moves: ****
Green/Cycle: 0.69 0.69 0.00 0.00 0.69 0.69 0.14 0.21 0.21 0.00 0.07 0.00
Volume/Cap: 0.37 0.61 0.00 0.00 0.59 0.59 0.07 0.10 0.61 0.00 0.31 0.00
Delay/Veh: 8.3 11.1 0.0 0.0 10.7 10.7 44.6 38.0 46.0 0.0 54.2 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: 8.3 11.1 0.0 0.0 10.7 10.7 44.6 38.0 46.0 0.0 54.2 0.0
LOS by Move: A B A A B B D D D A D A
HCM2kAvgQ: 4 16 0 0 15 15 1 1 8 0 2 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Owensmouth Ave & Nordhoff St

Cycle (sec): 50 Critical Vol./Cap.(X): 0.906
Loss Time (sec): 8 (Y+R=4.5 sec) Average Delay (sec/veh): 17.3
Optimal Cycle: 72 Level Of Service: B

Street Name: Owensmouth Ave Nordhoff 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: 8 8 8 8 8 8 17 17 17 17 17 17
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0 2 0 1

Volume Module:

Base Vol: 51 218 122 81 279 37 63 808 43 149 730 136
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 51 218 122 81 279 37 63 808 43 149 730 136
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: 51 218 122 81 279 37 63 808 43 149 730 136
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 54 229 128 85 294 39 66 851 45 157 768 143
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 54 229 128 85 294 39 66 851 45 157 768 143
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
FinalVolume: 54 229 128 85 294 39 66 851 45 157 768 143

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.37 0.95 0.95 0.37 0.98 0.98 0.36 0.99 0.99 0.15 0.95 0.85
Lanes: 1.00 0.64 0.36 1.00 0.88 0.12 1.00 0.95 0.05 1.00 2.00 1.00
Final Sat.: 701 1152 645 701 1647 218 675 1790 95 279 3610 1615

Capacity Analysis Module:

Vol/Sat: 0.08 0.20 0.20 0.12 0.18 0.18 0.10 0.48 0.48 0.56 0.21 0.09
Crit Moves: ****
Green/Cycle: 0.22 0.22 0.22 0.22 0.22 0.22 0.62 0.62 0.62 0.62 0.62 0.62
Volume/Cap: 0.35 0.91 0.91 0.55 0.81 0.81 0.16 0.77 0.77 0.91 0.34 0.14
Delay/Veh: 17.8 42.8 42.8 21.6 30.1 30.1 4.2 10.0 10.0 50.6 4.7 4.0
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: 17.8 42.8 42.8 21.6 30.1 30.1 4.2 10.0 10.0 50.6 4.7 4.0
LOS by Move: B D D C C C A A A D A A
HCM2kAvgQ: 1 10 10 2 8 8 1 12 12 5 3 1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Canoga Ave & Nordhoff St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.907
Loss Time (sec): 16 (Y+R=6.0 sec) Average Delay (sec/veh): 47.7
Optimal Cycle: 120 Level Of Service: D

Street Name: Canoga Ave Nordhoff St
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 Include Include
Min. Green: 5 20 20 7 20 20 5 18 18 7 18 18
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:
Base Vol: 129 759 174 193 707 5 38 942 109 305 798 123
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: 129 759 174 193 707 5 38 942 109 305 798 123
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: 129 759 174 193 707 5 38 942 109 305 798 123
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: 136 799 183 203 744 5 40 992 115 321 840 129
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 136 799 183 203 744 5 40 992 115 321 840 129
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: 136 799 183 203 744 5 40 992 115 321 840 129

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 0.85 0.95 0.95 0.85 0.95 0.95 0.85 0.95 0.95 0.85
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 1805 3610 1615 1805 3610 1615 1805 3610 1615 1805 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.08 0.22 0.11 0.11 0.21 0.00 0.02 0.27 0.07 0.18 0.23 0.08
Crit Moves: ****
Green/Cycle: 0.10 0.24 0.44 0.12 0.27 0.27 0.08 0.30 0.30 0.20 0.42 0.42
Volume/Cap: 0.76 0.91 0.26 0.91 0.76 0.01 0.29 0.91 0.23 0.91 0.55 0.19
Delay/Veh: 70.5 57.1 21.4 87.9 44.0 32.1 53.6 51.1 31.7 73.3 26.5 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: 70.5 57.1 21.4 87.9 44.0 32.1 53.6 51.1 31.7 73.3 26.5 21.9
LOS by Move: E E C F D C D D C E C C
HCM2kAvgQ: 7 19 4 11 15 0 2 22 3 15 12 3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 De Soto Ave & Nordhoff St

Cycle (sec): 75 Critical Vol./Cap.(X): 1.109
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 154.5
Optimal Cycle: 120 Level Of Service: F

Street Name: De Soto Ave Nordhoff 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 Prot+Permit Prot+Permit Permitted
Rights: Include Include Include Include
Min. Green: 12 12 12 5 12 12 5 12 12 12 12 12
Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 2 1 0

Volume Module:
Base Vol: 74 1437 126 126 2096 403 327 895 63 125 870 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: 74 1437 126 126 2096 403 327 895 63 125 870 69
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: 74 1437 126 126 2096 403 327 895 63 125 870 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: 78 1513 133 133 2206 424 344 942 66 132 916 73
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 78 1513 133 133 2206 424 344 942 66 132 916 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
FinalVolume: 78 1513 133 133 2206 424 344 942 66 132 916 73

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.90 0.90 0.95 0.89 0.89 0.97 0.90 0.90 0.95 0.90 0.90
Lanes: 1.00 2.76 0.24 1.00 2.52 0.48 1.00 2.80 0.20 1.00 2.78 0.22
Final Sat.: 1805 4712 413 1805 4246 816 1836 4797 338 1805 4753 377

Capacity Analysis Module:
Vol/Sat: 0.04 0.32 0.32 0.07 0.52 0.52 0.19 0.20 0.20 0.07 0.19 0.19
Crit Moves: ****
Green/Cycle: 0.16 0.41 0.41 0.34 0.34 0.34 0.16 0.16 0.16 0.13 0.16 0.16
Volume/Cap: 0.27 0.79 0.79 0.49 1.52 1.52 1.20 1.25 1.25 0.57 1.20 1.20
Delay/Veh: 28.2 21.4 21.4 19.0 263 262.6 148.9 154 154.0 34.1 135 134.9
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: 28.2 21.4 21.4 19.0 263 262.6 148.9 154 154.0 34.1 135 134.9
LOS by Move: C C C B F F F F C F F
HCM2kAvgQ: 2 14 14 3 64 64 18 21 21 4 19 19

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Parthenia St. & Owensmouth Ave.

Cycle (sec): 50 Critical Vol./Cap.(X): 0.636
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 10.9
Optimal Cycle: 37 Level Of Service: B

Street Name: Owensmouth Ave. Parthenia 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: 8 8 8 8 8 8 15 15 15 15 15 15
Lanes: 0 1 0 0 1 0 1 0 0 1 1 0 2 0 1

Volume Module:
Base Vol: 10 241 255 92 309 79 41 426 25 241 556 109
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: 10 241 255 92 309 79 41 426 25 241 556 109
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: 10 241 255 92 309 79 41 426 25 241 556 109
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: 11 254 268 97 325 83 43 448 26 254 585 115
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 11 254 268 97 325 83 43 448 26 254 585 115
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
FinalVolume: 11 254 268 97 325 83 43 448 26 254 585 115

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.98 0.98 0.85 0.86 0.86 0.85 0.39 0.95 0.85 0.48 0.95 0.85
Lanes: 0.04 0.96 1.00 0.23 0.77 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 74 1793 1615 376 1262 1615 743 3610 1615 918 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.14 0.14 0.17 0.26 0.26 0.05 0.06 0.12 0.02 0.28 0.16 0.07
Crit Moves: ****
Green/Cycle: 0.41 0.41 0.41 0.41 0.41 0.41 0.43 0.43 0.43 0.43 0.43 0.43
Volume/Cap: 0.35 0.35 0.41 0.64 0.64 0.13 0.13 0.29 0.04 0.64 0.37 0.16
Delay/Veh: 10.6 10.6 11.0 14.0 14.0 9.4 8.7 9.2 8.1 14.4 9.7 8.7
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: 10.6 10.6 11.0 14.0 14.0 9.4 8.7 9.2 8.1 14.4 9.7 8.7
LOS by Move: B B B B A A A A B A A
HCM2kAvgQ: 3 3 3 6 6 1 1 3 0 4 3 1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Canoga Ave & Parthenia St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.833
Loss Time (sec): 16 (Y+R=6.0 sec) Average Delay (sec/veh): 40.9
Optimal Cycle: 102 Level Of Service: D

Street Name: Canoga Ave Parthenia St
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 Include Include
Min. Green: 5 22 22 7 22 22 5 25 25 7 25 25
Lanes: 1 0 2 0 1 1 0 1 1 0 1 0 2 0 1

Volume Module:
Base Vol: 29 703 186 82 1048 14 95 631 117 362 804 294
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 29 703 186 82 1048 14 95 631 117 362 804 294
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: 29 703 186 82 1048 14 95 631 117 362 804 294
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 31 740 196 86 1103 15 100 664 123 381 846 309
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 31 740 196 86 1103 15 100 664 123 381 846 309
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 31 740 196 86 1103 15 100 664 123 381 846 309

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 0.85 0.95 0.95 0.95 0.95 0.95 0.85 0.95 0.95 0.85
Lanes: 1.00 2.00 1.00 1.00 1.97 0.03 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 1805 3610 1615 1805 3555 47 1805 3610 1615 1805 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.02 0.20 0.12 0.05 0.31 0.31 0.06 0.18 0.08 0.21 0.23 0.19
Crit Moves: ****
Green/Cycle: 0.04 0.31 0.56 0.09 0.36 0.36 0.09 0.22 0.22 0.25 0.37 0.37
Volume/Cap: 0.41 0.65 0.22 0.53 0.86 0.86 0.63 0.86 0.35 0.86 0.63 0.51
Delay/Veh: 59.6 36.8 13.2 55.7 41.0 41.0 60.5 54.5 40.6 58.0 31.7 29.9
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: 59.6 36.8 13.2 55.7 41.0 41.0 60.5 54.5 40.6 58.0 31.7 29.9
LOS by Move: E D B E D D E D D E C C
HCM2kAvgQ: 2 13 4 4 22 22 5 15 4 16 14 9

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 De Soto Ave & Parthenia St

Cycle (sec): 50 Critical Vol./Cap.(X): 1.713
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 104.3
Optimal Cycle: 120 Level Of Service: F

Street Name: De Soto Ave Parthenia 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: 18 18 18 18 18 18 10 10 10 10 10 10
Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 2 0 1

Volume Module:
Base Vol: 45 1340 95 247 1751 117 76 817 31 94 1432 145
Growth Adj: 1.00 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 1340 95 247 1751 117 76 817 31 94 1432 145
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: 45 1340 95 247 1751 117 76 817 31 94 1432 145
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 47 1411 100 260 1843 123 80 860 33 99 1507 153
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 47 1411 100 260 1843 123 80 860 33 99 1507 153
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 47 1411 100 260 1843 123 80 860 33 99 1507 153

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.13 0.90 0.90 0.13 0.90 0.90 0.33 0.95 0.85 0.33 0.95 0.85
Lanes: 1.00 2.80 1.00 1.00 2.81 0.19 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 255 4795 340 255 4818 322 623 3610 1615 623 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.19 0.29 0.29 1.02 0.38 0.38 0.13 0.24 0.02 0.16 0.42 0.09
Crit Moves: ****
Green/Cycle: 0.60 0.60 0.60 0.60 0.60 0.60 0.24 0.24 0.24 0.24 0.24 0.24
Volume/Cap: 0.31 0.49 0.49 1.71 0.64 0.64 0.53 0.98 0.08 0.65 1.71 0.39
Delay/Veh: 6.2 5.9 5.9 357.2 7.1 7.1 19.8 43.5 14.7 26.6 345 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: 6.2 5.9 5.9 357.2 7.1 7.1 19.8 43.5 14.7 26.6 345 16.4
LOS by Move: A A A F A A B D B C F B
HCM2kAvgQ: 1 5 5 19 8 8 2 13 0 3 55 2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Owensmouth Ave & Roscoe Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.007
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 29.0
Optimal Cycle: 120 Level Of Service: C

Street Name: Owensmouth Ave Roscoe 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: 10 10 10 10 10 10 10 10 10 10 10 10
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: 38 166 125 86 355 161 138 1139 69 119 1204 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: 38 166 125 86 355 161 138 1139 69 119 1204 50
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: 38 166 125 86 355 161 138 1139 69 119 1204 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: 40 175 132 91 374 169 145 1199 73 125 1267 53
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 40 175 132 91 374 169 145 1199 73 125 1267 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
FinalVolume: 40 175 132 91 374 169 145 1199 73 125 1267 53

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.82 0.82 0.82 0.84 0.84 0.84 0.15 0.90 0.90 0.16 0.90 0.90
Lanes: 0.12 0.50 0.38 0.14 0.59 0.27 1.00 2.83 0.17 1.00 2.88 0.12
Final Sat.: 181 791 595 227 936 425 276 4847 294 296 4950 206

Capacity Analysis Module:
Vol/Sat: 0.22 0.22 0.22 0.40 0.40 0.40 0.53 0.25 0.25 0.42 0.26 0.26
Crit Moves: ****
Green/Cycle: 0.40 0.40 0.40 0.40 0.40 0.40 0.52 0.52 0.52 0.52 0.52 0.52
Volume/Cap: 0.56 0.56 0.56 1.01 1.01 1.01 1.01 0.47 0.47 0.81 0.49 0.49
Delay/Veh: 24.5 24.5 24.5 67.8 67.8 67.8 100.6 15.2 15.2 45.5 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: 24.5 24.5 24.5 67.8 67.8 67.8 100.6 15.2 15.2 45.5 15.4 15.4
LOS by Move: C C C E E E F B B D B B
HCM2kAvgQ: 9 9 9 27 27 27 8 9 9 5 10 10

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Canoga Ave & Roscoe Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.923
Loss Time (sec): 16 (Y+R=6.0 sec) Average Delay (sec/veh): 48.3
Optimal Cycle: 120 Level Of Service: D

Street Name: Canoga Ave Roscoe 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 Include Include
Min. Green: 5 22 22 7 22 22 5 24 24 7 24 24
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 3 0 1

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Volume Module:

Base Vol: 93 769 104 81 1382 104 160 1121 55 175 1198 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: 93 769 104 81 1382 104 160 1121 55 175 1198 126
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: 93 769 104 81 1382 104 160 1121 55 175 1198 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: 98 809 109 85 1455 109 168 1180 58 184 1261 133
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 98 809 109 85 1455 109 168 1180 58 184 1261 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
FinalVolume: 98 809 109 85 1455 109 168 1180 58 184 1261 133

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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 0.85 0.95 0.95 0.85 0.95 0.90 0.90 0.95 0.91 0.85
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.86 0.14 1.00 3.00 1.00
Final Sat.: 1805 3610 1615 1805 3610 1615 1805 4910 241 1805 5187 1615

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Capacity Analysis Module:

Vol/Sat: 0.05 0.22 0.07 0.05 0.40 0.07 0.09 0.24 0.24 0.10 0.24 0.08
Crit Moves: **** **** **** ****
Green/Cycle: 0.06 0.39 0.50 0.10 0.44 0.44 0.10 0.26 0.26 0.11 0.27 0.27
Volume/Cap: 0.92 0.57 0.13 0.46 0.92 0.16 0.91 0.92 0.92 0.92 0.91 0.31
Delay/Veh: 119.3 29.0 15.9 52.6 41.3 20.5 93.9 53.9 53.9 95.3 51.3 35.4
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: 119.3 29.0 15.9 52.6 41.3 20.5 93.9 53.9 53.9 95.3 51.3 35.4
LOS by Move: F C B D D C F D D F D D
HCM2kAvgQ: 6 12 2 3 31 2 9 20 20 10 20 4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #22 De Soto Ave & Roscoe Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.982
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 34.4
Optimal Cycle: 101 Level Of Service: C

Street Name: De Soto Ave Roscoe 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 Prot+Permit Permit+Prot Prot+Permit
Rights: Include Include Include Include
Min. Green: 5 12 12 5 12 12 5 12 12 5 12 12
Lanes: 2 0 2 1 0 2 0 2 1 0 2 0 2 1 0

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Volume Module:

Base Vol: 65 1002 47 84 1572 183 386 659 24 131 1041 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: 65 1002 47 84 1572 183 386 659 24 131 1041 48
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: 65 1002 47 84 1572 183 386 659 24 131 1041 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: 68 1055 49 88 1655 193 406 694 25 138 1096 51
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 68 1055 49 88 1655 193 406 694 25 138 1096 51
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 68 1055 49 88 1655 193 406 694 25 138 1096 51

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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 0.90 0.90 0.92 0.90 0.90 0.92 0.91 0.91 0.92 0.90 0.90
Lanes: 2.00 2.87 0.13 2.00 2.69 0.31 2.00 2.89 0.11 2.00 2.87 0.13
Final Sat.: 3502 4920 231 3502 4572 532 3502 4980 181 3502 4924 227

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Capacity Analysis Module:

Vol/Sat: 0.00 0.21 0.21 0.00 0.36 0.36 0.00 0.14 0.14 0.00 0.22 0.22
Crit Moves: **** **** **** ****
Green/Cycle: 0.09 0.37 0.37 0.09 0.41 0.41 0.17 0.28 0.28 0.10 0.25 0.25
Volume/Cap: 0.22 0.58 0.58 0.29 0.89 0.89 0.68 0.50 0.50 0.39 0.89 0.89
Delay/Veh: 42.6 25.6 25.6 43.3 32.5 32.5 42.0 30.3 30.3 42.8 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: 42.6 25.6 25.6 43.3 32.5 32.5 42.0 30.3 30.3 42.8 43.8 43.8
LOS by Move: D C C D C C D C C D D D
HCM2kAvgQ: 1 10 10 2 23 23 7 7 7 2 16 16

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #23 Saticoy St. & Owensmouth Ave.

