

Appendix E

Transportation/Traffic Appendix



Appendix E.1

Traffic Study





100 E. Ocean Boulevard Transportation Impact Study

Prepared for:
Steven Rupert – GBD Architects

July 2019

OC16-0475

FEHR  PEERS

Table of Contents

1.0	EXECUTIVE SUMMARY	1
	Findings	1
2.0	INTRODUCTION	3
	Project Description	3
	Study Area	4
	Analysis Scenarios	7
3.0	ANALYSIS METHODOLOGY	8
	Level of Service Criteria	8
	Intersection Analysis.....	8
	Performance Criteria and Thresholds of Significance	9
	Project Traffic Volumes.....	10
	Project Trip Generation	10
	Project Trip Distribution and Assignment	11
4.0	EXISTING YEAR (2018) CONDITIONS	15
	Existing Roadway Facilities.....	15
	Pedestrian Facilities.....	17
	Bicycle Facilities	17
	Class I Bikeways (Bike Paths).....	18
	Class II Bikeways (Bike Lanes)	18
	Class III Bikeways (Bike Routes)	18
	Class IV Bikeways (Cycle Tracks)	18
	Bike Share Program	19
	Transit Facilities	21
	Metro Blue Line.....	21
	Bus Transit	21
	Traffic Volumes and Configurations.....	25
	Intersection Operations.....	25
5.0	EXISTING (2018) PLUS PROJECT CONDITIONS	28

Intersection Operations.....	28
Intersection Impacts.....	28
6.0 OPENING YEAR (2022) CONDITIONS	31
Planned Improvements	31
Intersection Operations.....	31
7.0 OPENING YEAR (2022) PLUS PROJECT CONDITIONS.....	36
Traffic Volumes.....	36
Intersection Operations.....	36
Intersection Impacts.....	36
8.0 CONGESTION MANAGEMENT PROGRAM ANALYSIS	39
CMP Intersection analysis.....	39
CMP Freeway analysis.....	39
CMP Regional Public Transit Impact analysis.....	39
9.0 CONSTRUCTION TRAFFIC IMPACT ANALYSIS	41
10.0 SITE ACCESS AND ALTERNATIVE MODES REVIEW	42
Project Site Access.....	42
Vehicle Access.....	42
Driveway Queuing.....	42
Alternate Driveway Layout REView.....	43
Ocean Boulevard Queuing.....	43
Driveway Access and Valet Recommendation.....	44
Alternative Modes Review	44
Parking.....	45

List of Figures

Figure 1 – Project Site Plan.....	5
Figure 2 – Study Intersections.....	6
Figure 3 – Project Trip Distribution	12
Figure 4 – Project Added Traffic Volumes (No Valet)	13
Figure 5 – Project Valet Added Traffic Volumes	14
Figure 6 – Bicycle Facilities.....	20
Figure 7 – Metro Blue Line Route and Stops.....	23
Figure 8 – Long Beach Transit Bus Routes	24
Figure 9 – Existing Conditions Peak Hour Traffic Volumes and Lane Configurations.....	26
Figure 10 – Existing Plus Project Conditions Peak Hour Traffic Volumes and Lane Configurations	29
Figure 11 – Opening Year (2022) Conditions Peak Hour Traffic Volumes and Lane Configurations.....	34
Figure 12 – Opening Year Plus Project Peak Hour Traffic Volumes and Lane Configurations	37

List of Tables

Table 1 – Intersection Level of Service Criteria.....	9
Table 2 – Project Trip Generation	11
Table 3 – Existing Intersection Level Of Service	27
Table 4 – Existing Plus Project Intersection Level Of Service	30
Table 5 – Vehicle Trip Generation for Pending and Approved Development Projects	32
Table 6 – Opening Year Intersection Level Of Service.....	35
Table 7 – Opening Year Plus Project Intersection Level Of Service.....	38
Table 8 – Existing Plus Construction Traffic Intersection Level Of Service	41
Table 9 – Vehicles Per Hour and Per Traffic Cycle Heading to Project Driveway at Pine/Ocean	43
Table 10 – Project Parking Supply	45

Appendices

- Appendix A – Traffic Counts
- Appendix B – Technical Calculations
- Appendix C – Approved and Pending Projects Map and Trip Generation Calculations
- Appendix D – Queueing Calculations
- Appendix E – Shared Parking Study

1.0 EXECUTIVE SUMMARY

Fehr & Peers has completed a transportation impact analysis (TIA) for the 100 E. Ocean Boulevard Hotel Development (Project) in the City of Long Beach, California. The Project consists of the following:

- 429 Hotel Rooms
- 23,512 KSF Restaurant (consisting of 4,236 KSF Kitchen, 14,282 Indoor Seating, 4,994 Outdoor Patio)
- 26,847 KSF Banquet Space (consisting of 10,670 KSF Ballroom, 10,123 KSF Pre-Function Space, and 6,054 KSF Meeting Rooms)

As part of the TIA, and consistent with California Environmental Quality Act (CEQA) requirements, the following scenarios were analyzed:

- Existing (2018) Conditions – This scenario consists of traffic count data collected for Study Intersections collected in 2018.
- Existing (2018) Plus Project Conditions – Under this scenario, traffic generated from the proposed Project was added onto Existing (2018) Conditions traffic volumes.
- Opening Year (2022) Conditions – This consists of Existing (2018) Conditions traffic volumes grown using an annual growth rate of 1.18 percent per year to Year 2022, and volumes generated by pending and approved projects in the study area.
- Opening Year (2022) Plus Project Conditions– Under this scenario, traffic generated from the proposed Project was added onto Opening Year (2022) Conditions No project traffic volumes.

FINDINGS

Project impacts resulting from the planned development were analyzed under Existing Year (2018) Conditions and Opening Year (2022) Conditions. The project is expected to generate approximately 4,906 daily, 320 AM peak hour, and 372 PM peak hour vehicle trips.

Under Existing (2018) Conditions, one intersection was identified as operating unacceptably during peak travel hours. No impacts were determined from the addition of construction traffic at the study intersections.

Under Existing (2018) Plus Project Conditions, all study intersections, except for Alamitos Avenue/Shoreline Drive & Ocean Boulevard operate acceptably. No study intersections or freeway facilities were impacted as a result of the Project.

Under Opening Year (2022) conditions and under Opening (2022) Plus Project Conditions, the following intersections were found to operate unacceptably:

- 10) Alamitos Avenue/Shoreline Drive & Ocean Boulevard
- 11) Alamitos Avenue & Broadway
- 13) Alamitos Avenue & 4th Street
- 17) Alamitos Avenue & 7th Street

Per the City's intersection impact criteria, no significant impacts were identified under the Existing Plus Project and Opening Plus Project Conditions. No freeway facilities were impacted as a result of the Project.

No CMP study intersections or CMP freeway facilities were impacted as a result of the project under either Existing (2018) Conditions or Opening Year (2022) Conditions. The Project was not found to impact transit, bicycle or pedestrian facilities in the study area.

The proposed driveway layout and valet service may cause queueing issues at the driveway during peak hours or large events. An additional valet staging area is recommended along Seaside Avenue and Pine Avenue south of Ocean for outbound guests, which will help prevent queue spillback from the driveway onto Ocean Boulevard.

2.0 INTRODUCTION

Fehr & Peers has completed a transportation impact analysis (TIA) for the 100 E. Ocean Boulevard Hotel Development (Project) in the City of Long Beach, California. This report summarizes the methodology, findings and conclusions of the analysis. This chapter outlines the transportation characteristics of the project and the study area.

PROJECT DESCRIPTION

The 100 E. Ocean Boulevard Hotel Development is in the City of Long Beach, California. The Project site is bounded by E. Ocean Boulevard on the north, S. Locust Avenue on the east, Pine Avenue on the west and E. Seaside Way on the south.

The proposed Project consists of the following:

- 429 Hotel Rooms
- 23.512 KSF Restaurant (consisting of 4.236 KSF Kitchen, 14.282 Indoor Seating, 4.994 Outdoor Patio)
- 26.847 KSF Banquet Space (consisting of 10.670 KSF Ballroom, 10.123 KSF Pre-Function Space, and 6.054 KSF Meeting Rooms)

Visitors to the site are expected to ingress with a right-in from eastbound Ocean Boulevard and egress with a right-out on to eastbound Ocean Boulevard. All visitors that want to park on-site will be required to valet their vehicle. The Project site has two valet parking lots; one garage on-site containing 151 parking spaces, and one garage at the Terrace Theater located at 300 Seaside Way containing 280 parking spaces. Valet trips are expected to make a right-out onto eastbound Ocean Boulevard and make a right at Locust Avenue to access Seaside Way and enter either parking garage. The return valet trip would turn west on to Seaside Way, make a right on Pine Avenue and a right on Ocean Boulevard to enter the pick-up/drop-off loop on Ocean Boulevard. All employees are expected to park off-site. The site plan is provided on **Figure 1**.

STUDY AREA

The study area and analyzed intersections were determined based on trip generation, trip distribution, and trip assignment estimates developed for the Project. Traffic operations were evaluated at the following 15 intersections in the vicinity of the Project site, as shown on **Figure 2**:

1. Ocean Boulevard & Pacific Avenue (Signalized)
2. Ocean Boulevard & Pine Avenue (Signalized)
3. Ocean Boulevard & Long Beach Boulevard (Signalized)
4. Pine Avenue & Shoreline Drive (Signalized)
5. Pine Avenue & Seaside Way (Signalized)
6. Magnolia Avenue & Broadway (Signalized)
7. Golden Shore (I-710 Access) & Ocean Boulevard (Signalized)
8. Queens Way/Magnolia Avenue & Ocean Boulevard (Signalized)
9. Atlantic Avenue & Ocean Boulevard (Signalized)
10. Alamitos Avenue/Shoreline Drive & Ocean Boulevard (Signalized)
11. Alamitos Avenue & Broadway (Signalized)
12. Alamitos Avenue & 3rd Street (Signalized)
13. Alamitos Avenue & 4th Street (Signalized)
14. Alamitos Avenue & 6th Street (Signalized)
15. Alamitos Avenue & 7th Street (Signalized)



Figure 1
Project Site Plan

ANALYSIS SCENARIOS

To identify potential significant Project impacts, the following four scenarios were analyzed:

- **Existing (2018) Conditions** – This scenario consists of traffic count data collected for Study Intersections collected in 2018.
- **Existing (2018) Plus Project Conditions** – Under this scenario, traffic generated from the proposed Project was added onto Existing (2018) Conditions traffic volumes.
- **Opening Year (2022) Conditions** – This consists of Existing (2018) Conditions traffic volumes grown using an annual growth rate of 1.18 percent per year to Year 2022, and volumes generated by pending and approved projects in the study area.
- **Opening Year (2022) Plus Project Conditions** – Under this scenario, traffic generated from the proposed Project was added onto Opening Year (2022) Conditions No project traffic volumes.

The transportation impact analysis was performed during typical weekday AM and PM peak hour conditions.

3.0 ANALYSIS METHODOLOGY

This chapter discusses the analysis methodology and assumptions used to determine project impacts as documented in the *City of Long Beach Traffic Impact Analysis (TIA) Guidelines*.

LEVEL OF SERVICE CRITERIA

INTERSECTION ANALYSIS

Intersection operations analysis was performed using information collected in the field and provided by the City of Long Beach. The analysis was completed using the Intersection Capacity Utilization (ICU) methodology. The ICU method of intersection capacity analysis determines the intersection volume-to-capacity (V/C) ratio and corresponding Level of Service (LOS) for the turning movements and intersection characteristics at signalized intersections. "Capacity" represents the maximum volume of vehicles in the critical lanes that have a reasonable expectation of passing through an intersection in one hour under prevailing roadway and traffic conditions. The ICU method calculates the V/C ratio for each critical movement by dividing volume by capacity. The V/C ratios for each critical movement are summed with an added allowance for yellow clearance to determine the total intersection V/C ratio.

The methodology then assigns a qualitative Level of Service (LOS) letter grade to represent the operations of the intersection. LOS is a measure of traffic operating conditions, which varies from LOS A (indicating free-flow traffic conditions with little or no delay) to LOS F (representing over-saturated conditions where traffic flows exceed design capacity resulting in long queues and delays). These ratings represent the perspective of drivers and indicate the comfort and convenience associated with driving. These grades range from level of service (LOS) A (minimal delay) to LOS F (excessive congestion). LOS E represents at-capacity operations. Descriptions of the LOS letter grades for intersections are provided in **Table 1**.

TABLE 1 – INTERSECTION LEVEL OF SERVICE CRITERIA

Level of Service	Description	Signalized Delay (Seconds)
A	Operations with very low delay occurring with favorable progression and/or short cycle length.	0.000-0.600
B	Operations with low delay occurring with good progression and/or short cycle lengths.	0.601-0.700
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	0.701-0.800
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop, and individual cycle failures are noticeable.	0.801-0.900
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences.	0.901-1.000
F	Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths.	Greater than 1.000

The following parameters, based on the Los Angeles CMP guidelines, were also assumed in the proposed traffic analysis:

- Through lane capacities of 1,600 vehicles per hour per lane
- Turn lane capacities of 1,600 vehicles per hour per lane (2,880 vehicles per hour was used for dual left-turn lanes)
- A clearance interval reduction of 0.1 was applied consistent with those documented in the City of Long Beach TIA Guidelines.

PERFORMANCE CRITERIA AND THRESHOLDS OF SIGNIFICANCE

The following level of service (LOS) significance criteria was used to determine if the project causes significant traffic impacts to the study area. The criteria are consistent with the City of Long Beach's Mobility Element's level of service policy and the City's impact study guidelines.

A significant impact would occur at a signalized study intersection when the project-related traffic causes:

- A signalized intersection to degrade from an acceptable LOS D or better to LOS E or LOS F, or
- The V/C ratio to increase by 0.02 or more at a signalized intersection operating at LOS E or LOS F

PROJECT TRAFFIC VOLUMES

The methodology used to estimate traffic volumes generated by the project is described below:

PROJECT TRIP GENERATION

Trip generation refers to the process of estimating the amount of vehicular traffic a project would add to the local roadway network. For this analysis, trip generation was estimated for typical daily, weekday AM peak and PM peak hours. **Table 2** summarizes the trip generation for the proposed Project. The estimates presented are based on the most recently published rates in the *Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Edition)* with an adjustment accounting for restaurant/bar pass-by trips and internalization/walking trips.

Though, restaurant use is typically already accounted for in the ITE Code 310 (Hotel), to provide a conservative analysis the restaurant space was accounted for separately. The restaurant/bar is expected to serve primarily hotel guests and convention center patrons that would not create new vehicle trips to the site. These guests would already be on-site or walk from the convention center. Internal trip credits were estimated and applied for the Project based on the *NCHRP 8-51 Enhancing Internal Trip Capture Estimation for Mixed-Use Developments* (National Cooperative Highway Research Program); recommended factors are provided in *Trip Generation, 10th Edition*.