Cycle (sec): 50 Critical Vol./Cap.(X): 1.434
Loss Time (sec): 8 (Y+R=4.5 sec) Average Delay (sec/veh): 52.9
Optimal Cycle: 120 Level Of Service: D

Street Name: Owensmouth Ave. Saticoy 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: 8 8 8 8 8 8 16 16 16 16 16 16
Lanes: 0 1 0 0 1 0 0 1 0 0 1 0 2 0 1

Volume Module:
Base Vol: 51 180 63 66 440 57 58 1321 58 207 1322 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: 51 180 63 66 440 57 58 1321 58 207 1322 81
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: 51 180 63 66 440 57 58 1321 58 207 1322 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: 54 189 66 69 463 60 61 1391 61 218 1392 85
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 54 189 66 69 463 60 61 1391 61 218 1392 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
FinalVolume: 54 189 66 69 463 60 61 1391 61 218 1392 85

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.65 0.65 0.85 0.86 0.86 0.86 0.14 0.95 0.85 0.14 0.95 0.85
Lanes: 0.22 0.78 1.00 0.12 0.78 0.10 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 274 967 1615 192 1283 166 258 3610 1615 258 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.20 0.20 0.04 0.36 0.36 0.36 0.24 0.39 0.04 0.84 0.39 0.05
Crit Moves: ****
Green/Cycle: 0.25 0.25 0.25 0.25 0.25 0.25 0.59 0.59 0.59 0.59 0.59 0.59
Volume/Cap: 0.78 0.78 0.16 1.43 1.43 1.43 0.40 0.65 0.06 1.43 0.66 0.09
Delay/Veh: 29.1 29.1 14.8 227.4 227 227.4 7.3 7.6 4.4 238.9 7.7 4.5
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: 29.1 29.1 14.8 227.4 227 227.4 7.3 7.6 4.4 238.9 7.7 4.5
LOS by Move: C C B F F F A A A F A A
HCM2kAvgQ: 6 6 1 34 34 34 1 9 0 14 9 1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #24 Canoga Ave & Saticoy St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.979
Loss Time (sec): 16 (Y+R=6.0 sec) Average Delay (sec/veh): 54.4
Optimal Cycle: 120 Level Of Service: D

Street Name: Canoga Ave Saticoy St
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 Include Include
Min. Green: 5 10 10 7 10 10 5 15 15 7 15 15
Lanes: 1 0 2 0 1 1 0 2 1 0 1 0 2 0 1

Volume Module:
Base Vol: 132 805 103 143 1375 92 134 1099 223 176 1349 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: 132 805 103 143 1375 92 134 1099 223 176 1349 179
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: 132 805 103 143 1375 92 134 1099 223 176 1349 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 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 139 847 108 151 1447 97 141 1157 235 185 1420 188
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 139 847 108 151 1447 97 141 1157 235 185 1420 188
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 139 847 108 151 1447 97 141 1157 235 185 1420 188

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 0.85 0.95 0.90 0.90 0.95 0.95 0.85 0.95 0.95 0.85
Lanes: 1.00 2.00 1.00 1.00 2.81 0.19 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 1805 3610 1615 1805 4818 322 1805 3610 1615 1805 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.08 0.23 0.07 0.08 0.30 0.30 0.08 0.32 0.15 0.10 0.39 0.12
Crit Moves: ****
Green/Cycle: 0.08 0.28 0.40 0.10 0.31 0.31 0.08 0.36 0.36 0.12 0.40 0.40
Volume/Cap: 0.98 0.83 0.17 0.83 0.98 0.98 0.98 0.88 0.40 0.88 0.98 0.29
Delay/Veh: 124.3 45.8 23.2 78.4 59.1 59.1 123.6 42.7 28.8 83.8 54.3 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: 124.3 45.8 23.2 78.4 59.1 59.1 123.6 42.7 28.8 83.8 54.3 24.6
LOS by Move: F D C E E E F D C F D C
HCM2kAvgQ: 9 18 3 8 26 26 9 24 6 10 33 5

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 De Soto Ave & Saticoy St

Cycle (sec): 75 Critical Vol./Cap.(X): 1.223
Loss Time (sec): 16 (Y+R=5.0 sec) Average Delay (sec/veh): 152.2
Optimal Cycle: 120 Level Of Service: F

Street Name: De Soto Ave Saticoy 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 Prot+Permit Prot+Permit Permitted
Rights: Include Include Include Include
Min. Green: 10 10 10 5 10 10 5 10 10 10 10 10
Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 2 0 1

Volume Module:
Base Vol: 150 921 177 117 1570 192 162 1162 117 201 1595 79
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 150 921 177 117 1570 192 162 1162 117 201 1595 79
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: 150 921 177 117 1570 192 162 1162 117 201 1595 79
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 158 969 186 123 1653 202 171 1223 123 212 1679 83
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 158 969 186 123 1653 202 171 1223 123 212 1679 83
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 158 969 186 123 1653 202 171 1223 123 212 1679 83

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.89 0.89 0.95 0.90 0.90 0.55 0.95 0.85 0.95 0.95 0.85
Lanes: 1.00 2.52 0.48 1.00 2.67 0.33 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 1805 4246 816 1805 4548 556 1045 3610 1615 1805 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.09 0.23 0.23 0.07 0.36 0.36 0.16 0.34 0.08 0.12 0.47 0.05
Crit Moves: ****
Green/Cycle: 0.13 0.30 0.30 0.26 0.26 0.26 0.26 0.26 0.26 0.13 0.33 0.33
Volume/Cap: 0.66 0.76 0.76 0.47 1.41 1.41 0.77 1.29 0.29 0.88 1.41 0.16
Delay/Veh: 37.3 26.0 26.0 23.5 218 218.1 37.0 166 22.4 60.6 216 17.9
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: 37.3 26.0 26.0 23.5 218 218.1 37.0 166 22.4 60.6 216 17.9
LOS by Move: D C C C F F D F C E F B
HCM2kAvgQ: 5 11 11 3 42 42 6 35 2 8 54 1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 Valerio St. & Canoga Ave.

Cycle (sec): 120 Critical Vol./Cap.(X): 0.923
Loss Time (sec): 16 (Y+R=6.0 sec) Average Delay (sec/veh): 46.0
Optimal Cycle: 120 Level Of Service: D

Street Name: Canoga Ave. Valerio St.
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 Include Include
Min. Green: 5 19 19 7 19 19 5 15 15 7 15 15
Lanes: 1 0 2 0 1 1 0 1 1 0 1 0 1 0 1

Volume Module:
Base Vol: 40 906 25 63 1649 31 42 100 29 113 263 126
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: 40 906 25 63 1649 31 42 100 29 113 263 126
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: 40 906 25 63 1649 31 42 100 29 113 263 126
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: 42 954 26 66 1736 33 44 105 31 119 277 133
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 42 954 26 66 1736 33 44 105 31 119 277 133
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
FinalVolume: 42 954 26 66 1736 33 44 105 31 119 277 133

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 0.85 0.95 0.95 0.95 0.95 0.97 0.97 0.99 0.99 0.85
Lanes: 1.00 2.00 1.00 1.00 1.96 0.04 1.00 0.78 0.22 1.00 0.70 1.00
Final Sat.: 1805 3610 1615 1805 3533 66 1805 1423 413 562 1309 1615

Capacity Analysis Module:
Vol/Sat: 0.02 0.26 0.02 0.04 0.49 0.49 0.02 0.07 0.07 0.21 0.21 0.08
Crit Moves: ****
Green/Cycle: 0.04 0.43 0.65 0.10 0.49 0.49 0.06 0.13 0.13 0.21 0.28 0.28
Volume/Cap: 0.56 0.61 0.03 0.38 1.00 1.00 0.44 0.59 0.59 1.00 0.75 0.29
Delay/Veh: 65.6 26.7 7.7 52.3 53.1 53.1 58.0 53.7 53.7 93.7 45.5 34.2
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: 65.6 26.7 7.7 52.3 53.1 53.1 58.0 53.7 53.7 93.7 45.5 34.2
LOS by Move: E C A D D D E D D F D C
HCM2kAvgQ: 2 14 0 3 42 42 2 6 6 20 15 4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #27 Owensmouth Ave & Sherman Way

Cycle (sec): 100 Critical Vol./Cap.(X): 1.355
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 59.8
Optimal Cycle: 120 Level Of Service: E

Street Name: Owensmouth Ave Sherman Way
Approach: North 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: 10 10 10 10 10 10 20 20 20 20 20 20
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 0 1

Volume Module:
Base Vol: 82 166 130 66 630 45 57 1169 107 382 1520 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: 82 166 130 66 630 45 57 1169 107 382 1520 35
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: 82 166 130 66 630 45 57 1169 107 382 1520 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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 86 175 137 69 663 47 60 1231 113 402 1600 37
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 86 175 137 69 663 47 60 1231 113 402 1600 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
FinalVolume: 86 175 137 69 663 47 60 1231 113 402 1600 37

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.27 0.89 0.89 0.38 0.94 0.94 0.12 0.95 0.85 0.20 0.95 0.85
Lanes: 1.00 1.12 0.88 1.00 1.87 0.13 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 519 1891 1481 730 3336 238 236 3610 1615 384 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.17 0.09 0.09 0.10 0.20 0.20 0.25 0.34 0.07 1.05 0.44 0.02
Crit Moves: ****
Green/Cycle: 0.15 0.15 0.15 0.15 0.15 0.15 0.77 0.77 0.77 0.77 0.77 0.77
Volume/Cap: 1.13 0.63 0.63 0.65 1.35 1.35 0.33 0.44 0.09 1.35 0.57 0.03
Delay/Veh: 186.8 42.7 42.7 53.4 215 214.5 4.5 4.0 2.8 191.6 4.9 2.6
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: 186.8 42.7 42.7 53.4 215 214.5 4.5 4.0 2.8 191.6 4.9 2.6
LOS by Move: F D D D F F A A A F A A
HCM2kAvgQ: 6 6 6 3 26 26 1 7 1 27 11 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #28 Canoga Ave & Sherman Way

Cycle (sec): 120 Critical Vol./Cap.(X): 1.049
Loss Time (sec): 16 (Y+R=6.0 sec) Average Delay (sec/veh): 61.2
Optimal Cycle: 120 Level Of Service: E

Street Name: Canoga Ave Sherman Way
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 Include Include
Min. Green: 5 10 10 7 10 10 5 17 17 7 17 17
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1 1 0 3 0 1

Volume Module:
Base Vol: 61 870 122 140 1384 156 82 1237 51 188 1655 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: 61 870 122 140 1384 156 82 1237 51 188 1655 148
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: 61 870 122 140 1384 156 82 1237 51 188 1655 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: 64 916 128 147 1457 164 86 1302 54 198 1742 156
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 64 916 128 147 1457 164 86 1302 54 198 1742 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
FinalVolume: 64 916 128 147 1457 164 86 1302 54 198 1742 156

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 0.85 0.95 0.95 0.85 0.95 0.95 0.85 0.95 0.91 0.85
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 3.00 1.00
Final Sat.: 1805 3610 1615 1805 3610 1615 1805 3610 1615 1805 5187 1615

Capacity Analysis Module:
Vol/Sat: 0.04 0.25 0.08 0.08 0.40 0.10 0.05 0.36 0.03 0.11 0.34 0.10
Crit Moves: ****
Green/Cycle: 0.04 0.32 0.42 0.10 0.38 0.38 0.06 0.34 0.34 0.10 0.39 0.39
Volume/Cap: 0.85 0.79 0.19 0.79 1.06 0.27 0.86 1.06 0.10 1.06 0.86 0.25
Delay/Veh: 114.4 41.1 21.8 73.0 78.8 25.8 105.8 82.5 27.1 136.2 37.9 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: 114.4 41.1 21.8 73.0 78.8 25.8 105.8 82.5 27.1 136.2 37.9 25.0
LOS by Move: F D C E E C F F C F D C
HCM2kAvgQ: 4 18 3 7 38 4 5 35 1 12 24 4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #29 De Soto Ave & Sherman Way

Cycle (sec): 100 Critical Vol./Cap.(X): 1.277
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 87.3
Optimal Cycle: 120 Level Of Service: F

Street Name: De Soto Ave Sherman Way
Approach: 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: 10 10 10 10 10 10 5 12 12 5 12 12
Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 2 1 0

Volume Module:
Base Vol: 91 1114 182 145 1545 202 133 1307 82 229 1873 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: 91 1114 182 145 1545 202 133 1307 82 229 1873 164
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: 91 1114 182 145 1545 202 133 1307 82 229 1873 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: 96 1173 192 153 1626 213 140 1376 86 241 1972 173
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 96 1173 192 153 1626 213 140 1376 86 241 1972 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
FinalVolume: 96 1173 192 153 1626 213 140 1376 86 241 1972 173

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.08 0.89 0.89 0.13 0.89 0.89 0.95 0.90 0.90 0.95 0.90 0.90
Lanes: 1.00 2.58 0.42 1.00 2.65 0.35 1.00 2.82 0.18 1.00 2.76 0.24
Final Sat.: 154 4365 713 243 4509 590 1805 4837 303 1805 4712 413

Capacity Analysis Module:
Vol/Sat: 0.62 0.27 0.27 0.63 0.36 0.36 0.08 0.28 0.28 0.13 0.42 0.42
Crit Moves: ****
Green/Cycle: 0.49 0.49 0.49 0.49 0.49 0.49 0.06 0.26 0.26 0.12 0.33 0.33
Volume/Cap: 1.27 0.55 0.55 1.28 0.73 0.73 1.28 1.08 1.08 1.08 1.28 1.28
Delay/Veh: 216.3 17.9 17.9 199.6 21.4 21.4 224.6 84.5 84.5 125.6 163 162.9
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: 216.3 17.9 17.9 199.6 21.4 21.4 224.6 84.5 84.5 125.6 163 162.9
LOS by Move: F B B F C C F F F F F
HCM2kAvgQ: 8 11 11 11 17 17 10 26 26 13 47 47

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #30 Owensmouth Ave & Vanowen St

Cycle (sec): 50 Critical Vol./Cap.(X): 1.019
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 22.3
Optimal Cycle: 119 Level Of Service: C

Street Name: Owensmouth Ave Vanowen 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: 10 10 10 10 10 10 10 10 10 10 10 10
Lanes: 1 0 2 0 1 1 0 1 1 0 1 0 2 0 1

Volume Module:
Base Vol: 66 207 153 105 816 123 99 1052 110 208 890 103
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: 66 207 153 105 816 123 99 1052 110 208 890 103
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: 66 207 153 105 816 123 99 1052 110 208 890 103
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: 69 218 161 111 859 129 104 1107 116 219 937 108
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 69 218 161 111 859 129 104 1107 116 219 937 108
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 69 218 161 111 859 129 104 1107 116 219 937 108

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.29 0.95 0.85 0.61 0.93 0.93 0.26 0.95 0.85 0.20 0.95 0.85
Lanes: 1.00 2.00 1.00 1.00 1.74 0.26 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 555 3610 1615 1155 3074 463 496 3610 1615 380 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.13 0.06 0.10 0.10 0.28 0.28 0.21 0.31 0.07 0.58 0.26 0.07
Crit Moves: ****
Green/Cycle: 0.27 0.27 0.27 0.27 0.27 0.27 0.57 0.57 0.57 0.57 0.57 0.57
Volume/Cap: 0.46 0.22 0.36 0.35 1.02 1.02 0.37 0.54 0.13 1.02 0.46 0.12
Delay/Veh: 17.2 14.1 15.1 15.2 51.8 51.8 6.8 7.1 5.1 77.1 6.5 5.1
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: 17.2 14.1 15.1 15.2 51.8 51.8 6.8 7.1 5.1 77.1 6.5 5.1
LOS by Move: B B B B D D A A A E A A
HCM2kAvgQ: 2 2 2 2 16 16 1 6 1 9 5 1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #31 Vanowen St & Canoga Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 0.902
Loss Time (sec): 16 (Y+R=6.0 sec) Average Delay (sec/veh): 43.6
Optimal Cycle: 120 Level Of Service: D