A Pass-by credit was also applied to the vehicle trips generated by the restaurant/bar to account for patrons visiting the restaurant/bar that would already be using Ocean Boulevard and are therefore not new trips on the roadway (pass-by trips are trips attracted from traffic passing the site on adjacent roadways and are not new trips generated by the Project). A 25% pass-by trip credit was applied based on the Project size and location of the Project along a major thoroughfare.

25% of trips generated in the peak hour were assumed to be made by ridesharing and on-demand transportation services such as Uber and Lyft. This assumption was made due to the urban location of the Project site, the project land use, and the movement towards a shared-economy transportation system. This reduces the number of trips using the valet service, therefore affecting operations at Intersections 2 and 5.

As summarized in **Table 2**, the Project is estimated to generate 4,906 daily, 320 AM peak hour, and 372 PM peak hour vehicle trips.

TABLE 2 – PROJECT TRIP GENERATION

Land Use	Units ¹	ITE Code	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Hotel ²	429 RM	310	3,586	119	83	202	131	126	257
Restaurant/Bar	23,512 KSF	932	2,638	129	105	234	143	87	230
<i>Subtotal</i>			6,224	248	188	436	274	213	487
Restaurant/Bar Pass-by Reduction (-25%)			(659)	(32)	(26)	(58)	(35.5)	(22)	(57.5)
Restaurant/Bar Internalization (-25%)			(659)	(32)	(26)	(58)	(35.5)	(22)	(57.5)
Total Project Trips			4,906	184	136	320	203	169	372

Notes:

1. RM = Rooms, KSF = 1,000 square feet.
2. The ITE Trip Generation Manual (10th Edition) considers Banquet Space as part of the hotel land use and only requires number of rooms in generating the trip generation estimate

Source: ITE Trip Generation Manual, 10th Edition, 2017; Fehr & Peers, 2019.

PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

The trip distribution and assignment process is used to estimate how the trips generated by a project site would be distributed across the roadway network. The project trip distribution percentages were developed based on Census Longitudinal Employer-Household Dynamics (LEHD) data and our knowledge of the study area. **Figure 3** shows the resulting trip distribution. Different ingress and egress values were determined based on the fact that valet service is accessible through a right-in-right-out driveway and freeway on and off ramps are located along different roadways.

Trips generated by the proposed Project were assigned to the roadway network according to the trip distribution shown on **Figure 3**. All inbound trips access the site at the west driveway loop on Ocean Boulevard and are then valeted out the east driveway on Ocean Boulevard, turn south on Collins Way, turn west on Seaside Way and terminate at the Project garage, or turn east on Seaside Way and terminate at the off-site parking garage. All outbound trips originate at the project garage or off-site garage, are valeted west on Seaside Way, north on Pine Ave, and turn east on Ocean Blvd to access the west driveway. Outbound trips then exit the west driveway and follow the distribution shown on **Figure 3**. It was assumed that all vehicle trips other than those provided by transportation network companies (TNCs) would be valeted to the Project garage as a conservative assumption.

The trips generated by the project guests are shown on **Figure 4**. The trips generated by the project valet are shown on **Figure 5**.

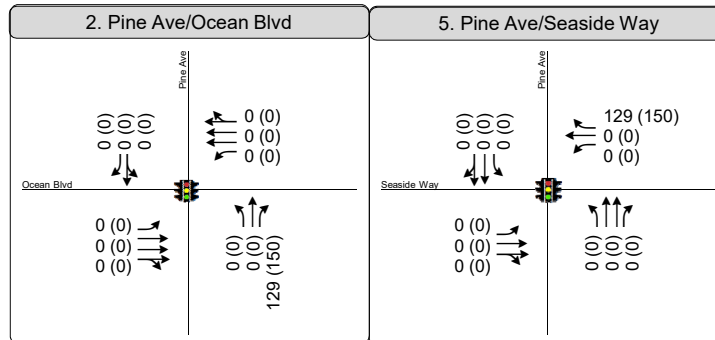
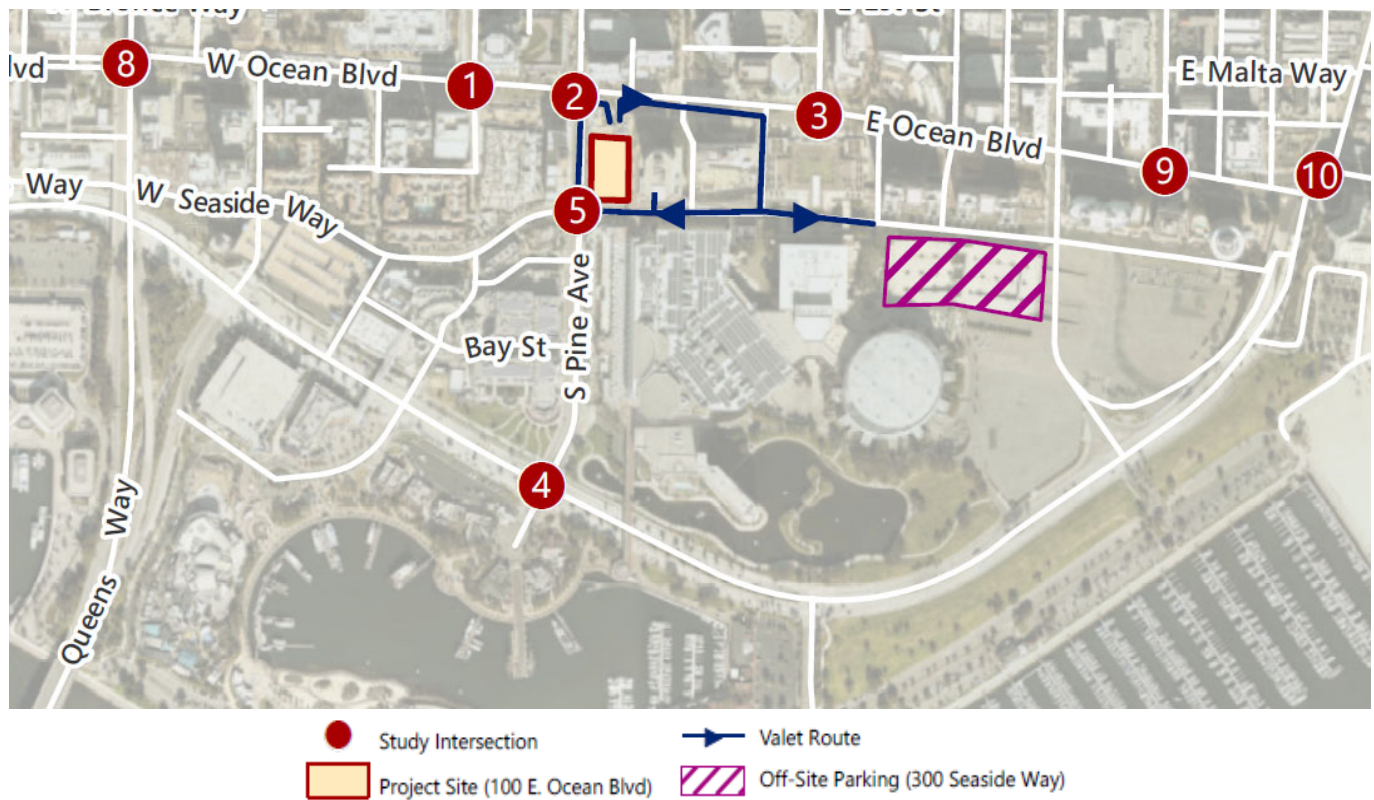


Figure 5
Peak Hour Traffic Volumes
and Lane Configurations -
Project Valet Added Volumes



4.0 EXISTING YEAR (2018) CONDITIONS

This chapter summarizes the Existing Year (2018) Conditions in the Project study area including the roadway, transit, bicycle, and pedestrian networks to document the current travel against which the Project will be assessed.

EXISTING ROADWAY FACILITIES

The Project site is in Long Beach and is bounded by E. Ocean Boulevard to the north, the Convention Center Walkway and an office building to the east, Pine Avenue to the west and E. Seaside Way to the south. Land uses surrounding the Project site include restaurants, hotels, banks and the Historic Ocean Center Building. Regional access to the site is provided by Interstate 710 (I-710). Local access to the site is provided by E. Ocean Boulevard, Pine Avenue and Seaside Way. The following discusses the roadways that would provide access to the site and are most likely to experience direct traffic impacts, if any, from the proposed Project.

Interstate 710 (I-710) is a north-south highway that extends for twenty-three miles through Los Angeles County from Long Beach to Valley Boulevard just north of Interstate-10, near the boundary of the cities of Alhambra and Los Angeles. It is also known as the Long Beach Freeway. The number of lanes on the I-710 varies between 3 and 4 travel lanes in each direction. South of I-405 and nearest to the Project, I-710 has 3 travel lanes in each direction. Access to the Project site from I-710 is provided via Ocean Boulevard, Broadway, and 3rd Street.

Ocean Boulevard is an east-west roadway that forms the northern boundary of the Project site. It is classified as both a Boulevard and Scenic Route according to the *City of Long Beach General Plan Mobility Element*. The roadway provides three travel lanes in each direction between Pine Avenue and E Shoreline Drive. The posted speed limit is 30 miles per hour (mph). Time-restricted on-street parking is allowed on certain sections of the roadway within the vicinity of the Project and adjacent to the Project.

Long Beach Boulevard is classified as a Boulevard in the *City of Long Beach General Plan Mobility Element*. It is a north-south roadway and has two travel lanes in each direction within the study area. The posted speed limit is 30 mph. On-street parking is permitted between Ocean Boulevard and First Street.

Pacific Avenue is a north-south roadway that provides two travel lanes in each direction between Seventh Street and Ocean Boulevard. The posted speed limit is 30 mph. On-street parking is permitted on both sides of the roadway within the vicinity of the Project site. It is classified as a Major Avenue in the *City of Long Beach General Plan Mobility Element*.

Pine Avenue is a north-south roadway that provides one travel lane in each direction between Ocean Boulevard and 3rd Street. Between 3rd Street and 7th Street, a center left turn lane is provided. On-street parking is permitted on both sides of the roadway within the vicinity of the Project site. It is classified as a Local Street in the *City of Long Beach General Plan Mobility Element*.

Shoreline Drive is an east-west roadway classified as a Boulevard according to the *City of Long Beach General Plan Mobility Element*. The roadway provides three travel lanes in the west direction and two in the east between Queens Way and Shoreline Village Drive. Between Shoreline Village Drive and Ocean Boulevard, it provides three travel lanes in each direction. The posted speed limit is 40 mph. On-street parking is provided between Pine Avenue and the Shoreline Village Drive near the Convention Center Walkway.

Magnolia Avenue is a north-south roadway classified as a Major Avenue between Ocean Boulevard and 3rd Street and as a Minor Avenue between 3rd Street and Pacific Coast Highway in the *City of Long Beach General Plan Mobility Element*. The roadway provides two travel lanes in each direction between Ocean Boulevard and Broadway. From Broadway to 3rd Street, there are two lanes in the south direction and one in the north direction. The roadway then transitions into one lane in each direction with left turn pockets at different segments. The posted speed limit is 25 mph. On-street parking is permitted on both sides of the roadway within the vicinity of the Project site.

Seaside Way is an east-west roadway that provides two lanes in the east direction and one in the west from Pine Avenue to Cedar Avenue. Thereafter, the roadway provides two lanes in the west direction and one in the east, with center left turn lanes and terminates at Golden Shore. Parking is allowed on both sides of the road between Pine Avenue and Queens Way. The posted speed limit is 25 mph. It is classified as a Port-Related Street in the *City of Long Beach General Plan Mobility Element*.

Alamitos Avenue is a north-south roadway classified as a Boulevard in the *City of Long Beach General Plan Mobility Element*. The roadway provides two travel lanes in each direction between Broadway and 7th Street. The posted speed limit is 30 mph. On-street parking is permitted on both sides of the roadway within the vicinity of the Project site.

Broadway is a one-way roadway that provides three travel lanes in the eastbound direction between Shoreline Drive and Pine Avenue. On-street parking is permitted on between Magnolia Avenue and Pine Avenue. Broadway is classified as a Major Avenue in the *City of Long Beach General Plan Mobility Element*. The posted speed limit is 30 mph.

Third Street is a one way roadway that provides two travel lanes in the westbound direction between Long Beach Boulevard and Golden Avenue. The posted speed limit is 25 mph. On-street parking is permitted

within the vicinity of the Project site. It is classified as a Major Avenue between Magnolia Avenue and Alamitos Avenue in the *City of Long Beach General Plan Mobility Element*.

Fourth Street is an east-west roadway that provides one travel lane in each direction between Alamitos Avenue and Golden Avenue. The posted speed limit is 25 mph. On-street parking is permitted on both sides of the roadway within the vicinity of the Project site. It is classified as a Minor Avenue in the *City of Long Beach General Plan Mobility Element*.

Sixth Street provides one travel lane in the eastbound and westbound direction between Alamitos Avenue and Atlantic Avenue, and transitions into a one way roadway with three travel lanes in the eastbound direction between Magnolia Avenue and Long Beach Boulevard. The posted speed limit is 30 mph. On-street parking is permitted on both sides on of the roadway between Magnolia Avenue and Atlantic Avenue. is classified as a Local Street in the *City of Long Beach General Plan Mobility Element*.

Seventh Street provides three travel lanes in the westbound direction between Magnolia Avenue and Atlantic Avenue, and two travel lanes in each direction between Atlantic Avenue and Alamitos Avenue. The posted speed limit is 35 mph. Parking is permitted on both sides of the roadway between Atlantic Avenue and Magnolia Avenue. is classified as a Boulevard in the *City of Long Beach General Plan Mobility Element*.

PEDESTRIAN FACILITIES

The City of Long Beach has goals, policies, and implementation measures designed to create a system of complete streets that support and encourage all mobility users, regardless of age or ability including pedestrians, bicyclists and transit riders. Pedestrian facilities in the study area include sidewalks, crosswalks, and pedestrian signals. The Convention Center Walkway provides direct access to the Long Beach Convention & Entertainment Center from the Project site. The major streets that provide access to the Project include Pine Avenue, Ocean Boulevard, Seaside Way, Long Beach Boulevard and Pacific Avenue. These roadways have well-connected and maintained sidewalk networks near the Project. Sidewalks are provided on both sides of these streets. At the signalized intersections in the area, crosswalks and pedestrian push-button actuated signals are provided.