Street Name: Canoga Ave Vanowen St
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 Include Include
Min. Green: 5 12 12 7 12 12 5 19 19 7 19 19
Lanes: 1 0 3 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:
Base Vol: 46 872 68 95 1172 74 66 934 88 241 1054 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: 46 872 68 95 1172 74 66 934 88 241 1054 166
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: 46 872 68 95 1172 74 66 934 88 241 1054 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: 48 918 72 100 1234 78 69 983 93 254 1109 175
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 48 918 72 100 1234 78 69 983 93 254 1109 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
FinalVolume: 48 918 72 100 1234 78 69 983 93 254 1109 175

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.91 0.85 0.95 0.95 0.85 0.95 0.95 0.85 0.95 0.95 0.85
Lanes: 1.00 3.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 1805 5187 1615 1805 3610 1615 1805 3610 1615 1805 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.03 0.18 0.04 0.06 0.34 0.05 0.04 0.27 0.06 0.14 0.31 0.11
Crit Moves: ****
Green/Cycle: 0.04 0.31 0.47 0.10 0.37 0.37 0.05 0.30 0.30 0.15 0.40 0.40
Volume/Cap: 0.64 0.57 0.10 0.54 0.91 0.13 0.71 0.91 0.19 0.91 0.77 0.27
Delay/Veh: 74.2 34.9 18.0 54.2 45.6 24.8 78.0 52.5 31.6 82.5 34.1 24.7
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: 74.2 34.9 18.0 54.2 45.6 24.8 78.0 52.5 31.6 82.5 34.1 24.7
LOS by Move: E C B D D C E D C F C C
HCM2kAvgQ: 3 11 1 4 27 2 4 22 3 13 20 4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 Vanowen St & De Soto Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 1.333
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 102.0
Optimal Cycle: 120 Level Of Service: F

Street Name: De Soto Ave Vanowen 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 Prot+Permit
Rights: Include Include Include Include
Min. Green: 12 12 12 12 12 12 12 12 12 5 12 12
Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 2 0 1 1 0

Volume Module:
Base Vol: 58 1131 138 157 1771 232 97 1156 66 263 1219 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: 58 1131 138 157 1771 232 97 1156 66 263 1219 161
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: 58 1131 138 157 1771 232 97 1156 66 263 1219 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: 61 1191 145 165 1864 244 102 1217 69 277 1283 169
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 61 1191 145 165 1864 244 102 1217 69 277 1283 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
FinalVolume: 61 1191 145 165 1864 244 102 1217 69 277 1283 169

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.10 0.90 0.90 0.13 0.89 0.89 0.95 0.95 0.85 0.70 0.93 0.93
Lanes: 1.00 2.67 0.33 1.00 2.65 0.35 1.00 2.00 1.00 1.00 1.77 0.23
Final Sat.: 184 4549 555 241 4508 591 1805 3610 1615 1328 3131 414

Capacity Analysis Module:
Vol/Sat: 0.33 0.26 0.26 0.68 0.41 0.41 0.06 0.34 0.04 0.21 0.41 0.41
Crit Moves: ****
Green/Cycle: 0.46 0.46 0.46 0.46 0.46 0.46 0.13 0.28 0.28 0.27 0.27 0.27
Volume/Cap: 0.72 0.57 0.57 1.49 0.90 0.90 0.42 1.20 0.15 0.88 1.49 1.49
Delay/Veh: 45.8 18.2 18.2 287.6 27.8 27.8 37.0 133 24.5 52.7 260 259.8
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: 45.8 18.2 18.2 287.6 27.8 27.8 37.0 133 24.5 52.7 260 259.8
LOS by Move: D B B F C C D F C D F F
HCM2kAvgQ: 3 10 10 13 24 24 3 34 1 11 53 53

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #33 Owensmouth Ave & Victory Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.923
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 32.8
Optimal Cycle: 80 Level Of Service: C

Street Name: Owensmouth Ave Victory 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 Prot+Permit Permitted Prot+Permit
Rights: Include Include Include Ovl
Min. Green: 5 12 12 5 12 12 10 10 10 5 10 10
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 3 0 1

Volume Module:

Base Vol: 40 236 71 175 880 92 32 1375 124 268 955 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: 40 236 71 175 880 92 32 1375 124 268 955 99
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: 40 236 71 175 880 92 32 1375 124 268 955 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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 42 248 75 184 926 97 34 1447 131 282 1005 104
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 42 248 75 184 926 97 34 1447 131 282 1005 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
FinalVolume: 42 248 75 184 926 97 34 1447 131 282 1005 104

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 0.85 0.95 0.95 0.85 0.95 0.91 0.85 0.95 0.91 0.85
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 3.00 1.00 1.00 3.00 1.00
Final Sat.: 1805 3610 1615 1805 3610 1615 1805 5187 1615 1805 5187 1615

Capacity Analysis Module:

Vol/Sat: 0.00 0.07 0.05 0.00 0.26 0.06 0.02 0.28 0.08 0.16 0.19 0.06
Crit Moves: ****
Green/Cycle: 0.08 0.19 0.19 0.16 0.31 0.31 0.18 0.33 0.33 0.34 0.34 0.51
Volume/Cap: 0.29 0.36 0.24 0.62 0.83 0.19 0.10 0.83 0.24 0.68 0.56 0.13
Delay/Veh: 44.5 35.3 34.5 42.9 37.8 25.7 34.6 34.3 24.3 31.3 27.1 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: 44.5 35.3 34.5 42.9 37.8 25.7 34.6 34.3 24.3 31.3 27.1 13.0
LOS by Move: D D C D D C C C C B
HCM2kAvgQ: 2 4 2 6 16 2 1 17 3 9 10 2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 Victory Blvd & Canoga Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 1.334
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 84.8
Optimal Cycle: 120 Level Of Service: F

Street Name: Canoga Ave Victory 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 Prot+Permit Prot+Permit
Rights: Include Include Include Ovl
Min. Green: 12 12 12 5 12 12 5 12 12 5 12 12
Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 2 1 0 1 0 3 0 1

Volume Module:

Base Vol: 124 925 135 231 1343 94 94 811 229 301 1213 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: 124 925 135 231 1343 94 94 811 229 301 1213 182
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: 124 925 135 231 1343 94 94 811 229 301 1213 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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 131 974 142 243 1414 99 99 854 241 317 1277 192
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 131 974 142 243 1414 99 99 854 241 317 1277 192
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 131 974 142 243 1414 99 99 854 241 317 1277 192

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.11 0.89 0.89 0.95 0.90 0.90 0.88 0.88 0.88 0.44 0.91 0.85
Lanes: 1.00 2.62 0.38 1.00 2.80 0.20 1.00 2.34 0.66 1.00 3.00 1.00
Final Sat.: 203 4440 648 1805 4799 336 1669 3911 1104 836 5187 1615

Capacity Analysis Module:

Vol/Sat: 0.64 0.22 0.22 0.13 0.29 0.29 0.06 0.22 0.22 0.38 0.25 0.12
Crit Moves: ****
Green/Cycle: 0.47 0.47 0.47 0.10 0.57 0.57 0.22 0.16 0.16 0.34 0.24 0.34
Volume/Cap: 1.36 0.47 0.47 1.34 0.51 0.51 0.62 1.34 1.34 1.05 1.02 0.35
Delay/Veh: 247.9 21.6 21.6 237.7 15.7 15.7 47.6 210 210.3 96.7 76.7 29.9
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: 247.9 21.6 21.6 237.7 15.7 15.7 47.6 210 210.3 96.7 76.7 29.9
LOS by Move: F C C F B B D F F F E C
HCM2kAvgQ: 11 10 10 19 12 12 4 29 29 18 24 5

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #35 Variel Ave & Victory Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.666
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 18.0
Optimal Cycle: 45 Level Of Service: B

Street Name: Variel Ave Victory 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: 12 12 12 12 12 12 10 10 10 10 10 10
Lanes: 1 0 0 0 1 0 0 0 0 0 1 0 3 0 0

Volume Module:
Base Vol: 139 0 360 0 0 0 0 1419 48 79 1184 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: 139 0 360 0 0 0 0 1419 48 79 1184 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 139 0 360 0 0 0 0 1419 48 79 1184 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: 146 0 379 0 0 0 0 1494 51 83 1246 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 146 0 379 0 0 0 0 1494 51 83 1246 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 146 0 379 0 0 0 0 1494 51 83 1246 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.77 1.00 0.85 1.00 1.00 1.00 1.00 0.91 0.91 0.11 0.91 1.00
Lanes: 1.00 1.00 1.00 1.00 1.00 1.00 0.00 2.90 0.10 1.00 3.00 1.00
Final Sat.: 1461 0 1615 0 0 0 0 4992 169 215 5187 0

Capacity Analysis Module:
Vol/Sat: 0.10 0.00 0.23 0.00 0.00 0.00 0.00 0.30 0.30 0.39 0.24 0.00
Crit Moves: ****
Green/Cycle: 0.35 0.00 0.35 0.00 0.00 0.00 0.00 0.58 0.58 0.58 0.58 0.00
Volume/Cap: 0.28 0.00 0.67 0.00 0.00 0.00 0.00 0.51 0.51 0.67 0.41 0.00
Delay/Veh: 28.3 0.0 35.9 0.0 0.0 0.0 0.0 15.2 15.2 30.1 13.9 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: 28.3 0.0 35.9 0.0 0.0 0.0 0.0 15.2 15.2 30.1 13.9 0.0
LOS by Move: C A D A A A A B B C B A
HCM2kAvgQ: 4 0 13 0 0 0 0 12 12 3 9 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #36 Victory Blvd & De Soto Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 1.084
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 57.8
Optimal Cycle: 120 Level Of Service: E

Street Name: De Soto Ave Victory 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 Prot+Permit Prot+Permit Permit+Prot
Rights: Include Include Include Include
Min. Green: 5 12 12 5 12 12 5 12 12 5 12 12
Lanes: 1 0 2 1 0 1 0 2 1 0 2 0 2 1 0 2 0 3 0 1

Volume Module:
Base Vol: 83 1096 198 123 1793 213 86 1219 58 614 1647 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: 83 1096 198 123 1793 213 86 1219 58 614 1647 102
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: 83 1096 198 123 1793 213 86 1219 58 614 1647 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: 87 1154 208 129 1887 224 91 1283 61 646 1734 107
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 87 1154 208 129 1887 224 91 1283 61 646 1734 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
FinalVolume: 87 1154 208 129 1887 224 91 1283 61 646 1734 107

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.89 0.89 0.95 0.90 0.90 0.92 0.90 0.90 0.92 0.91 0.85
Lanes: 1.00 2.54 0.46 1.00 2.68 0.32 2.00 2.86 0.14 2.00 3.00 1.00
Final Sat.: 1805 4292 775 1805 4562 542 3502 4917 234 3502 5187 1615

Capacity Analysis Module:
Vol/Sat: 0.00 0.27 0.27 0.00 0.41 0.41 0.00 0.26 0.26 0.00 0.33 0.07
Crit Moves: ****
Green/Cycle: 0.08 0.35 0.35 0.09 0.40 0.40 0.05 0.25 0.25 0.21 0.38 0.38
Volume/Cap: 0.61 0.77 0.77 0.77 1.05 1.05 0.55 1.05 1.05 0.88 0.88 0.18
Delay/Veh: 60.8 37.0 37.0 72.7 70.1 70.1 59.8 83.5 83.5 58.0 40.0 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: 60.8 37.0 37.0 72.7 70.1 70.1 59.8 83.5 83.5 58.0 40.0 25.0
LOS by Move: E D D E E E E F F E D C
HCM2kAvgQ: 4 18 18 7 38 38 3 26 26 15 25 3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 Erwin St & Owensmouth Ave

Cycle (sec): 60 Critical Vol./Cap.(X): 0.574
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 12.4
Optimal Cycle: 34 Level Of Service: B

Street Name: Owensmouth Ave Erwin 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: 10 10 10 10 10 10 10 10 10 10 10 10
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 1 1 0

Volume Module:
Base Vol: 21 346 83 130 843 128 154 625 78 53 234 117
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: 21 346 83 130 843 128 154 625 78 53 234 117
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: 21 346 83 130 843 128 154 625 78 53 234 117
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: 22 364 87 137 887 135 162 658 82 56 246 123
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 22 364 87 137 887 135 162 658 82 56 246 123
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
FinalVolume: 22 364 87 137 887 135 162 658 82 56 246 123

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.20 0.92 0.92 0.48 0.93 0.93 0.52 0.93 0.93 0.26 0.90 0.90
Lanes: 1.00 1.61 0.39 1.00 1.74 0.26 1.00 1.78 0.22 1.00 1.33 0.67
Final Sat.: 380 2827 678 910 3071 466 980 3155 394 485 2286 1143

Capacity Analysis Module:
Vol/Sat: 0.06 0.13 0.13 0.15 0.29 0.29 0.17 0.21 0.21 0.12 0.11 0.11
Crit Moves: ****
Green/Cycle: 0.50 0.50 0.50 0.50 0.50 0.50 0.36 0.36 0.36 0.36 0.36 0.36
Volume/Cap: 0.12 0.26 0.26 0.30 0.57 0.57 0.46 0.57 0.57 0.32 0.30 0.30
Delay/Veh: 8.1 8.6 8.6 9.1 10.9 10.9 15.5 16.0 16.0 14.8 13.8 13.8
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: 8.1 8.6 8.6 9.1 10.9 10.9 15.5 16.0 16.0 14.8 13.8 13.8
LOS by Move: A A A A B B B B B B B B
HCM2kAvgQ: 0 3 3 2 8 8 3 7 7 1 3 3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #38 Erwin St & Canoga Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 0.724
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 29.8
Optimal Cycle: 76 Level Of Service: C

Street Name: Canoga Ave Erwin St
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 Protected Permitted
Rights: Include Include Include Include
Min. Green: 5 10 10 10 10 10 5 12 12 12 12 12
Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 1 1 0

Volume Module:
Base Vol: 149 1238 82 69 1404 184 131 339 179 58 169 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: 149 1238 82 69 1404 184 131 339 179 58 169 89
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: 149 1238 82 69 1404 184 131 339 179 58 169 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: 157 1303 86 73 1478 194 138 357 188 61 178 94
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 157 1303 86 73 1478 194 138 357 188 61 178 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
FinalVolume: 157 1303 86 73 1478 194 138 357 188 61 178 94

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.90 0.90 0.12 0.89 0.89 0.95 0.90 0.90 0.24 0.90 0.90
Lanes: 1.00 2.81 0.19 1.00 2.65 0.35 1.00 1.31 0.69 1.00 1.31 0.69
Final Sat.: 1805 4821 319 236 4508 591 1805 2240 1183 448 2242 1181

Capacity Analysis Module:
Vol/Sat: 0.09 0.27 0.27 0.31 0.33 0.33 0.08 0.16 0.16 0.14 0.08 0.08
Crit Moves: ****
Green/Cycle: 0.12 0.56 0.56 0.44 0.44 0.44 0.10 0.31 0.31 0.21 0.21 0.21
Volume/Cap: 0.75 0.49 0.49 0.70 0.74 0.74 0.74 0.51 0.51 0.66 0.38 0.38
Delay/Veh: 64.8 16.3 16.3 46.4 29.4 29.4 67.4 34.4 34.4 59.4 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: 64.8 16.3 16.3 46.4 29.4 29.4 67.4 34.4 34.4 59.4 41.3 41.3
LOS by Move: E B B D C C E C C E D D
HCM2kAvgQ: 7 11 11 4 20 20 7 9 9 3 5 5

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #39 Oxnard St & Owensmouth Ave

Cycle (sec): 60 Critical Vol./Cap.(X): 0.813
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 14.8
Optimal Cycle: 58 Level Of Service: B

Street Name: Owensmouth Ave Oxnard 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: 12 12 12 12 12 12 10 10 10 10 10 10
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 0 1

Volume Module:
Base Vol: 27 232 74 112 929 99 100 740 213 211 460 116
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: 27 232 74 112 929 99 100 740 213 211 460 116
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: 27 232 74 112 929 99 100 740 213 211 460 116
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: 28 244 78 118 978 104 105 779 224 222 484 122
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 28 244 78 118 978 104 105 779 224 222 484 122
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
FinalVolume: 28 244 78 118 978 104 105 779 224 222 484 122