BICYCLE FACILITIES

The City has an extensive network of bicycle facilities consisting of 15 miles of bike routes, 19 miles of bike lanes, and 29 miles of bike paths. In addition to the on-street bicycle network, the City of Long Beach has over 60 miles of off-street bike and pedestrian paths within its boundaries. Significant paths include:

- The Shoreline Pedestrian/Bicycle Path: A 3.1-mile bike and pedestrian path extending along the beach from Alamitos Avenue to 54th Place.
- The Los Angeles River Bike Trail: A 29.1-mile bikeway that runs along the Los Angeles River and through the Downtown Marina. The path connects to the Shoreline Pedestrian/Bicycle Path.
- The San Gabriel River Bike Trail: A 28-mile bikeway that runs along the San Gabriel River and through El Dorado Regional Park.
- The El Dorado Park Bike Path: A 4-mile bikeway that runs through the 450-acre scenic El Dorado Regional Park. It connects with the San Gabriel River Bike Trail at various locations.
- The Heartwell Park Bike Path: A 2.5-mile bikeway that runs through the 162-acre Heartwell Park and connects to the San Gabriel River Bike Trail and several Class 2 bike lanes.

Bicycle facilities in the City of Long Beach are classified as follows:

CLASS I BIKEWAYS (BIKE PATHS)

Class I bicycle facilities are bicycle trails or paths that are off-street and separated from automobiles. They are a minimum of eight feet in width for two-way travel and include bike lane signage and designated street crossings where needed. A Class I Bike Path may parallel a roadway (within the parkway) or may be a completely separate right-of-way that meanders through a neighborhood or along a flood control channel or utility right-of-way.

CLASS II BIKEWAYS (BIKE LANES)

Class II bicycle facilities are striped lanes that provide bike travel and can be either located next to a curb or parking lane. If located next to a curb, a minimum width of five feet is recommended. However, a bike lane adjacent to a parking lane can be four feet in width. Bike lanes are exclusively for the use of bicycles and include bike lane signage, special lane lines, and pavement markings.

CLASS III BIKEWAYS (BIKE ROUTES)

Class III Bikeways are streets providing for shared use by motor vehicles and bicyclists. While bicyclists have no exclusive use or priority, signage both by the side of the street and stenciled on the roadway surface alerts motorists to bicyclists sharing the roadway space and denotes that the street is an official bike route.

CLASS IV BIKEWAYS (CYCLE TRACKS)

Class IV bicycle facilities, sometimes called cycle tracks or separated bikeways, provide a right-of-way designated exclusively for bicycle travel adjacent to a roadway and are protected from vehicular traffic via

separations (e.g. grade separation, flexible posts, inflexible physical barriers, on-street parking). California Assembly Bill 1193 (AB 1193) legalized and established design standards for Class IV bikeways in 2015.

Figure 6 shows Long Beach's existing bikeway network. Within the study area, Class I bikeways are provided along Shoreline Drive, Class II bike lanes can be found on Sixth Street and Seventh Street, and Fourth Street, Pacific Avenue and Alamitos Avenue have Class III bike routes.

In 2011, the City of Long Beach installed two 1-way cycle tracks (Class IV) on Broadway and 3rd Street. These bikeways provide one-way bikeways along the left side of each street, separated from traffic by a parking lane and a raised curb. (*City of Long Beach Mobility Element, October 2013*).

BIKE SHARE PROGRAM

The City of Long Beach launched Long Beach Bike Share in March 2016 as part of its effort to enhance mobility and bicycle infrastructure. This bike share program currently has 400 bikes and 60 stations in operation, including a station on the Project site.

Users have the option of renting the bike on an hourly basis for \$7.00 or purchasing either of the following plans – a membership monthly plan for \$15 which includes 90 minutes of daily use time or an annual plan for \$120 which includes 90 minutes of daily use. Up to six persons can share one membership account. Prospective users can assess availability of bicycles at a particular station via a mobile phone app. Within the vicinity of the Project, stations are located along the following roadways:

- Shoreline Drive
- Ocean Boulevard
- First Street
- Third Street
- Fourth Street
- Atlantic Avenue
- Long Beach Boulevard
- Broadway
- Pacific Avenue
- Pine Avenue

TRANSIT FACILITIES

The transit services provided in the City of Long Beach are described below:

METRO BLUE LINE

Long Beach is served by the Metro Blue Line which moves from Downtown Long Beach to 7th Street/Metro Center. The station nearest the project is the Downtown Long Beach Station. On weekdays, there are variable headways of about 5 to 10 minutes from 3:51 AM to 1:38 AM in the Northbound direction and 4:15 AM to 2:05 AM in the Southbound direction. On weekends and holidays, there are variable headways from 3:51 AM until about midday and 12-minute headways from 12:16 PM to 1:38 AM in the northbound direction. In the Southbound direction, there are variable headways from 4:16 AM 12:08 PM, and 12-minute headways from 12:34 AM to 2:28 AM. On Fridays and Saturdays, trains operate late until about 3:00 AM.

Metro Blue Line stops within the vicinity of the project are located on Pacific Avenue, Downtown Long Beach and First Street. These stops are shown on **Figure 7** below.

BUS TRANSIT

Long Beach Transit (LBT) provides fixed and flexible bus transit services within the City of Long Beach, and in other communities in south and southeast Los Angeles County, and northwestern Orange County. Long Beach Transit also operates the Passport shuttle, Aquabus, and Aqualink. The service, while operated on behalf of the City of Long Beach, is not operated directly by the City but by a separate nonprofit corporation, the Long Beach Public Transportation Company. Bus stations are located at the following locations within the vicinity of the project: City Place, Downtown Long Beach Station, The Pike at Rainbow Harbor, Long Beach Convention and Entertainment Center, Long Beach Aquarium of the Pacific, Shoreline Park and Shoreline Village