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.18 0.92 0.92 0.55 0.94 0.94 0.46 0.95 0.85 0.29 0.95 0.85
Lanes: 1.00 1.52 0.48 1.00 1.81 0.19 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 338 2638 842 1051 3217 343 866 3610 1615 555 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.08 0.09 0.09 0.11 0.30 0.30 0.12 0.22 0.14 0.40 0.13 0.08
Crit Moves: ****
Green/Cycle: 0.37 0.37 0.37 0.37 0.37 0.37 0.49 0.49 0.49 0.49 0.49 0.49
Volume/Cap: 0.22 0.25 0.25 0.30 0.81 0.81 0.25 0.44 0.28 0.81 0.27 0.15
Delay/Veh: 13.7 13.1 13.1 13.7 20.8 20.8 9.1 10.0 9.2 29.6 9.0 8.4
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: 13.7 13.1 13.1 13.7 20.8 20.8 9.1 10.0 9.2 29.6 9.0 8.4
LOS by Move: B B B B C C A B A C A A
HCM2kAvgQ: 1 2 2 2 12 12 1 5 3 6 3 1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #40 Oxnard St & Canoga Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 0.926
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 24.3
Optimal Cycle: 120 Level Of Service: C

Street Name: Canoga Ave Oxnard 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: 12 12 12 12 12 12 10 10 10 10 10 10
Lanes: 1 0 2 1 0 1 0 2 0 1 1 0 1 1 0

Volume Module:
Base Vol: 151 1276 81 130 1240 241 99 453 133 104 489 79
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 151 1276 81 130 1240 241 99 453 133 104 489 79
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: 151 1276 81 130 1240 241 99 453 133 104 489 79
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 159 1343 85 137 1305 254 104 477 140 109 515 83
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 159 1343 85 137 1305 254 104 477 140 109 515 83
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 159 1343 85 137 1305 254 104 477 140 109 515 83

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.15 0.90 0.90 0.16 0.95 0.85 0.21 0.92 0.92 0.19 0.93 0.93
Lanes: 1.00 2.82 0.18 1.00 2.00 1.00 1.00 1.55 0.45 1.00 1.72 0.28
Final Sat.: 283 4833 307 309 3610 1615 390 2696 791 362 3043 492

Capacity Analysis Module:
Vol/Sat: 0.56 0.28 0.28 0.44 0.36 0.16 0.27 0.18 0.18 0.30 0.17 0.17
Crit Moves: ****
Green/Cycle: 0.61 0.61 0.61 0.61 0.61 0.61 0.33 0.33 0.33 0.33 0.33 0.33
Volume/Cap: 0.93 0.46 0.46 0.73 0.60 0.26 0.82 0.54 0.54 0.93 0.52 0.52
Delay/Veh: 68.8 12.9 12.9 30.1 15.0 11.1 69.5 33.6 33.6 99.0 33.2 33.2
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 68.8 12.9 12.9 30.1 15.0 11.1 69.5 33.6 33.6 99.0 33.2 33.2
LOS by Move: E B B C B B E C C F C C
HCM2kAvgQ: 8 10 10 5 16 4 6 10 10 7 10 10

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #41 Oxnard St & De Soto Ave

 Cycle (sec): 90 Critical Vol./Cap.(X): 2.140
 Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 88.4
 Optimal Cycle: 120 Level Of Service: F

 Street Name: De Soto Ave Oxnard 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: 20 20 20 20 20 20 10 10 10 10 10 10
 Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 1 1 0

 Volume Module:
 Base Vol: 182 1371 97 109 2342 167 110 453 165 130 489 88
 Growth Adj: 1.00 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 1371 97 109 2342 167 110 453 165 130 489 88
 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: 182 1371 97 109 2342 167 110 453 165 130 489 88
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
 PHF Volume: 192 1443 102 115 2465 176 116 477 174 137 515 93
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 192 1443 102 115 2465 176 116 477 174 137 515 93
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 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: 192 1443 102 115 2465 176 116 477 174 137 515 93

 Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.06 0.90 0.90 0.14 0.90 0.90 0.24 1.00 0.85 0.24 0.93 0.93
 Lanes: 1.00 2.80 0.20 1.00 2.80 0.20 1.00 1.00 1.00 1.00 1.69 0.31
 Final Sat.: 116 4796 339 262 4793 342 465 1900 1615 465 2989 538

 Capacity Analysis Module:
 Vol/Sat: 1.66 0.30 0.30 0.44 0.51 0.51 0.25 0.25 0.11 0.29 0.17 0.17
 Crit Moves: ****
 Green/Cycle: 0.77 0.77 0.77 0.77 0.77 0.77 0.14 0.14 0.14 0.14 0.14 0.14
 Volume/Cap: 2.14 0.39 0.39 0.57 0.66 0.66 1.45 1.83 0.78 1.71 1.25 1.25
 Delay/Veh: 558.3 3.4 3.4 7.8 5.2 5.2 296.9 425 53.8 405.7 168 168.5
 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: 558.3 3.4 3.4 7.8 5.2 5.2 296.9 425 53.8 405.7 168 168.5
 LOS by Move: F A A A A A F F D F F F
 HCM2kAvgQ: 19 5 5 2 13 13 10 41 7 12 20 20

 Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #42 Lassen St & Busway A

 Cycle (sec): 50 Critical Vol./Cap.(X): 0.411
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 2.2
 Optimal Cycle: 33 Level Of Service: A

 Street Name: Busway A Lassen 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: Ovl Include Include Include
 Min. Green: 5 5 5 5 5 5 5 5 5 5
 Lanes: 0 0 1 0 0 0 0 1 0 0 1 0 2 0 1 1 0 2 0 1

 Volume Module:
 Base Vol: 0 0 0 0 0 0 0 1070 0 0 1010 0
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 0 0 0 0 0 1070 0 0 1010 0
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 0 0 0 0 1070 0 0 1010 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 0 0 0 0 1126 0 0 1063 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 0 0 0 0 1126 0 0 1063 0
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 0 0 0 0 0 0 1126 0 0 1063 0

 Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.95 1.00 1.00 0.95 1.00
 Lanes: 0.00 1.00 0.00 0.00 1.00 0.00 1.00 2.00 1.00 1.00 2.00 1.00
 Final Sat.: 0 1900 0 0 1900 0 1900 3610 1900 1900 3610 1900

 Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.31 0.00 0.00 0.29 0.00
 Crit Moves: ****
 Green/Cycle: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.76 0.00 0.00 0.76 0.00
 Volume/Cap: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.41 0.00 0.00 0.39 0.00
 Delay/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 2.2 0.0 0.0 2.1 0.0
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 2.2 0.0 0.0 2.1 0.0
 LOS by Move: A A A A A A A A A A A A
 HCM2kAvgQ: 0 0 0 0 0 0 0 4 0 0 3 0

 Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #43 Lassen St & Busway B

Cycle (sec):	50	Critical Vol./Cap.(X):	0.371
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	1.0
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Busway B			Lassen St		
Approach:	North Bound	South Bound	East Bound	West Bound		
Movement:	L - T - R	L - T - R	L - T - R	L - T - R		

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Control:	Permitted			Permitted		
Rights:	Include			Include		
Min. Green:	5	5	5	5	5	5
Lanes:	0	0	1 0	0	0	2

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Volume Module:

Base Vol:	0	0	0	0	0	0	0	1070	0	0	1010	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0

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Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	1900	0	0	1900	0	0	3610	0	0	3610	0

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Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.31	0.00	0.00	0.29	0.00
Crit Moves:	****											
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.84	0.00	0.00	0.84	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.37	0.00	0.00	0.35	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	3	0	0	2	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #44 Lassen St & Busway C

Cycle (sec):	50	Critical Vol./Cap.(X):	0.371
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	1.0
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Busway C			Lassen St		
Approach:	North Bound	South Bound	East Bound	West Bound		
Movement:	L - T - R	L - T - R	L - T - R	L - T - R		

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Control:	Permitted			Permitted		
Rights:	Include			Include		
Min. Green:	5	5	5	5	5	5
Lanes:	0	0	1 0	0	0	2

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Volume Module:

Base Vol:	0	0	0	0	0	0	0	1070	0	0	1010	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0

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Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	1900	0	0	1900	0	0	3610	0	0	3610	0

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Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.31	0.00	0.00	0.29	0.00
Crit Moves:	****											
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.84	0.00	0.00	0.84	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.37	0.00	0.00	0.35	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	3	0	0	2	0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #45 Canoga Ave & Bus Lane

Cycle (sec): 100 Critical Vol./Cap.(X): 0.432
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 0.1
Optimal Cycle: 40 Level Of Service: A

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Canoga Ave (North/South Bound) and Bus Lane (East/West Bound).

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #46 Canoga Ave & MOL

Cycle (sec): 100 Critical Vol./Cap.(X): 0.934
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 8.9
Optimal Cycle: 120 Level Of Service: A

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Canoga Ave (North/South Bound) and MOL (East/West Bound).

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 De Soto Ave & Chatsworth St

Cycle (sec): 90 Critical Vol./Cap.(X): 1.352
Loss Time (sec): 12 (Y+R=5.0 sec) Average Delay (sec/veh): 151.1
Optimal Cycle: 120 Level Of Service: F

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for De Soto Ave and Chatsworth St.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Topanga Canyon Blvd & Devonshire St

Cycle (sec): 90 Critical Vol./Cap.(X): 1.310
Loss Time (sec): 16 (Y+R=5.0 sec) Average Delay (sec/veh): 136.9
Optimal Cycle: 120 Level Of Service: F

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Topanga Canyon Blvd and Devonshire St.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Owensmouth Ave & Devonshire St

Cycle (sec): 90 Critical Vol./Cap.(X): 1.414
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 90.5
Optimal Cycle: 120 Level Of Service: F

Street Name: Owensmouth Ave Devonshire 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: 10 10 10 0 10 10 10 10 10 10 10 10
Lanes: 0 0 1 0 0 0 0 1 1 0 2 0 1

Volume Module:
Base Vol: 141 658 334 113 115 34 20 919 43 164 1222 168
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 141 658 334 113 115 34 20 919 43 164 1222 168
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: 141 658 334 113 115 34 20 919 43 164 1222 168
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 148 693 352 119 121 36 21 967 45 173 1286 177
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 148 693 352 119 121 36 21 967 45 173 1286 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
FinalVolume: 148 693 352 119 121 36 21 967 45 173 1286 177

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.88 0.88 0.88 0.40 0.40 0.40 0.11 0.95 0.85 0.16 0.95 0.85
Lanes: 0.12 0.59 0.29 0.43 0.44 0.13 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 207 966 490 328 333 99 207 3610 1615 302 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.72 0.72 0.72 0.36 0.36 0.36 0.10 0.27 0.03 0.57 0.36 0.11
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: 1.41 1.41 1.41 0.72 0.72 0.72 0.25 0.66 0.07 1.41 0.88 0.27
Delay/Veh: 215.5 216 215.5 23.5 23.5 23.5 19.4 23.0 16.5 254.4 31.5 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: 215.5 216 215.5 23.5 23.5 23.5 19.4 23.0 16.5 254.4 31.5 18.2
LOS by Move: F F F C C C B C B F C B
HCM2kAvgQ: 77 77 77 8 8 8 1 12 1 13 21 3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Depot Rd & Devonshire St

Cycle (sec): 50 Critical Vol./Cap.(X): 0.521
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 5.2
Optimal Cycle: 31 Level Of Service: A

Street Name: Depot Rd Devonshire 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: 5 5 5 5 5 5 5 5 5 5 5 5
Lanes: 0 1 0 0 1 1 0 0 1 0 1 0 2 0 1

Volume Module:
Base Vol: 28 3 117 14 3 75 80 1090 35 32 1240 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: 28 3 117 14 3 75 80 1090 35 32 1240 21
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: 28 3 117 14 3 75 80 1090 35 32 1240 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: 29 3 123 15 3 79 84 1147 37 34 1305 22
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 29 3 123 15 3 79 84 1147 37 34 1305 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
FinalVolume: 29 3 123 15 3 79 84 1147 37 34 1305 22

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.71 0.71 0.85 0.74 0.86 0.86 0.18 0.95 0.85 0.22 0.95 0.85
Lanes: 0.90 0.10 1.00 1.00 0.04 0.96 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 1212 130 1615 1408 63 1564 338 3610 1615 420 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.02 0.02 0.08 0.01 0.05 0.05 0.25 0.32 0.02 0.08 0.36 0.01
Crit Moves: ****
Green/Cycle: 0.15 0.15 0.15 0.15 0.15 0.15 0.69 0.69 0.69 0.69 0.69 0.69
Volume/Cap: 0.17 0.17 0.52 0.07 0.35 0.35 0.36 0.46 0.03 0.12 0.52 0.02
Delay/Veh: 19.1 19.1 21.8 18.6 20.1 20.1 4.1 3.6 2.4 2.7 3.9 2.4
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: 19.1 19.1 21.8 18.6 20.1 20.1 4.1 3.6 2.4 2.7 3.9 2.4
LOS by Move: B B C B C C A A A A A A
HCM2kAvgQ: 1 1 3 0 2 2 1 5 0 0 6 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Canoga Ave & Devonshire St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.950
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 21.8
Optimal Cycle: 120 Level Of Service: C

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Canoga Ave and Devonshire St.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 De Soto Ave & Devonshire St

Cycle (sec): 90 Critical Vol./Cap.(X): 1.154
Loss Time (sec): 16 (Y+R=4.5 sec) Average Delay (sec/veh): 91.6
Optimal Cycle: 120 Level Of Service: F

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for De Soto Ave and Devonshire St.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Topanga Canyon Blvd & Lassen St

Cycle (sec): 150 Critical Vol./Cap.(X): 1.433
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 160.7
Optimal Cycle: 120 Level Of Service: F

Street Name: Topanga Canyon Blvd Lassen St
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 Protected
Rights: Ovl Include Include Include
Min. Green: 5 10 10 5 10 10 13 13 13 5 13 13
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:
Base Vol: 105 2659 320 180 1981 33 95 379 51 430 353 188
Growth Adj: 1.00 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 2659 320 180 1981 33 95 379 51 430 353 188
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: 105 2659 320 180 1981 33 95 379 51 430 353 188
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 111 2799 337 189 2085 35 100 399 54 453 372 198
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 111 2799 337 189 2085 35 100 399 54 453 372 198
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 111 2799 337 189 2085 35 100 399 54 453 372 198

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 0.85 0.95 0.95 0.85 0.85 0.95 0.85 0.85 0.95 0.95 0.85
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 1805 3610 1615 1805 3610 1615 1615 3610 1615 1805 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.06 0.78 0.21 0.10 0.58 0.02 0.06 0.11 0.03 0.25 0.10 0.12
Crit Moves: ****
Green/Cycle: 0.06 0.52 0.69 0.07 0.53 0.53 0.11 0.11 0.11 0.17 0.28 0.28
Volume/Cap: 1.08 1.49 0.30 1.49 1.08 0.04 0.57 1.02 0.31 1.49 0.37 0.44
Delay/Veh: 169.5 253 7.5 313.6 74.8 13.4 55.4 104 50.3 287.9 35.2 36.5
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: 169.5 253 7.5 313.6 74.8 13.4 55.4 104 50.3 287.9 35.2 36.5
LOS by Move: F F A F E B E F D F D D
HCM2kAvgQ: 8 113 5 16 55 1 4 12 2 36 6 6

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Owensmouth Ave & Lassen St

Cycle (sec): 90 Critical Vol./Cap.(X): 1.366
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 140.6
Optimal Cycle: 120 Level Of Service: F

Street Name: Owensmouth Ave Lassen 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 Protected Protected
Rights: Include Include Include Include
Min. Green: 10 10 10 10 10 10 5 18 18 5 18 18
Lanes: 0 1 0 1 0 0 1 0 1 0 1 0 1 0 1 1 0

Volume Module:
Base Vol: 140 919 520 225 339 74 49 714 185 426 760 159
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: 140 919 520 225 339 74 49 714 185 426 760 159
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: 140 919 520 225 339 74 49 714 185 426 760 159
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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 147 967 547 237 357 78 52 752 195 448 800 167
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 147 967 547 237 357 78 52 752 195 448 800 167
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 147 967 547 237 357 78 52 752 195 448 800 167

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.66 0.66 0.66 0.52 0.52 0.52 0.95 0.92 0.92 0.95 0.93 0.93
Lanes: 0.18 1.16 0.66 0.71 1.06 0.23 1.00 1.59 0.41 1.00 1.65 0.35
Final Sat.: 222 1455 823 701 1056 230 1805 2778 720 1805 2908 608

Capacity Analysis Module:
Vol/Sat: 0.67 0.67 0.67 0.34 0.34 0.34 0.03 0.27 0.27 0.25 0.28 0.28
Crit Moves: ****
Green/Cycle: 0.49 0.49 0.49 0.49 0.49 0.49 0.06 0.20 0.20 0.18 0.32 0.32
Volume/Cap: 1.37 1.37 1.37 0.70 0.70 0.70 0.45 1.35 1.35 1.37 0.87 0.87
Delay/Veh: 195.1 195 195.1 20.3 20.3 20.3 43.3 204 204.0 221.8 36.3 36.3
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: 195.1 195 195.1 20.3 20.3 20.3 43.3 204 204.0 221.8 36.3 36.3
LOS by Move: F F F C C C D F F F D D
HCM2kAvgQ: 55 55 55 9 9 9 2 32 32 29 16 16