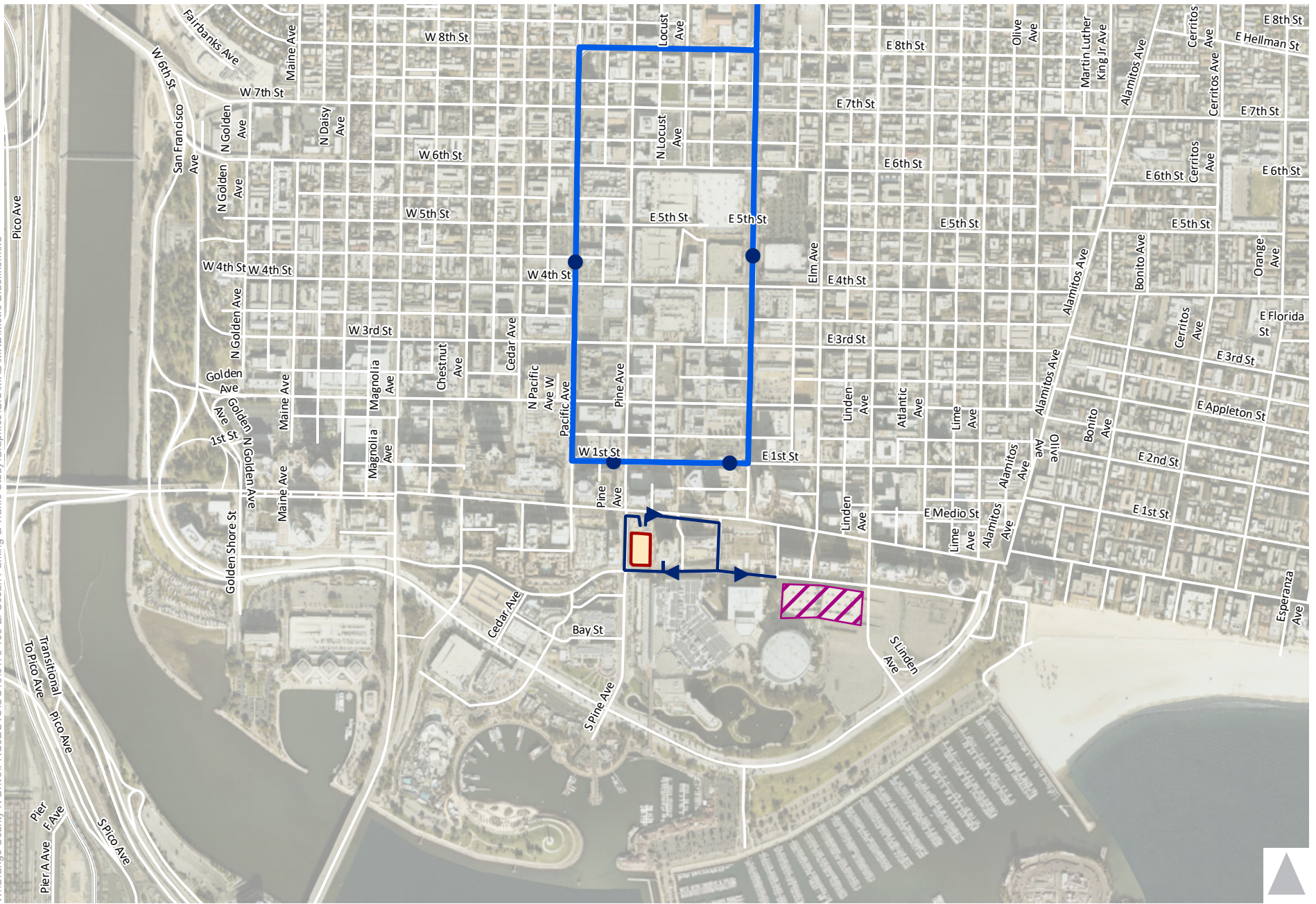
LBT Routes that serve areas closest to the Project site include the following:

- Route 51: This route operates daily via Long Beach Boulevard
- Route 52: This route operates on weekdays only via Long Beach Boulevard
- Route 91, 94: These routes operate daily via 7th Street.
- Route 92, 93: These routes operate on weekdays only via 7th Street.
- Route 96 ZAP: This route operates via 7th Street during weekday rush hours only in the peak direction; Eastbound in the AM and Westbound in the PM.
- Routes 111, 112: These routes operate daily via Broadway.

- Routes 111, 112: These routes operate daily via Magnolia Avenue and Pacific Avenue.
- Route 121: This route operates daily via Ocean Boulevard

Figure 8 shows the LBT routes in operation within the vicinity of the Project.

The City of Long Beach also offers a free shuttle service in downtown Long Beach. The service is provided by The Free Ride (TFR) and offers transportation around the downtown area using gas-free, electric vehicles. TFR offers free transport anywhere within its designated travel zone (5th Street to the north, Alamitos Avenue to the east, Shoreline Drive to the south, I-710 to the west). Users can request a pick-up from anywhere within the shuttle's travel zone by using The Free Ride application. The free shuttle operates daily, Sunday thru Wednesday, from 10:00 am to 10:00 pm, and Thursday thru Saturday, from 11:00 am to 11:00 pm.

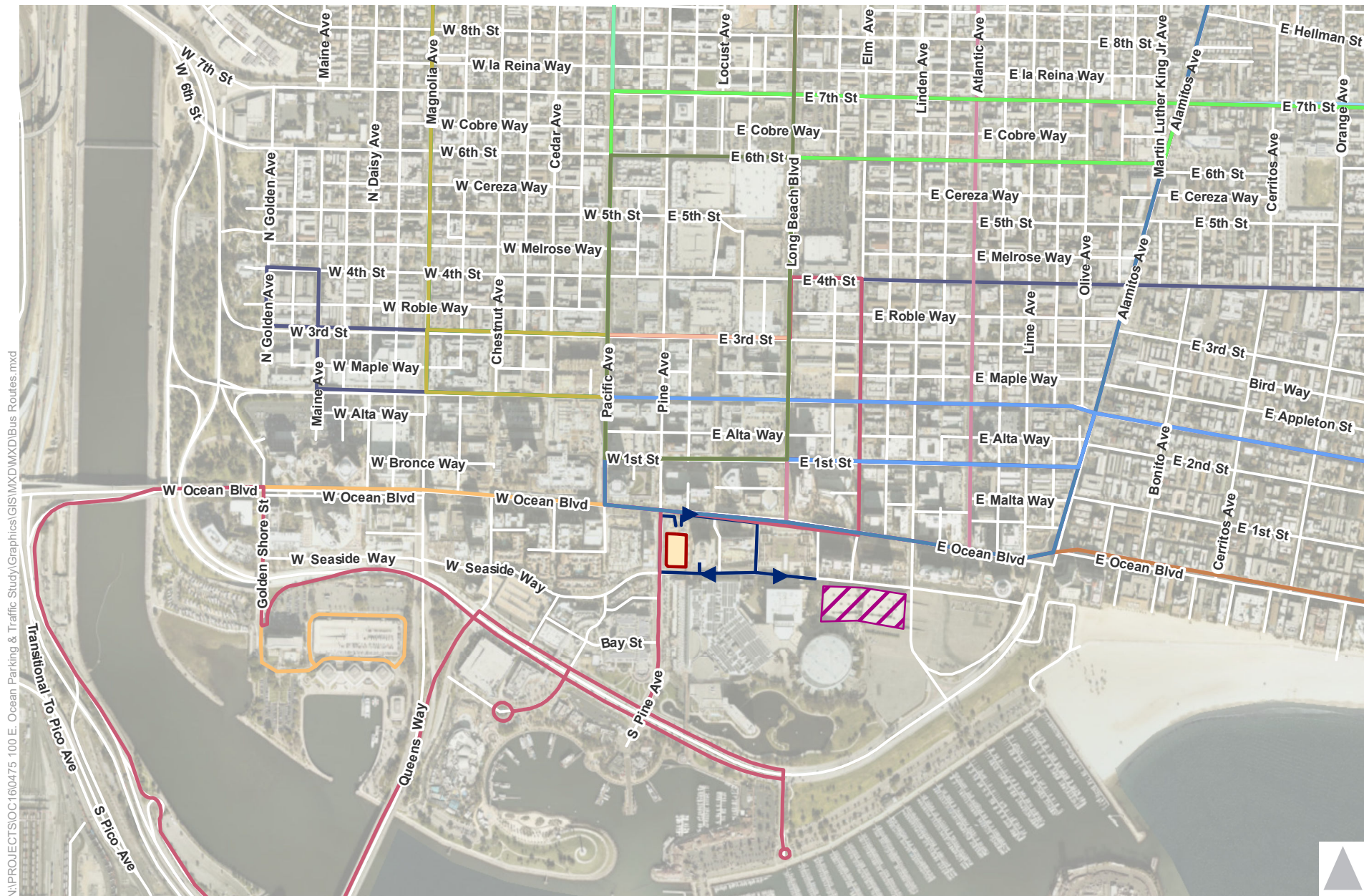


Metro Blue line Route and Stops

-  Off-Site Parking (300 Seaside Way)
-  Valet Route
-  Project Site (100 E. Ocean Blvd)
-  Blue line Stops
-  Blue Line