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Depot Rd & Lassen St

Cycle (sec): 50 Critical Vol./Cap.(X): 0.746
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 9.1
Optimal Cycle: 46 Level Of Service: A

Street Name: Depot Rd Lassen 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 Protected Permitted
Rights: Include Include Include Include
Min. Green: 5 5 5 5 5 5 5 5 5 5 5 5
Lanes: 0 0 1 0 0 1 0 0 1 0 1 0 1 1 0

Volume Module:
Base Vol: 65 0 15 42 0 151 96 1396 19 24 1538 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: 65 0 15 42 0 151 96 1396 19 24 1538 71
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: 65 0 15 42 0 151 96 1396 19 24 1538 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: 68 0 16 44 0 159 101 1469 20 25 1619 75
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 68 0 16 44 0 159 101 1469 20 25 1619 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
FinalVolume: 68 0 16 44 0 159 101 1469 20 25 1619 75

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.55 1.00 0.55 0.80 1.00 0.85 0.95 0.95 0.95 0.13 0.94 0.94
Lanes: 0.81 0.00 0.19 1.00 0.00 1.00 1.00 1.97 0.03 1.00 1.91 0.09
Final Sat.: 853 0 197 1522 0 1615 1805 3554 48 249 3427 158

Capacity Analysis Module:
Vol/Sat: 0.08 0.00 0.08 0.03 0.00 0.10 0.06 0.41 0.41 0.10 0.47 0.47
Crit Moves: ****
Green/Cycle: 0.13 0.00 0.13 0.13 0.00 0.13 0.10 0.71 0.71 0.61 0.61 0.61
Volume/Cap: 0.63 0.00 0.63 0.23 0.00 0.77 0.56 0.58 0.58 0.17 0.77 0.77
Delay/Veh: 29.8 0.0 29.8 20.2 0.0 37.4 25.4 3.9 3.9 4.7 8.9 8.9
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: 29.8 0.0 29.8 20.2 0.0 37.4 25.4 3.9 3.9 4.7 8.9 8.9
LOS by Move: C A C C A D C A A A A
HCM2kAvgQ: 2 0 2 1 0 5 2 7 7 0 12 12

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 De Soto Ave & Lassen St

Cycle (sec): 50 Critical Vol./Cap.(X): 1.366
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 67.3
Optimal Cycle: 120 Level Of Service: E

Street Name: De Soto Ave Lassen 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: 20 20 20 20 20 20 8 8 8 8 8 8
Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 1 1 0

Volume Module:
Base Vol: 197 2349 243 101 1591 114 207 1134 121 124 750 118
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: 197 2349 243 101 1591 114 207 1134 121 124 750 118
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: 197 2349 243 101 1591 114 207 1134 121 124 750 118
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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 207 2473 256 106 1675 120 218 1194 127 131 789 124
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 207 2473 256 106 1675 120 218 1194 127 131 789 124
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 207 2473 256 106 1675 120 218 1194 127 131 789 124

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.18 0.90 0.90 0.18 0.90 0.90 0.21 0.94 0.94 0.20 0.93 0.93
Lanes: 1.00 2.72 0.28 1.00 2.80 0.20 1.00 1.81 0.19 1.00 1.73 0.27
Final Sat.: 350 4635 479 350 4792 343 393 3216 343 374 3057 481

Capacity Analysis Module:
Vol/Sat: 0.59 0.53 0.53 0.30 0.35 0.35 0.55 0.37 0.37 0.35 0.26 0.26
Crit Moves: ****
Green/Cycle: 0.43 0.43 0.43 0.43 0.43 0.43 0.41 0.41 0.41 0.41 0.41 0.41
Volume/Cap: 1.37 1.23 1.23 0.70 0.80 0.80 1.37 0.91 0.91 0.86 0.64 0.64
Delay/Veh: 215.0 121 121.1 25.1 14.5 14.5 214.2 23.4 23.4 49.5 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: 215.0 121 121.1 25.1 14.5 14.5 214.2 23.4 23.4 49.5 12.9 12.9
LOS by Move: F F F C B B F C C D B B
HCM2kAvgQ: 13 42 42 3 11 11 13 15 15 5 7 7

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Owensmouth Ave & Marilla St

Cycle (sec): 50 Critical Vol./Cap.(X): 1.032
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 34.2
Optimal Cycle: 120 Level Of Service: C

Street Name: Owensmouth Ave Marilla 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: 8 8 8 8 8 8 14 14 14 14 14 14
Lanes: 0 1 0 1 0 0 1 0 0 1 0 1

Volume Module:
Base Vol: 29 885 26 313 444 34 118 148 21 9 323 720
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 29 885 26 313 444 34 118 148 21 9 323 720
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: 29 885 26 313 444 34 118 148 21 9 323 720
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 31 932 27 329 467 36 124 156 22 9 340 758
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 31 932 27 329 467 36 124 156 22 9 340 758
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 31 932 27 329 467 36 124 156 22 9 340 758

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.86 0.86 0.86 0.55 0.55 0.55 0.50 0.98 0.98 0.64 1.00 0.85
Lanes: 0.06 1.88 0.06 0.79 1.12 0.09 1.00 0.88 0.12 1.00 1.00 1.00
Final Sat.: 101 3094 91 829 1176 90 941 1632 232 1212 1900 1615

Capacity Analysis Module:
Vol/Sat: 0.30 0.30 0.30 0.40 0.40 0.40 0.13 0.10 0.10 0.01 0.18 0.47
Crit Moves: ****
Green/Cycle: 0.39 0.39 0.39 0.39 0.39 0.39 0.45 0.45 0.45 0.45 0.45 0.45
Volume/Cap: 0.78 0.78 0.78 1.03 1.03 1.03 0.29 0.21 0.21 0.02 0.39 1.03
Delay/Veh: 16.8 16.8 16.8 55.5 55.5 55.5 8.9 8.3 8.3 7.5 9.3 55.2
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: 16.8 16.8 16.8 55.5 55.5 55.5 8.9 8.3 8.3 7.5 9.3 55.2
LOS by Move: B B B E E E A A A A A E
HCM2kAvgQ: 9 9 9 14 14 14 1 2 2 0 4 22

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Owensmouth Ave & Plummer St

Cycle (sec): 50 Critical Vol./Cap.(X): 0.775
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 23.8
Optimal Cycle: 55 Level Of Service: C

Street Name: Owensmouth Ave Plummer 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 Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 10 10 10 5 10 10 10 10 10 10 10 10
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0 2 0 1

Volume Module:
Base Vol: 24 743 40 140 301 17 28 173 40 11 239 105
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: 24 743 40 140 301 17 28 173 40 11 239 105
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: 24 743 40 140 301 17 28 173 40 11 239 105
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: 25 782 42 147 317 18 29 182 42 12 252 111
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 25 782 42 147 317 18 29 182 42 12 252 111
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
FinalVolume: 25 782 42 147 317 18 29 182 42 12 252 111

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.53 0.99 0.99 0.95 0.99 0.99 0.59 0.95 0.85 0.63 0.95 0.85
Lanes: 1.00 0.95 0.05 1.00 0.95 0.05 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 1007 1789 96 1805 1784 101 1119 3610 1615 1197 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.03 0.44 0.44 0.08 0.18 0.18 0.03 0.05 0.03 0.01 0.07 0.07
Crit Moves: ****
Green/Cycle: 0.46 0.46 0.46 0.10 0.56 0.56 0.20 0.20 0.20 0.20 0.20 0.20
Volume/Cap: 0.05 0.95 0.95 0.82 0.32 0.32 0.13 0.25 0.13 0.05 0.35 0.34
Delay/Veh: 7.5 32.5 32.5 46.3 6.1 6.1 16.7 17.0 16.6 16.2 17.5 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: 7.5 32.5 32.5 46.3 6.1 6.1 16.7 17.0 16.6 16.2 17.5 17.8
LOS by Move: A C C D A A B B B B B
HCM2kAvgQ: 0 19 19 5 3 3 0 1 1 0 2 2

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 Canoga Ave &Plummer St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.903
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 21.7
Optimal Cycle: 120 Level Of Service: C

Street Name: Canoga Ave Plummer 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 Protected Protected
Rights: Include Include Include Include

Min. Green: 10 10 10 10 10 10 10 10 5 5 5
Lanes: 1 0 1 0 0 0 0 0 1 0 1 0 0 0

Volume Module:

Base Vol: 208 1096 0 0 1083 145 88 40 186 0 40 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: 208 1096 0 0 1083 145 88 40 186 0 40 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 208 1096 0 0 1083 145 88 40 186 0 40 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: 219 1154 0 0 1140 153 93 42 196 0 42 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 219 1154 0 0 1140 153 93 42 196 0 42 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 219 1154 0 0 1140 153 93 42 196 0 42 0

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.35 1.00 1.00 1.00 0.98 0.98 0.95 1.00 0.85 1.00 1.00 1.00
Lanes: 1.00 1.00 1.00 0.00 0.00 0.88 0.12 1.00 1.00 1.00 0.00 1.00 0.00
Final Sat.: 667 1900 0 0 1649 221 1805 1900 1615 0 1900 0

Capacity Analysis Module:

Vol/Sat: 0.33 0.61 0.00 0.00 0.69 0.69 0.05 0.02 0.12 0.00 0.02 0.00
Crit Moves: ****
Green/Cycle: 0.77 0.77 0.00 0.00 0.77 0.77 0.09 0.13 0.13 0.00 0.04 0.00
Volume/Cap: 0.43 0.79 0.00 0.00 0.90 0.90 0.57 0.17 0.90 0.00 0.50 0.00
Delay/Veh: 5.5 11.5 0.0 0.0 19.0 19.0 57.4 46.3 87.0 0.0 60.5 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: 5.5 11.5 0.0 0.0 19.0 19.0 57.4 46.3 87.0 0.0 60.5 0.0
LOS by Move: A B A A B B E D F A E A
HCM2kAvgQ: 3 26 0 0 39 39 4 1 10 0 2 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Owensmouth Ave & Nordhoff St

Cycle (sec): 50 Critical Vol./Cap.(X): 1.107
Loss Time (sec): 8 (Y+R=4.5 sec) Average Delay (sec/veh): 43.3
Optimal Cycle: 120 Level Of Service: D

Street Name: Owensmouth Ave Nordhoff 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: 8 8 8 8 8 8 17 17 17 17 17 17
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0 2 0 1

Volume Module:

Base Vol: 44 246 85 153 209 61 28 1208 43 160 949 138
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: 44 246 85 153 209 61 28 1208 43 160 949 138
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: 44 246 85 153 209 61 28 1208 43 160 949 138
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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 46 259 89 161 220 64 29 1272 45 168 999 145
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 46 259 89 161 220 64 29 1272 45 168 999 145
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 46 259 89 161 220 64 29 1272 45 168 999 145

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.47 0.96 0.96 0.47 0.97 0.97 0.28 1.00 1.00 0.12 0.95 0.85
Lanes: 1.00 0.74 0.26 1.00 0.77 0.23 1.00 0.97 1.03 1.00 2.00 1.00
Final Sat.: 884 1357 469 884 1421 415 536 1826 65 228 3610 1615

Capacity Analysis Module:

Vol/Sat: 0.05 0.19 0.19 0.18 0.15 0.15 0.06 0.70 0.70 0.74 0.28 0.09
Crit Moves: ****
Green/Cycle: 0.17 0.17 0.17 0.17 0.17 0.17 0.67 0.67 0.67 0.67 0.67 0.67
Volume/Cap: 0.30 1.11 1.11 1.06 0.90 0.90 0.08 1.04 1.04 1.11 0.41 0.13
Delay/Veh: 19.2 103 103.2 109.6 46.8 46.8 3.0 45.8 45.8 112.7 3.9 3.1
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: 19.2 103 103.2 109.6 46.8 46.8 3.0 45.8 45.8 112.7 3.9 3.1
LOS by Move: B F F F D D A D D F A A
HCM2kAvgQ: 1 14 14 7 8 8 0 35 35 8 4 1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Canoga Ave & Nordhoff St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.965
Loss Time (sec): 16 (Y+R=6.0 sec) Average Delay (sec/veh): 53.2
Optimal Cycle: 120 Level Of Service: D

Street Name: Canoga Ave Nordhoff St
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 Include Include
Min. Green: 5 20 20 7 20 20 5 18 18 7 18 18
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:

Base Vol: 134 913 246 131 1091 106 208 1183 151 163 906 141
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: 134 913 246 131 1091 106 208 1183 151 163 906 141
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: 134 913 246 131 1091 106 208 1183 151 163 906 141
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: 141 961 259 138 1148 112 219 1245 159 172 954 148
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 141 961 259 138 1148 112 219 1245 159 172 954 148
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 141 961 259 138 1148 112 219 1245 159 172 954 148

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 0.85 0.95 0.95 0.85 0.95 0.95 0.85 0.95 0.95 0.85
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 1805 3610 1615 1805 3610 1615 1805 3610 1615 1805 3610 1615

Capacity Analysis Module:

Vol/Sat: 0.08 0.27 0.16 0.08 0.32 0.07 0.12 0.34 0.10 0.10 0.26 0.09
Crit Moves: ****
Green/Cycle: 0.08 0.32 0.42 0.09 0.33 0.33 0.14 0.36 0.36 0.10 0.31 0.31
Volume/Cap: 0.96 0.83 0.38 0.83 0.96 0.21 0.85 0.96 0.28 0.96 0.85 0.29
Delay/Veh: 118.6 43.3 24.6 82.6 57.8 29.2 71.9 55.1 27.7 110.9 44.6 31.6
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: 118.6 43.3 24.6 82.6 57.8 29.2 71.9 55.1 27.7 110.9 44.6 31.6
LOS by Move: F D C F E C E E C F D C
HCM2kAvgQ: 9 19 7 7 27 3 10 29 4 10 20 4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 De Soto Ave & Nordhoff St

Cycle (sec): 75 Critical Vol./Cap.(X): 1.260
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 146.8
Optimal Cycle: 120 Level Of Service: F

Street Name: De Soto Ave Nordhoff 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 Prot+Permit Prot+Permit Permitted
Rights: Include Include Include Include
Min. Green: 12 12 12 5 12 12 5 12 12 12 12 12
Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 2 1 0

Volume Module:

Base Vol: 108 2174 94 114 1459 384 326 1006 178 186 746 220
Growth Adj: 1.00 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 2174 94 114 1459 384 326 1006 178 186 746 220
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: 108 2174 94 114 1459 384 326 1006 178 186 746 220
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 114 2288 99 120 1536 404 343 1059 187 196 785 232
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 114 2288 99 120 1536 404 343 1059 187 196 785 232
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 114 2288 99 120 1536 404 343 1059 187 196 785 232

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.90 0.90 0.95 0.88 0.88 0.96 0.89 0.89 0.95 0.88 0.88
Lanes: 1.00 2.88 0.12 1.00 2.37 0.63 1.00 2.55 0.45 1.00 2.32 0.68
Final Sat.: 1805 4942 214 1805 3979 1047 1817 4310 763 1805 3870 1141

Capacity Analysis Module:

Vol/Sat: 0.06 0.46 0.46 0.07 0.39 0.39 0.19 0.25 0.25 0.11 0.20 0.20
Crit Moves: ****
Green/Cycle: 0.16 0.38 0.38 0.29 0.29 0.29 0.18 0.18 0.18 0.16 0.18 0.18
Volume/Cap: 0.39 1.22 1.22 0.54 1.35 1.35 1.04 1.35 1.35 0.68 1.15 1.15
Delay/Veh: 29.1 129 128.6 23.2 191 190.6 91.6 197 197.0 36.0 112 111.8
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: 29.1 129 128.6 23.2 191 190.6 91.6 197 197.0 36.0 112 111.8
LOS by Move: C F F C F F F F F D F F
HCM2kAvgQ: 3 43 43 3 41 41 15 28 28 6 18 18

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Parthenia St. & Owensmouth Ave.