Figure 7

Metro Blue Line Route and Stops



Long Beach Transit Bus Routes

TRAFFIC VOLUMES AND CONFIGURATIONS

Existing AM peak period (7:00 to 9:00 AM) and PM peak period (4:00 to 6:00 PM) intersection counts were collected at the fifteen study intersections as follows:

- Intersections 1 – 5 in September 2018
- Intersections 6 – 8 in October 2018
- Intersections 9 – 11, 14, and 15 in November 2018
- Intersections 12 and 13 in January 2019

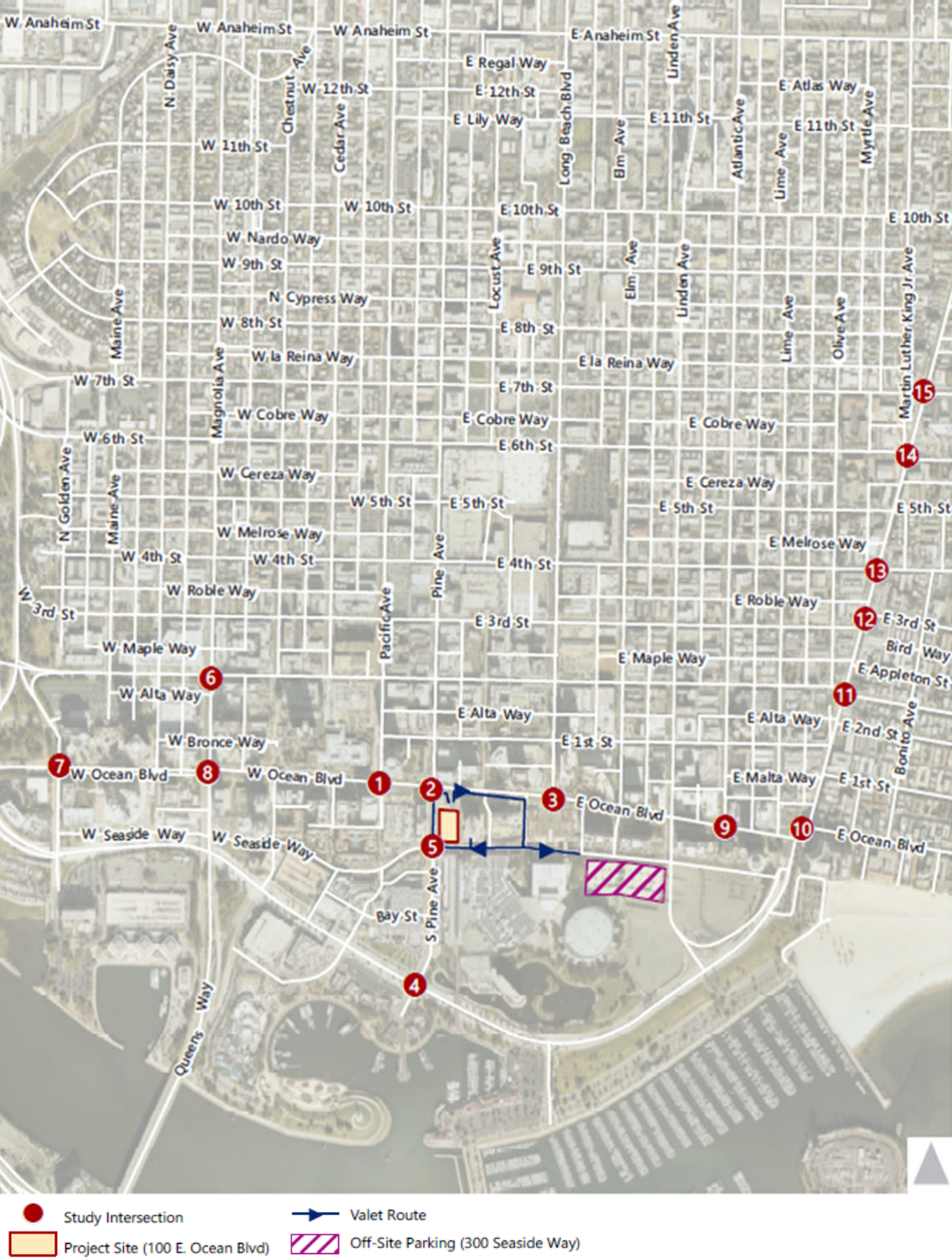
Existing (2018) Conditions peak hour traffic volumes for the study intersections are shown on **Figure 9**. Existing traffic counts are provided in **Appendix A**.

As part of the field inventory, Fehr & Peers also collected the following information:

- Lane configurations
- Signal phasing
- Land uses in the study area
- Existing pedestrian and bicycle facilities
- Transit service

INTERSECTION OPERATIONS

Existing traffic volumes, lane configurations, and signal timings were used to evaluate operations at the study intersections for Existing (2018) AM and PM peak hour conditions. The results are summarized in **Table 3**, showing LOS and V/C at the study intersections. All intersections operate acceptably at LOS D or better, except for Alamitos Ave/Shoreline Drive and Ocean Blvd. Technical calculations are provided in **Appendix B**.



● Study Intersection ➡ Valet Route
■ Project Site (100 E. Ocean Blvd) ▨ Off-Site Parking (300 Seaside Way)

AM (PM) - Peak Hour Volume

1. Pacific Ave/Ocean Blvd 149 (126) 2 (2) 74 (101) 163 (122) 1,430 (897) 7 (11) 117 (160) 619 (1,623) 3 (3) 3 (4) 1 (9) 2 (8)	2. Pine Ave/Ocean Blvd 45 (80) 37 (60) 23 (74) 115 (58) 1,522 (836) 124 (96) 33 (51) 554 (1,578) 109 (118) 33 (104) 30 (92) 57 (123)	3. Long Beach Blvd/Ocean Blvd 199 (154) 62 (108) 130 (122) 1,655 (817) 112 (171) 517 (1,642)	4. Pine Ave/Shoreline Dr 76 (64) 3 (21) 25 (91) 114 (86) 609 (227) 5 (23) 139 (88) 224 (878) 2 (18) 1 (11) 4 (11) 2 (30)	5. Pine Ave/Seaside Way 66 (41) 113 (181) 84 (45) 16 (66) 48 (105) 40 (44) 31 (63) 64 (126) 7 (29) 17 (12) 89 (196) 121 (83)
6. Magnolia Ave/Broadway 385 (233) 79 (54) 500 (529) 663 (554) 106 (48) 79 (93) 536 (685) 399 (239) 131 (391) 78 (154)	7. Golden Shore/Ocean Blvd 52 (55) 1 (5) 6 (5) 500 (529) 663 (554) 106 (48) 67 (73) 681 (1,469) 103 (121) 16 (128) 37 (327) 137 (138)	8. Magnolia Ave/Ocean Blvd 186 (257) 104 (93) 181 (216) 155 (122) 1,228 (784) 115 (68) 123 (165) 604 (1,512) 21 (36) 33 (46) 20 (100) 47 (70)	9. Atlantic Ave/Ocean Blvd 134 (106) 2 (2) 68 (64) 58 (86) 1,652 (740) 8 (13) 48 (131) 646 (1,744) 3 (6) 5 (1) 2 (0) 7 (1)	10. Alamos Ave/Ocean Blvd 355 (128) 325 (132) 52 (78) 45 (83) 1,325 (663) 353 (156) 119 (326) 570 (1,497) 32 (38) 19 (54) 88 (521) 203 (509)
11. Alamos Ave/Broadway 453 (279) 40 (57) 154 (145) 267 (99) 91 (375) 190 (712) 20 (45) 322 (745) 20 (182)	12. Alamos Ave/3rd Street 123 (74) 419 (386) 36 (114) 111 (60) 347 (158) 176 (100) 389 (737) 20 (183)	13. Alamos Ave/4th Street 43 (38) 425 (456) 94 (187) 57 (50) 384 (243) 139 (54) 29 (47) 236 (401) 20 (52) 71 (50) 396 (582) 38 (165)	14. Alamos Ave/6th Street 9 (27) 574 (479) 45 (9) 81 (15) 23 (9) 20 (8) 113 (263) 40 (49) 78 (196) 19 (21) 454 (648) 22 (93)	15. Alamos Ave/7th Street 91 (68) 369 (349) 47 (51) 59 (65) 1,119 (692) 240 (142) 35 (82) 379 (875) 38 (29) 91 (86) 325 (446) 228 (389)