Cycle (sec): 50 Critical Vol./Cap.(X): 0.502
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 10.2
Optimal Cycle: 31 Level Of Service: B

Street Name: Owensmouth Ave. Parthenia 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: 8 8 8 8 8 8 15 15 15 15 15 15
Lanes: 0 1 0 0 1 0 1 0 0 1 1 0 2 0 1

Volume Module:
Base Vol: 16 270 203 79 231 25 34 504 14 168 496 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: 16 270 203 79 231 25 34 504 14 168 496 62
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: 16 270 203 79 231 25 34 504 14 168 496 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: 17 284 214 83 243 26 36 531 15 177 522 65
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 17 284 214 83 243 26 36 531 15 177 522 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
FinalVolume: 17 284 214 83 243 26 36 531 15 177 522 65

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.98 0.98 0.85 0.84 0.84 0.85 0.43 0.95 0.85 0.43 0.95 0.85
Lanes: 0.06 0.94 1.00 0.25 0.75 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 104 1749 1615 409 1195 1615 821 3610 1615 809 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.16 0.16 0.13 0.20 0.20 0.02 0.04 0.15 0.01 0.22 0.14 0.04
Crit Moves: ****
Green/Cycle: 0.41 0.41 0.41 0.41 0.41 0.41 0.43 0.43 0.43 0.43 0.43 0.43
Volume/Cap: 0.40 0.40 0.33 0.50 0.50 0.04 0.10 0.34 0.02 0.50 0.33 0.09
Delay/Veh: 10.9 10.9 10.5 11.7 11.7 9.0 8.5 9.5 8.1 11.4 9.5 8.4
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 10.9 10.5 11.7 11.7 9.0 8.5 9.5 8.1 11.4 9.5 8.4
LOS by Move: B B B B B A A A A B A A
HCM2kAvgQ: 4 4 3 4 4 0 0 3 0 3 3 1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Canoga Ave & Parthenia St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.841
Loss Time (sec): 16 (Y+R=6.0 sec) Average Delay (sec/veh): 39.5
Optimal Cycle: 105 Level Of Service: D

Street Name: Canoga Ave Parthenia St
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 Include Include
Min. Green: 5 22 22 7 22 22 5 25 25 7 25 25
Lanes: 1 0 2 0 1 1 0 1 1 0 1 0 2 0 1

Volume Module:
Base Vol: 66 1195 314 138 1180 54 26 611 61 209 690 101
Growth Adj: 1.00 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 1195 314 138 1180 54 26 611 61 209 690 101
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: 66 1195 314 138 1180 54 26 611 61 209 690 101
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 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 1258 331 145 1242 57 27 643 64 220 726 106
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 69 1258 331 145 1242 57 27 643 64 220 726 106
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
FinalVolume: 69 1258 331 145 1242 57 27 643 64 220 726 106

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 0.85 0.95 0.94 0.94 0.95 0.95 0.85 0.95 0.95 0.85
Lanes: 1.00 2.00 1.00 1.00 1.91 0.09 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 1805 3610 1615 1805 3428 157 1805 3610 1615 1805 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.04 0.35 0.20 0.08 0.36 0.36 0.02 0.18 0.04 0.12 0.20 0.07
Crit Moves: ****
Green/Cycle: 0.05 0.41 0.56 0.10 0.46 0.46 0.06 0.21 0.21 0.14 0.30 0.30
Volume/Cap: 0.73 0.84 0.37 0.84 0.79 0.79 0.26 0.84 0.19 0.84 0.68 0.22
Delay/Veh: 81.1 36.1 14.9 82.6 30.4 30.4 55.2 53.7 39.1 71.0 38.8 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: 81.1 36.1 14.9 82.6 30.4 30.4 55.2 53.7 39.1 71.0 38.8 32.0
LOS by Move: F D B F C C E D D E D C
HCM2kAvgQ: 4 24 7 8 23 23 1 14 2 10 13 3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 De Soto Ave & Parthenia St
Cycle (sec): 50 Critical Vol./Cap.(X): 1.074
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 33.9
Optimal Cycle: 120 Level Of Service: C

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for De Soto Ave and Parthenia St.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume. Rows for De Soto Ave and Parthenia St.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat. Rows for De Soto Ave and Parthenia St.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ. Rows for De Soto Ave and Parthenia St.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Owensmouth Ave & Roscoe Blvd
Cycle (sec): 100 Critical Vol./Cap.(X): 1.137
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 40.5
Optimal Cycle: 120 Level Of Service: D

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Owensmouth Ave and Roscoe Blvd.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume. Rows for Owensmouth Ave and Roscoe Blvd.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat. Rows for Owensmouth Ave and Roscoe Blvd.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ. Rows for Owensmouth Ave and Roscoe Blvd.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #21 Canoga Ave & Roscoe Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	1.010
Loss Time (sec):	16 (Y+R=6.0 sec)	Average Delay (sec/veh):	55.0
Optimal Cycle:	120	Level Of Service:	D

Street Name:	Canoga Ave			Roscoe Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound		
Movement:	L - T - R	L - T - R	L - T - R	L - T - R		

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Control:	Protected	Protected	Protected	Protected		
Rights:	Ovl	Include	Include	Include		
Min. Green:	5 22 22	7 22 22	5 24 24	7 24 24		
Lanes:	1 0 2 0 1	1 0 2 0 1	1 0 2 1 0	1 0 3 0 1		

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Volume Module:

Base Vol:	64 1322 219	161 1150 101	111 1300 139	170 1026 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:	64 1322 219	161 1150 101	111 1300 139	170 1026 134
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:	64 1322 219	161 1150 101	111 1300 139	170 1026 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:	0.95 0.95 0.95	0.95 0.95 0.95	0.95 0.95 0.95	0.95 0.95 0.95
PHF Volume:	67 1392 231	169 1211 106	117 1368 146	179 1080 141
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	67 1392 231	169 1211 106	117 1368 146	179 1080 141
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	67 1392 231	169 1211 106	117 1368 146	179 1080 141

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Saturation Flow Module:

Sat/Lane:	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900
Adjustment:	0.95 0.95 0.85	0.95 0.95 0.85	0.95 0.90 0.90	0.95 0.91 0.85
Lanes:	1.00 2.00 1.00	1.00 2.00 1.00	1.00 2.71 0.29	1.00 3.00 1.00
Final Sat.:	1805 3610 1615	1805 3610 1615	1805 4616 494	1805 5187 1615

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Capacity Analysis Module:

Vol/Sat:	0.04 0.39 0.14	0.09 0.34 0.07	0.06 0.30 0.30	0.10 0.21 0.09
Crit Moves:	****	****	****	****
Green/Cycle:	0.05 0.38 0.48	0.09 0.42 0.42	0.09 0.29 0.29	0.10 0.30 0.30
Volume/Cap:	0.71 1.01 0.30	1.01 0.79 0.16	0.70 1.01 1.01	1.01 0.70 0.29
Delay/Veh:	78.2 63.7 19.1	126.4 33.1 21.5	64.9 68.0 68.0	124.2 38.7 32.7
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:	78.2 63.7 19.1	126.4 33.1 21.5	64.9 68.0 68.0	124.2 38.7 32.7
LOS by Move:	E E B	F C C	E E E	F D C
HCM2kAvgQ:	4 34 5	10 22 2	6 27 27	11 14 4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #22 De Soto Ave & Roscoe Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.067
Loss Time (sec):	16 (Y+R=4.0 sec)	Average Delay (sec/veh):	37.1
Optimal Cycle:	109	Level Of Service:	D

Street Name:	De Soto Ave			Roscoe Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound		
Movement:	L - T - R	L - T - R	L - T - R	L - T - R		

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Control:	Permit+Prot	Prot+Permit	Permit+Prot	Prot+Permit		
Rights:	Include	Include	Include	Include		
Min. Green:	5 12 12	5 12 12	5 12 12	5 12 12		
Lanes:	2 0 2 1 0	2 0 2 1 0	2 0 2 1 0	2 0 2 1 0		

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Volume Module:

Base Vol:	165 1725 140	198 1379 109	238 1327 20	76 1056 120
Growth Adj:	1.00 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 1725 140	198 1379 109	238 1327 20	76 1056 120
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:	165 1725 140	198 1379 109	238 1327 20	76 1056 120
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	0.95 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 1816 147	208 1452 115	251 1397 21	80 1112 126
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	174 1816 147	208 1452 115	251 1397 21	80 1112 126
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	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:	174 1816 147	208 1452 115	251 1397 21	80 1112 126

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Saturation Flow Module:

Sat/Lane:	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900
Adjustment:	0.92 0.90 0.90	0.92 0.90 0.90	0.92 0.91 0.91	0.92 0.90 0.90
Lanes:	2.00 2.77 0.23	2.00 2.78 0.22	2.00 2.96 0.04	2.00 2.69 0.31
Final Sat.:	3502 4745 385	3502 4754 376	3502 5100 77	3502 4588 521

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Capacity Analysis Module:

Vol/Sat:	0.00 0.38 0.38	0.00 0.31 0.31	0.00 0.27 0.27	0.00 0.24 0.24
Crit Moves:	****	****	****	****
Green/Cycle:	0.11 0.42 0.42	0.07 0.42 0.42	0.12 0.30 0.30	0.05 0.27 0.27
Volume/Cap:	0.46 0.91 0.91	0.91 0.73 0.73	0.59 0.91 0.91	0.46 0.89 0.89
Delay/Veh:	42.7 33.0 33.0	81.6 25.6 25.6	44.0 41.5 41.5	48.1 42.6 42.6
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:	42.7 33.0 33.0	81.6 25.6 25.6	44.0 41.5 41.5	48.1 42.6 42.6
LOS by Move:	D C C	F C C	D D D	D D D
HCM2kAvgQ:	3 25 25	6 16 16	5 19 19	2 17 17

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #23 Saticoy St. & Owensmouth Ave.

Cycle (sec): 50 Critical Vol./Cap.(X): 1.138
Loss Time (sec): 8 (Y+R=4.5 sec) Average Delay (sec/veh): 54.1
Optimal Cycle: 120 Level Of Service: D

Street Name: Owensmouth Ave. Saticoy 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: 8 8 8 8 8 8 16 16 16 16 16 16
Lanes: 0 1 0 0 1 0 0 1 0 0 1 0 2 0 1

Volume Module:
Base Vol: 33 525 48 125 335 54 60 1484 16 88 1122 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: 33 525 48 125 335 54 60 1484 16 88 1122 53
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: 33 525 48 125 335 54 60 1484 16 88 1122 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
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 35 553 51 132 353 57 63 1562 17 93 1181 56
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 35 553 51 132 353 57 63 1562 17 93 1181 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
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 35 553 51 132 353 57 63 1562 17 93 1181 56

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.96 0.96 0.85 0.54 0.54 0.54 0.21 0.95 0.85 0.21 0.95 0.85
Lanes: 0.06 0.94 1.00 0.24 0.65 0.11 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 107 1707 1615 251 674 109 399 3610 1615 399 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.32 0.32 0.03 0.52 0.52 0.52 0.16 0.43 0.01 0.23 0.33 0.03
Crit Moves: ****
Green/Cycle: 0.46 0.46 0.46 0.46 0.46 0.46 0.38 0.38 0.38 0.38 0.38 0.38
Volume/Cap: 0.70 0.70 0.07 1.14 1.14 1.14 0.42 1.14 0.03 0.61 0.86 0.09
Delay/Veh: 13.5 13.5 7.6 98.4 98.4 98.4 13.3 87.0 9.7 19.6 20.0 10.0
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: 13.5 13.5 7.6 98.4 98.4 98.4 13.3 87.0 9.7 19.6 20.0 10.0
LOS by Move: B B A F F F B F A B C B
HCM2kAvgQ: 9 9 0 21 21 21 1 30 0 2 12 1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #24 Canoga Ave & Saticoy St

Cycle (sec): 120 Critical Vol./Cap.(X): 1.168
Loss Time (sec): 16 (Y+R=6.0 sec) Average Delay (sec/veh): 87.7
Optimal Cycle: 120 Level Of Service: F

Street Name: Canoga Ave Saticoy St
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 Include Include
Min. Green: 5 10 10 7 10 10 5 15 15 7 15 15
Lanes: 1 0 2 0 1 1 0 2 1 0 1 0 2 0 1

Volume Module:
Base Vol: 130 1388 263 154 1190 196 201 1409 75 183 1022 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: 130 1388 263 154 1190 196 201 1409 75 183 1022 240
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: 130 1388 263 154 1190 196 201 1409 75 183 1022 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: 137 1461 277 162 1253 206 212 1483 79 193 1076 253
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 137 1461 277 162 1253 206 212 1483 79 193 1076 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
FinalVolume: 137 1461 277 162 1253 206 212 1483 79 193 1076 253

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 0.85 0.95 0.89 0.89 0.95 0.95 0.85 0.95 0.95 0.85
Lanes: 1.00 2.00 1.00 1.00 2.58 0.42 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 1805 3610 1615 1805 4360 718 1805 3610 1615 1805 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.08 0.40 0.17 0.09 0.29 0.29 0.12 0.41 0.05 0.11 0.30 0.16
Crit Moves: ****
Green/Cycle: 0.09 0.35 0.44 0.08 0.34 0.34 0.13 0.35 0.35 0.09 0.32 0.32
Volume/Cap: 0.86 1.17 0.39 1.17 0.86 0.86 0.94 1.17 0.14 1.17 0.94 0.49
Delay/Veh: 88.1 124 23.2 183.9 41.8 41.8 94.6 123 26.6 176.9 53.8 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: 88.1 124 23.2 183.9 41.8 41.8 94.6 123 26.6 176.9 53.8 33.8
LOS by Move: F F C F D D F F C F D C
HCM2kAvgQ: 7 45 7 12 21 21 11 45 2 13 25 8

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 De Soto Ave & Saticoy St

Cycle (sec): 75 Critical Vol./Cap.(X): 1.276
Loss Time (sec): 16 (Y+R=5.0 sec) Average Delay (sec/veh): 186.4
Optimal Cycle: 120 Level Of Service: F

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for De Soto Ave and Saticoy St.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume. Rows for De Soto Ave and Saticoy St.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat. Rows for De Soto Ave and Saticoy St.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ. Rows for De Soto Ave and Saticoy St.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 Valerio St. & Canoga Ave.

Cycle (sec): 120 Critical Vol./Cap.(X): 0.791
Loss Time (sec): 16 (Y+R=6.0 sec) Average Delay (sec/veh): 28.1
Optimal Cycle: 90 Level Of Service: C

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Canoga Ave. and Valerio St.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume. Rows for Canoga Ave. and Valerio St.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat. Rows for Canoga Ave. and Valerio St.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ. Rows for Canoga Ave. and Valerio St.

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #27 Owensmouth Ave & Sherman Way

Cycle (sec): 100 Critical Vol./Cap.(X): 1.164
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 39.8
Optimal Cycle: 120 Level Of Service: D

Street Name: Owensmouth Ave Sherman Way
Approach: North 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: 10 10 10 10 10 10 20 20 20 20 20 20
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 0 1

Volume Module:
Base Vol: 106 460 204 80 350 49 79 1497 54 191 1278 61
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 106 460 204 80 350 49 79 1497 54 191 1278 61
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: 106 460 204 80 350 49 79 1497 54 191 1278 61
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 112 484 215 84 368 52 83 1576 57 201 1345 64
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 112 484 215 84 368 52 83 1576 57 201 1345 64
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 112 484 215 84 368 52 83 1576 57 201 1345 64

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.29 0.91 0.91 0.23 0.93 0.93 0.17 0.95 0.85 0.12 0.95 0.85
Lanes: 1.00 1.39 0.61 1.00 1.75 0.25 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 542 2386 1058 436 3110 435 321 3610 1615 232 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.21 0.20 0.20 0.19 0.12 0.12 0.26 0.44 0.04 0.86 0.37 0.04
Crit Moves: ****
Green/Cycle: 0.18 0.18 0.18 0.18 0.18 0.18 0.74 0.74 0.74 0.74 0.74 0.74
Volume/Cap: 1.16 1.15 1.15 1.09 0.67 0.67 0.35 0.59 0.05 1.16 0.50 0.05
Delay/Veh: 183.8 126 125.6 170.7 41.2 41.2 5.3 6.2 3.4 132.3 5.4 3.5
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: 183.8 126 125.6 170.7 41.2 41.2 5.3 6.2 3.4 132.3 5.4 3.5
LOS by Move: F F F F D D A A A F A A
HCM2kAvgQ: 8 21 21 6 8 8 1 12 0 13 9 1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #28 Canoga Ave & Sherman Way

Cycle (sec): 120 Critical Vol./Cap.(X): 1.178
Loss Time (sec): 16 (Y+R=6.0 sec) Average Delay (sec/veh): 89.7
Optimal Cycle: 120 Level Of Service: F

Street Name: Canoga Ave Sherman Way
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 Include Include
Min. Green: 5 10 10 7 10 10 5 17 17 7 17 17
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1 1 0 3 0 1

Volume Module:
Base Vol: 89 1400 201 109 1040 81 78 1702 83 90 1422 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: 89 1400 201 109 1040 81 78 1702 83 90 1422 106
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: 89 1400 201 109 1040 81 78 1702 83 90 1422 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: 0.95 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 1474 212 115 1095 85 82 1792 87 95 1497 112
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 94 1474 212 115 1095 85 82 1792 87 95 1497 112
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 94 1474 212 115 1095 85 82 1792 87 95 1497 112

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 0.85 0.95 0.95 0.85 0.95 0.95 0.85 0.95 0.91 0.85
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 3.00 1.00
Final Sat.: 1805 3610 1615 1805 3610 1615 1805 3610 1615 1805 5187 1615

Capacity Analysis Module:
Vol/Sat: 0.05 0.41 0.13 0.06 0.30 0.05 0.05 0.50 0.05 0.05 0.29 0.07
Crit Moves: ****
Green/Cycle: 0.06 0.34 0.40 0.06 0.34 0.34 0.06 0.41 0.41 0.06 0.41 0.41
Volume/Cap: 0.89 1.21 0.33 1.09 0.89 0.16 0.71 1.21 0.13 0.90 0.71 0.17
Delay/Veh: 112.0 140 25.4 170.4 46.4 27.8 73.7 135 22.1 113.1 30.9 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: 112.0 140 25.4 170.4 46.4 27.8 73.7 135 22.1 113.1 30.9 22.9
LOS by Move: F F C F D C E F C F C C
HCM2kAvgQ: 6 47 5 8 23 2 4 56 2 6 18 3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #29 De Soto Ave & Sherman Way

Cycle (sec): 100 Critical Vol./Cap.(X): 1.739
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 181.2
Optimal Cycle: 120 Level Of Service: F

Street Name: De Soto Ave Sherman Way
Approach: 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: 10 10 10 10 10 10 5 12 12 5 12 12
Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 2 1 0

Volume Module:

Base Vol: 129 1823 245 126 1196 154 209 1611 163 184 1289 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: 129 1823 245 126 1196 154 209 1611 163 184 1289 141
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: 129 1823 245 126 1196 154 209 1611 163 184 1289 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: 136 1919 258 133 1259 162 220 1696 172 194 1357 148
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 136 1919 258 133 1259 162 220 1696 172 194 1357 148
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 136 1919 258 133 1259 162 220 1696 172 194 1357 148

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.14 0.89 0.89 0.07 0.89 0.89 0.95 0.90 0.90 0.95 0.90 0.90
Lanes: 1.00 2.64 0.36 1.00 2.66 0.34 1.00 2.72 0.28 1.00 2.70 0.30
Final Sat.: 270 4490 603 125 4517 582 1805 4644 470 1805 4605 504

Capacity Analysis Module:

Vol/Sat: 0.50 0.43 0.43 1.06 0.28 0.28 0.12 0.37 0.37 0.11 0.29 0.29
Crit Moves: ****
Green/Cycle: 0.61 0.61 0.61 0.61 0.61 0.61 0.08 0.21 0.21 0.06 0.19 0.19
Volume/Cap: 0.83 0.70 0.70 1.74 0.46 0.46 1.53 1.74 1.74 1.74 1.53 1.53
Delay/Veh: 43.4 14.1 14.1 400.5 10.7 10.7 317.7 376 375.8 413.8 285 285.4
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: 43.4 14.1 14.1 400.5 10.7 10.7 317.7 376 375.8 413.8 285 285.4
LOS by Move: D B B F B B F F F F F F
HCM2kAvgQ: 6 17 17 13 9 9 18 58 58 18 42 42

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #30 Owensmouth Ave & Vanowen St

Cycle (sec): 50 Critical Vol./Cap.(X): 1.380
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 28.9
Optimal Cycle: 120 Level Of Service: C

Street Name: Owensmouth Ave Vanowen 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: 10 10 10 10 10 10 10 10 10 10 10 10
Lanes: 1 0 2 0 1 1 0 1 1 0 1 0 2 0 1

Volume Module:

Base Vol: 81 619 220 81 613 70 121 1569 94 216 1355 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: 81 619 220 81 613 70 121 1569 94 216 1355 123
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: 81 619 220 81 613 70 121 1569 94 216 1355 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: 85 652 232 85 645 74 127 1652 99 227 1426 129
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 85 652 232 85 645 74 127 1652 99 227 1426 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: 85 652 232 85 645 74 127 1652 99 227 1426 129

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.40 0.95 0.85 0.40 0.94 0.94 0.14 0.95 0.85 0.13 0.95 0.85
Lanes: 1.00 2.00 1.00 1.00 1.80 0.20 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 760 3610 1615 760 3191 364 257 3610 1615 238 3610 1615

Capacity Analysis Module:

Vol/Sat: 0.11 0.18 0.14 0.11 0.20 0.20 0.50 0.46 0.06 0.96 0.40 0.08
Crit Moves: ****
Green/Cycle: 0.20 0.20 0.20 0.20 0.20 0.20 0.64 0.64 0.64 0.64 0.64 0.64
Volume/Cap: 0.56 0.90 0.72 0.56 1.01 1.01 0.78 0.71 0.10 1.50 0.62 0.13
Delay/Veh: 22.7 34.1 26.2 22.7 56.5 56.5 26.8 7.1 3.5 263.5 5.9 3.6
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 34.1 26.2 22.7 56.5 56.5 26.8 7.1 3.5 263.5 5.9 3.6
LOS by Move: C C C C E E C A A F A A
HCM2kAvgQ: 2 9 5 2 12 12 4 10 1 15 8 1

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #31 Vanowen St & Canoga Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 0.980
Loss Time (sec): 16 (Y+R=6.0 sec) Average Delay (sec/veh): 53.8
Optimal Cycle: 120 Level Of Service: D

Street Name: Canoga Ave Vanowen St
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 Include Include
Min. Green: 5 12 12 7 12 12 5 19 19 7 19 19
Lanes: 1 0 3 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:
Base Vol: 129 1356 328 159 1076 121 141 1370 76 104 943 136
Growth Adj: 1.00 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 1356 328 159 1076 121 141 1370 76 104 943 136
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: 129 1356 328 159 1076 121 141 1370 76 104 943 136
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 136 1427 345 167 1133 127 148 1442 80 109 993 143
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 136 1427 345 167 1133 127 148 1442 80 109 993 143
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
FinalVolume: 136 1427 345 167 1133 127 148 1442 80 109 993 143

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.91 0.85 0.95 0.95 0.85 0.95 0.95 0.85 0.95 0.95 0.85
Lanes: 1.00 3.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 1805 5187 1615 1805 3610 1615 1805 3610 1615 1805 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.08 0.28 0.21 0.09 0.31 0.08 0.08 0.40 0.05 0.06 0.27 0.09
Crit Moves: ****
Green/Cycle: 0.08 0.30 0.36 0.10 0.32 0.32 0.11 0.41 0.41 0.06 0.36 0.36
Volume/Cap: 0.98 0.93 0.60 0.93 0.98 0.25 0.76 0.98 0.12 0.98 0.76 0.25
Delay/Veh: 125.3 50.9 33.1 99.8 62.0 30.3 68.0 53.8 22.2 134.7 36.4 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: 125.3 50.9 33.1 99.8 62.0 30.3 68.0 53.8 22.2 134.7 36.4 27.1
LOS by Move: F D C F E C E D C F D C
HCM2kAvgQ: 8 23 11 9 28 3 7 34 2 7 18 4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 Vanowen St & De Soto Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 1.734
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 167.6
Optimal Cycle: 120 Level Of Service: F

Street Name: De Soto Ave Vanowen 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 Prot+Permit
Rights: Include Include Include Include
Min. Green: 12 12 12 12 12 12 12 12 12 5 12 12
Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 1 1 0

Volume Module:
Base Vol: 74 1856 156 136 1174 246 184 1546 103 143 959 189
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: 74 1856 156 136 1174 246 184 1546 103 143 959 189
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: 74 1856 156 136 1174 246 184 1546 103 143 959 189
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: 0.95 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 1954 164 143 1236 259 194 1627 108 151 1009 199
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 78 1954 164 143 1236 259 194 1627 108 151 1009 199
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 78 1954 164 143 1236 259 194 1627 108 151 1009 199

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.12 0.90 0.90 0.08 0.89 0.89 0.95 0.95 0.85 0.59 0.93 0.93
Lanes: 1.00 2.77 0.23 1.00 2.48 0.52 1.00 2.00 1.00 1.00 1.67 0.33
Final Sat.: 222 4727 397 156 4177 875 1805 3610 1615 1120 2940 579

Capacity Analysis Module:
Vol/Sat: 0.35 0.41 0.41 0.92 0.30 0.30 0.11 0.45 0.07 0.13 0.34 0.34
Crit Moves: ****
Green/Cycle: 0.54 0.54 0.54 0.54 0.54 0.54 0.13 0.27 0.27 0.19 0.19 0.19
Volume/Cap: 0.64 0.76 0.76 1.69 0.54 0.54 0.80 1.69 0.25 0.81 1.81 1.81
Delay/Veh: 25.7 17.2 17.2 375.8 13.5 13.5 55.5 347 26.2 53.4 409 409.1
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: 25.7 17.2 17.2 375.8 13.5 13.5 55.5 347 26.2 53.4 409 409.1
LOS by Move: C B B F B B E F C D F F
HCM2kAvgQ: 3 18 18 13 10 10 7 67 2 6 54 54

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #33 Owensmouth Ave & Victory Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.838
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 35.2
Optimal Cycle: 84 Level Of Service: D

Street Name: Owensmouth Ave Victory 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 Prot+Permit Permitted Prot+Permit
Rights: Include Include Include Ovl
Min. Green: 5 12 12 5 12 12 10 10 10 5 10 10
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 3 0 1

Volume Module:
Base Vol: 225 734 105 230 550 179 99 1425 116 158 1330 170
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 225 734 105 230 550 179 99 1425 116 158 1330 170
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: 225 734 105 230 550 179 99 1425 116 158 1330 170
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 237 773 111 242 579 188 104 1500 122 166 1400 179
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 237 773 111 242 579 188 104 1500 122 166 1400 179
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 237 773 111 242 579 188 104 1500 122 166 1400 179

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 0.85 0.95 0.95 0.85 0.95 0.91 0.85 0.95 0.91 0.85
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 3.00 1.00 1.00 3.00 1.00
Final Sat.: 1805 3610 1615 1805 3610 1615 1805 5187 1615 1805 5187 1615

Capacity Analysis Module:
Vol/Sat: 0.00 0.21 0.07 0.00 0.16 0.12 0.06 0.29 0.08 0.09 0.27 0.11
Crit Moves: ****
Green/Cycle: 0.22 0.26 0.26 0.16 0.23 0.23 0.12 0.35 0.35 0.34 0.34 0.50
Volume/Cap: 0.60 0.83 0.27 0.83 0.69 0.51 0.46 0.83 0.22 0.60 0.80 0.22
Delay/Veh: 37.6 41.3 29.9 58.2 37.8 34.6 42.2 33.2 23.1 28.0 33.1 14.3
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 37.6 41.3 29.9 58.2 37.8 34.6 42.2 33.2 23.1 28.0 33.1 14.3
LOS by Move: D D C E D C D C C C B
HCM2kAvgQ: 7 14 3 10 10 6 4 18 3 5 16 3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 Victory Blvd & Canoga Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 1.695
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 168.4
Optimal Cycle: 120 Level Of Service: F

Street Name: Canoga Ave Victory 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 Prot+Permit Prot+Permit
Rights: Include Include Include Ovl
Min. Green: 12 12 12 5 12 12 5 12 12 5 12 12
Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 2 1 0 1 0 3 0 1

Volume Module:
Base Vol: 276 1508 306 113 1148 150 164 1275 50 226 1315 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: 276 1508 306 113 1148 150 164 1275 50 226 1315 126
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: 276 1508 306 113 1148 150 164 1275 50 226 1315 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: 291 1587 322 119 1208 158 173 1342 53 238 1384 133
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 291 1587 322 119 1208 158 173 1342 53 238 1384 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
FinalVolume: 291 1587 322 119 1208 158 173 1342 53 238 1384 133

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.15 0.89 0.89 0.95 0.89 0.89 0.43 0.90 0.90 0.33 0.91 0.85
Lanes: 1.00 2.49 0.51 1.00 2.65 0.35 1.00 2.89 0.11 1.00 3.00 1.00
Final Sat.: 289 4204 853 1805 4510 589 811 4961 195 634 5187 1615

Capacity Analysis Module:
Vol/Sat: 1.01 0.38 0.38 0.07 0.27 0.27 0.21 0.27 0.27 0.38 0.27 0.08
Crit Moves: ****
Green/Cycle: 0.59 0.59 0.59 0.04 0.63 0.63 0.22 0.16 0.16 0.28 0.17 0.22
Volume/Cap: 1.71 0.64 0.64 1.58 0.43 0.43 0.98 1.70 1.70 1.15 1.53 0.38
Delay/Veh: 368.1 16.8 16.8 372.6 11.3 11.3 99.6 370 370.3 145.4 294 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: 368.1 16.8 16.8 372.6 11.3 11.3 99.6 370 370.3 145.4 294 40.9
LOS by Move: F B B F B B F F F F D
HCM2kAvgQ: 27 17 17 11 9 9 10 46 46 16 41 4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #35 Variel Ave & Victory Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.261
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 42.5
Optimal Cycle: 120 Level Of Service: D

Street Name: Variel Ave Victory 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: 12 12 12 12 12 12 10 10 10 10 10 10
Lanes: 1 0 0 0 1 0 0 0 0 0 1 0 3 0 0

Volume Module:
Base Vol: 226 0 590 0 0 0 0 1665 78 113 1399 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: 226 0 590 0 0 0 0 1665 78 113 1399 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 226 0 590 0 0 0 0 1665 78 113 1399 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: 238 0 621 0 0 0 0 1753 82 119 1473 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 238 0 621 0 0 0 0 1753 82 119 1473 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 238 0 621 0 0 0 0 1753 82 119 1473 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.77 1.00 0.85 1.00 1.00 1.00 1.00 0.90 0.90 0.08 0.91 1.00
Lanes: 1.00 1.00 1.00 1.00 1.00 1.00 0.00 2.87 0.13 1.00 3.00 1.00
Final Sat.: 1461 0 1615 0 0 0 0 4920 230 150 5187 0

Capacity Analysis Module:
Vol/Sat: 0.16 0.00 0.38 0.00 0.00 0.00 0.00 0.36 0.36 0.79 0.28 0.00
Crit Moves: ****
Green/Cycle: 0.30 0.00 0.30 0.00 0.00 0.00 0.00 0.63 0.63 0.63 0.63 0.00
Volume/Cap: 0.53 0.00 1.26 0.00 0.00 0.00 0.00 0.57 0.57 1.26 0.45 0.00
Delay/Veh: 35.9 0.0 174.8 0.0 0.0 0.0 0.0 13.1 13.1 200.5 11.7 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: 35.9 0.0 174.8 0.0 0.0 0.0 0.0 13.1 13.1 200.5 11.7 0.0
LOS by Move: D A F A A A A B B F B A
HCM2kAvgQ: 8 0 41 0 0 0 0 14 14 10 10 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #36 Victory Blvd & De Soto Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 1.137
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 70.5
Optimal Cycle: 120 Level Of Service: E

Street Name: De Soto Ave Victory 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 Prot+Permit Prot+Permit Permit+Prot
Rights: Include Include Include Include
Min. Green: 5 12 12 5 12 12 5 12 12 5 12 12
Lanes: 1 0 2 1 0 1 0 2 1 0 2 0 2 1 0 2 0 3 0 1

Volume Module:
Base Vol: 73 1608 564 126 1013 230 428 1415 170 258 1158 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: 73 1608 564 126 1013 230 428 1415 170 258 1158 135
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: 73 1608 564 126 1013 230 428 1415 170 258 1158 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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 77 1693 594 133 1066 242 451 1489 179 272 1219 142
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 77 1693 594 133 1066 242 451 1489 179 272 1219 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
FinalVolume: 77 1693 594 133 1066 242 451 1489 179 272 1219 142

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.87 0.87 0.95 0.88 0.88 0.92 0.90 0.90 0.92 0.91 0.85
Lanes: 1.00 2.22 0.78 1.00 2.44 0.56 2.00 2.68 0.32 2.00 3.00 1.00
Final Sat.: 1805 3690 1294 1805 4109 933 3502 4557 547 3502 5187 1615

Capacity Analysis Module:
Vol/Sat: 0.00 0.46 0.46 0.00 0.26 0.26 0.00 0.33 0.33 0.00 0.24 0.09
Crit Moves: ****
Green/Cycle: 0.10 0.42 0.42 0.07 0.42 0.42 0.13 0.30 0.30 0.11 0.24 0.24
Volume/Cap: 0.41 1.08 1.08 1.08 0.61 0.61 0.97 1.08 1.08 0.74 0.97 0.36
Delay/Veh: 52.0 79.9 79.9 160.5 27.5 27.5 86.2 89.9 89.9 59.8 64.0 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: 52.0 79.9 79.9 160.5 27.5 27.5 86.2 89.9 89.9 59.8 64.0 38.4
LOS by Move: D E E F C C F F F E E D
HCM2kAvgQ: 3 43 43 9 14 14 13 32 32 7 21 4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 Erwin St & Owensmouth Ave

Cycle (sec): 60 Critical Vol./Cap.(X): 0.727
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 13.7
Optimal Cycle: 46 Level Of Service: B

Street Name: Owensmouth Ave Erwin 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: 10 10 10 10 10 10 10 10 10 10 10 10
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 1 1 0

Volume Module:

Base Vol: 85 876 120 125 721 326 149 333 33 51 489 124
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: 85 876 120 125 721 326 149 333 33 51 489 124
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: 85 876 120 125 721 326 149 333 33 51 489 124
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: 89 922 126 132 759 343 157 351 35 54 515 131
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 89 922 126 132 759 343 157 351 35 54 515 131
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 89 922 126 132 759 343 157 351 35 54 515 131

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.17 0.93 0.93 0.19 0.91 0.91 0.31 0.94 0.94 0.50 0.92 0.92
Lanes: 1.00 1.76 0.24 1.00 1.38 0.62 1.00 1.82 0.18 1.00 1.60 0.40
Final Sat.: 325 3118 427 361 2369 1071 591 3242 321 956 2793 708

Capacity Analysis Module:

Vol/Sat: 0.28 0.30 0.30 0.36 0.32 0.32 0.27 0.11 0.11 0.06 0.18 0.18
Crit Moves: ****
Green/Cycle: 0.50 0.50 0.50 0.50 0.50 0.50 0.37 0.37 0.37 0.37 0.37 0.37
Volume/Cap: 0.55 0.59 0.59 0.73 0.64 0.64 0.73 0.30 0.30 0.15 0.50 0.50
Delay/Veh: 14.2 11.1 11.1 25.5 11.8 11.8 28.2 13.7 13.7 13.0 15.1 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: 14.2 11.1 11.1 25.5 11.8 11.8 28.2 13.7 13.7 13.0 15.1 15.1
LOS by Move: B B B C B B C B B B B B
HCM2kAvgQ: 2 8 8 4 9 9 4 3 3 1 5 5

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #38 Erwin St & Canoga Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 1.252
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 51.4
Optimal Cycle: 120 Level Of Service: D

Street Name: Canoga Ave Erwin St
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 Protected Permitted
Rights: Include Include Include Include
Min. Green: 5 10 10 10 10 10 5 12 12 12 12 12
Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 1 1 0

Volume Module:

Base Vol: 293 1785 110 75 1429 169 189 290 240 96 301 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: 293 1785 110 75 1429 169 189 290 240 96 301 93
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: 293 1785 110 75 1429 169 189 290 240 96 301 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: 308 1879 116 79 1504 178 199 305 253 101 317 98
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 308 1879 116 79 1504 178 199 305 253 101 317 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
FinalVolume: 308 1879 116 79 1504 178 199 305 253 101 317 98

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.90 0.90 0.08 0.90 0.90 0.95 0.89 0.89 0.21 0.92 0.92
Lanes: 1.00 2.83 0.17 1.00 2.68 0.32 1.00 1.09 0.91 1.00 1.53 0.47
Final Sat.: 1805 4842 298 143 4564 540 1805 1841 1524 405 2661 822

Capacity Analysis Module:

Vol/Sat: 0.17 0.39 0.39 0.55 0.33 0.33 0.11 0.17 0.17 0.25 0.12 0.12
Crit Moves: ****
Green/Cycle: 0.13 0.58 0.58 0.45 0.45 0.45 0.09 0.29 0.29 0.20 0.20 0.20
Volume/Cap: 1.29 0.67 0.67 1.24 0.74 0.74 1.29 0.57 0.57 1.23 0.58 0.58
Delay/Veh: 211.7 18.1 18.1 225.3 28.8 28.8 226.7 37.2 37.2 219.3 44.4 44.4
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: 211.7 18.1 18.1 225.3 28.8 28.8 226.7 37.2 37.2 219.3 44.4 44.4
LOS by Move: F B B F C C F D D F D D
HCM2kAvgQ: 22 19 19 7 20 20 15 10 10 8 8 8

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #39 Oxnard St & Owensmouth Ave

Cycle (sec): 60 Critical Vol./Cap.(X): 0.927
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 20.2
Optimal Cycle: 87 Level Of Service: C

Street Name: Owensmouth Ave Oxnard 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: 12 12 12 12 12 12 10 10 10 10 10 10
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 0 1

Volume Module:
Base Vol: 314 906 230 141 591 188 86 563 69 108 811 191
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: 314 906 230 141 591 188 86 563 69 108 811 191
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: 314 906 230 141 591 188 86 563 69 108 811 191
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: 331 954 242 148 622 198 91 593 73 114 854 201
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 331 954 242 148 622 198 91 593 73 114 854 201
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
FinalVolume: 331 954 242 148 622 198 91 593 73 114 854 201

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.31 0.92 0.92 0.18 0.92 0.92 0.26 0.95 0.85 0.28 0.95 0.85
Lanes: 1.00 1.60 0.40 1.00 1.52 0.48 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 583 2793 709 344 2640 840 496 3610 1615 523 3610 1615

Capacity Analysis Module:
Vol/Sat: 0.57 0.34 0.34 0.43 0.24 0.24 0.18 0.16 0.04 0.22 0.24 0.12
Crit Moves: ****
Green/Cycle: 0.61 0.61 0.61 0.61 0.61 0.61 0.26 0.26 0.26 0.26 0.26 0.26
Volume/Cap: 0.93 0.56 0.56 0.71 0.39 0.39 0.72 0.64 0.18 0.85 0.93 0.49
Delay/Veh: 40.1 7.2 7.2 18.4 6.0 6.0 38.0 21.5 17.6 59.2 36.8 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: 40.1 7.2 7.2 18.4 6.0 6.0 38.0 21.5 17.6 59.2 36.8 19.9
LOS by Move: D A A B A A D C B E D B
HCM2kAvgQ: 10 7 7 4 4 4 3 6 1 5 13 4

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #40 Oxnard St & Canoga Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 1.687
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 63.8
Optimal Cycle: 120 Level Of Service: E

Street Name: Canoga Ave Oxnard 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: 12 12 12 12 12 12 10 10 10 10 10 10
Lanes: 1 0 2 1 0 1 0 2 0 1 1 0 1 1 0

Volume Module:
Base Vol: 215 1690 143 116 1275 228 195 504 235 155 490 154
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: 215 1690 143 116 1275 228 195 504 235 155 490 154
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: 215 1690 143 116 1275 228 195 504 235 155 490 154
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: 226 1779 151 122 1342 240 205 531 247 163 516 162
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 226 1779 151 122 1342 240 205 531 247 163 516 162
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
FinalVolume: 226 1779 151 122 1342 240 205 531 247 163 516 162

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.13 0.90 0.90 0.08 0.95 0.85 0.17 0.90 0.90 0.12 0.92 0.92
Lanes: 1.00 2.77 0.23 1.00 2.00 1.00 1.00 1.36 0.64 1.00 1.52 0.48
Final Sat.: 256 4725 400 159 3610 1615 329 2344 1093 237 2648 832

Capacity Analysis Module:
Vol/Sat: 0.89 0.38 0.38 0.77 0.37 0.15 0.62 0.23 0.23 0.69 0.19 0.19
Crit Moves: ****
Green/Cycle: 0.52 0.52 0.52 0.52 0.52 0.52 0.41 0.41 0.41 0.41 0.41 0.41
Volume/Cap: 1.69 0.72 0.72 1.47 0.71 0.28 1.53 0.55 0.55 1.69 0.48 0.48
Delay/Veh: 367.6 22.7 22.7 292.4 22.8 16.1 307.5 27.6 27.6 385.0 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: 367.6 22.7 22.7 292.4 22.8 16.1 307.5 27.6 27.6 385.0 26.3 26.3
LOS by Move: F C C F C B F C C F C C
HCM2kAvgQ: 21 20 20 11 20 5 18 12 12 16 10 10

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #41 Oxnard St & De Soto Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 1.126
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 30.6
Optimal Cycle: 120 Level Of Service: C

Street Name: De Soto Ave Oxnard 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: 20 20 20 20 20 20 10 10 10 10 10 10
Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 1 1 0

Volume Module:
Base Vol: 113 2003 216 59 1446 181 291 636 190 45 210 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: 113 2003 216 59 1446 181 291 636 190 45 210 44
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: 113 2003 216 59 1446 181 291 636 190 45 210 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: 119 2108 227 62 1522 191 306 669 200 47 221 46
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 119 2108 227 62 1522 191 306 669 200 47 221 46
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 119 2108 227 62 1522 191 306 669 200 47 221 46

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.09 0.90 0.90 0.07 0.89 0.89 0.57 1.00 0.85 0.14 0.93 0.93
Lanes: 1.00 2.71 0.29 1.00 2.67 0.33 1.00 1.00 1.00 1.00 1.65 0.35
Final Sat.: 177 4612 497 141 4532 567 1079 1900 1615 270 2907 609

Capacity Analysis Module:
Vol/Sat: 0.67 0.46 0.46 0.44 0.34 0.34 0.28 0.35 0.12 0.18 0.08 0.08
Crit Moves: ****
Green/Cycle: 0.60 0.60 0.60 0.60 0.60 0.60 0.31 0.31 0.31 0.31 0.31 0.31
Volume/Cap: 1.13 0.76 0.76 0.74 0.56 0.56 0.91 1.13 0.40 0.56 0.24 0.24
Delay/Veh: 143.4 14.6 14.6 41.9 11.2 11.2 56.5 107 24.7 34.0 23.1 23.1
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: 143.4 14.6 14.6 41.9 11.2 11.2 56.5 107 24.7 34.0 23.1 23.1
LOS by Move: F B B D B B E F C C C C
HCM2kAvgQ: 8 19 19 3 11 11 12 32 5 2 3 3

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #42 Lassen St & Busway A

Cycle (sec): 50 Critical Vol./Cap.(X): 0.664
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 3.2
Optimal Cycle: 46 Level Of Service: A

Street Name: Busway A Lassen 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: Ovl Include Include Include
Min. Green: 5 5 5 5 5 5 5 5 5 5 5 5
Lanes: 0 0 1 0 0 0 0 1 0 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:
Base Vol: 0 0 0 0 0 0 0 1454 0 0 1731 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 0 0 0 0 1454 0 0 1731 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 0 0 0 0 1454 0 0 1731 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 0 0 0 0 1531 0 0 1822 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 0 0 0 0 1531 0 0 1822 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 0 0 0 0 1531 0 0 1822 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.95 1.00 1.00 0.95 1.00
Lanes: 0.00 1.00 0.00 0.00 1.00 0.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 0 1900 0 0 1900 0 1900 3610 1900 1900 3610 1900

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.42 0.00 0.00 0.50 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.76 0.00 0.00 0.76 0.00
Volume/Cap: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.56 0.00 0.00 0.66 0.00
Delay/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 2.8 0.0 0.0 3.5 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 0.0 0.0 0.0 0.0 0.0 2.8 0.0 0.0 3.5 0.0
LOS by Move: A A A A A A A A A A A A
HCM2kAvgQ: 0 0 0 0 0 0 0 6 0 0 8 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #43 Lassen St & Busway B

Cycle (sec): 50 Critical Vol./Cap.(X): 0.601
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 1.5
Optimal Cycle: 35 Level Of Service: A

Street Name: Busway B Lassen 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: 5 5 5 5 5 5 5 5 5 5 5 5
Lanes: 0 0 1 0 0 0 0 1 0 0 0 0 2 0 0 0 0 2 0 0

Volume Module:

Base Vol: 0 0 0 0 0 0 0 1454 0 0 1731 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 0 0 0 0 1454 0 0 1731 0
Added Vol: 0
PasserByVol: 0
Initial Fut: 0 0 0 0 0 0 0 1454 0 0 1731 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 0 0 0 0 1531 0 0 1822 0
Reduct Vol: 0
Reduced Vol: 0 0 0 0 0 0 0 1531 0 0 1822 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 0 0 0 0 1531 0 0 1822 0

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.95 1.00 1.00 0.95 1.00
Lanes: 0.00 1.00 0.00 0.00 1.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00
Final Sat.: 0 1900 0 0 1900 0 0 3610 0 0 3610 0

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.42 0.00 0.00 0.50 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.84 0.00 0.00 0.84 0.00
Volume/Cap: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.50 0.00 0.00 0.60 0.00
Delay/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 1.2 0.0 0.0 1.6 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 0.0 0.0 0.0 0.0 1.2 0.0 0.0 1.6 0.0
LOS by Move: A A A A A A A A A A A A
HCM2kAvgQ: 0 0 0 0 0 0 0 4 0 0 6 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 Lassen St & Busway C

Cycle (sec): 50 Critical Vol./Cap.(X): 0.601
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 1.5
Optimal Cycle: 35 Level Of Service: A

Street Name: Busway C Lassen 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: 5 5 5 5 5 5 5 5 5 5 5 5
Lanes: 0 0 1 0 0 0 0 1 0 0 0 0 2 0 0 0 0 2 0 0

Volume Module:

Base Vol: 0 0 0 0 0 0 0 1454 0 0 1731 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 0 0 0 0 1454 0 0 1731 0
Added Vol: 0
PasserByVol: 0
Initial Fut: 0 0 0 0 0 0 0 1454 0 0 1731 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 0 0 0 0 1531 0 0 1822 0
Reduct Vol: 0
Reduced Vol: 0 0 0 0 0 0 0 1531 0 0 1822 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 0 0 0 0 1531 0 0 1822 0

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.95 1.00 1.00 0.95 1.00
Lanes: 0.00 1.00 0.00 0.00 1.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00
Final Sat.: 0 1900 0 0 1900 0 0 3610 0 0 3610 0

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.42 0.00 0.00 0.50 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.84 0.00 0.00 0.84 0.00
Volume/Cap: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.50 0.00 0.00 0.60 0.00
Delay/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 1.2 0.0 0.0 1.6 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 0.0 0.0 0.0 0.0 1.2 0.0 0.0 1.6 0.0
LOS by Move: A A A A A A A A A A A A
HCM2kAvgQ: 0 0 0 0 0 0 0 4 0 0 6 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #45 Canoga Ave & Bus Lane

Cycle (sec): 100 Critical Vol./Cap.(X): 0.680
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 0.9
Optimal Cycle: 71 Level Of Service: A

Street Name: Canoga Ave Bus Lane
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: 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

Volume Module:
Base Vol: 0 1184 0 0 1228 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 1184 0 0 1228 0 0 0 0 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 1184 0 0 1228 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
PHF Adj: 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 1246 0 0 1293 0 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 1246 0 0 1293 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
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 1246 0 0 1293 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 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 1.00 0.00 0.00 1.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Final Sat.: 0 1900 0 0 1900 0 0 0 0 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.66 0.00 0.00 0.68 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.00 1.00 0.00 0.00 1.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Volume/Cap: 0.00 0.66 0.00 0.00 0.68 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Delay/Veh: 0.0 0.8 0.0 0.0 1.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.8 0.0 0.0 1.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
LOS by Move: A A A A A A A A A A A A
HCM2kAvgQ: 0 2 0 0 2 0 0 0 0 0 0 0

Note: Queue reported is the number of cars per lane.

Canoga Transportation Corridor EIR

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #46 Canoga Ave & MOL

Cycle (sec): 100 Critical Vol./Cap.(X): 1.044
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 23.9
Optimal Cycle: 120 Level Of Service: C

Street Name: Canoga Ave MOL
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: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 1 0 0 0 1 0 0 0 0

Volume Module:
Base Vol: 0 1758 58 0 1370 0 0 0 0 58 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 1758 58 0 1370 0 0 0 0 58 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 1758 58 0 1370 0 0 0 0 58 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 1851 61 0 1442 0 0 0 0 61 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 1851 61 0 1442 0 0 0 0 61 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 1851 61 0 1442 0 0 0 0 61 0 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.95 1.00 1.00 1.00
Lanes: 0.00 0.97 0.03 0.00 1.00 0.00 0.00 0.00 0.00 1.00 0.00 0.00
Final Sat.: 0 1832 60 0 1900 0 0 0 0 1805 0 0

Capacity Analysis Module:
Vol/Sat: 0.00 1.01 1.01 0.00 0.76 0.00 0.00 0.00 0.00 0.03 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.97 0.97 0.00 0.97 0.00 0.00 0.00 0.00 0.03 0.00 0.00
Volume/Cap: 0.00 1.04 1.04 0.00 0.78 0.00 0.00 0.00 0.00 1.04 0.00 0.00
Delay/Veh: 0.0 35.2 35.2 0.0 2.5 0.0 0.0 0.0 0.0 178.9 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 35.2 35.2 0.0 2.5 0.0 0.0 0.0 0.0 178.9 0.0 0.0
LOS by Move: A D D A A A A A A F A A
HCM2kAvgQ: 0 74 74 0 9 0 0 0 0 5 0 0

Note: Queue reported is the number of cars per lane.