Figure 9
Peak Hour Traffic Volumes and Lane Configurations
Existing (2018) Conditions



TABLE 3 – EXISTING INTERSECTION LEVEL OF SERVICE

	Intersection	Control	Peak Hour	Existing	
				V/C	LOS
1	Pacific Avenue and Ocean Boulevard	Signal	AM	0.499	A
			PM	0.491	A
2	Pine Avenue and Ocean Boulevard	Signal	AM	0.511	A
			PM	0.674	B
3	Long Beach Boulevard and Ocean Boulevard	Signal	AM	0.577	A
			PM	0.497	A
4	Pine Avenue and Shoreline Drive	Signal	AM	0.387	A
			PM	0.464	A
5	Pine Avenue and Seaside Way	Signal	AM	0.277	A
			PM	0.294	A
6	Magnolia Avenue & Broadway	Signal	AM	0.481	A
			PM	0.592	A
7	Golden Shore (I-710 Access) & Ocean Boulevard	Signal	AM	0.474	A
			PM	0.61	B
8	Queens Way/Magnolia Avenue & Ocean Boulevard	Signal	AM	0.575	A
			PM	0.654	B
9	E. Shoreline Dr/Alamitos Ave & Ocean Boulevard	Signal	AM	0.573	A
			PM	0.531	A
10	Alamitos Avenue/Shoreline Drive & Ocean Boulevard	Signal	AM	0.704	C
			PM	0.904	E
11	Alamitos Avenue & Broadway	Signal	AM	0.609	B
			PM	0.738	C
12	Alamitos Avenue & 3 rd Street	Signal	AM	0.616	B
			PM	0.474	A
13	Alamitos Avenue & 4 th Street	Signal	AM	0.731	C
			PM	0.735	C
14	Alamitos Avenue & 6 th Street	Signal	AM	0.627	B
			PM	0.695	B
15	Alamitos Avenue & 7 th Street	Signal	AM	0.756	C
			PM	0.782	C

Notes: Intersection operations below acceptable LOS D are shown in **bold**.

Source: Fehr & Peers, 2019.

5.0 EXISTING (2018) PLUS PROJECT CONDITIONS

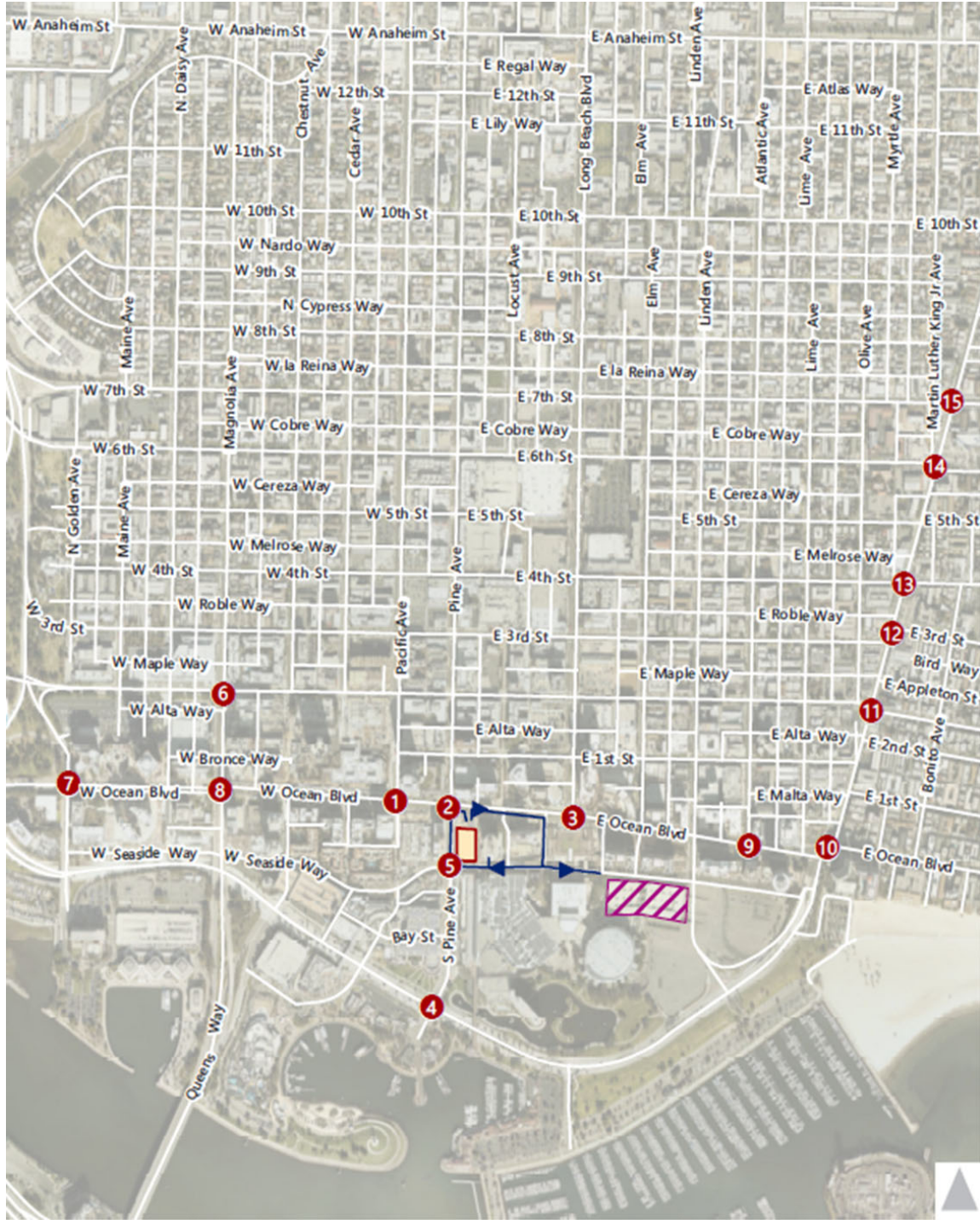
This section presents the extent of Project impacts relative to existing conditions based on application of thresholds of significance. Traffic volumes for the Existing (2018) Plus Project Conditions scenario consist of traffic volumes from the Existing Year (2018) plus traffic generated from the proposed Project. The Existing (2018) Plus Project Conditions traffic volumes are shown in **Figure 10**.

INTERSECTION OPERATIONS

The intersection LOS results are summarized in **Table 4** for Existing Year (2018) Plus Project Conditions. All intersections operate acceptably at LOS D or better, except for Alamitos Avenue/Shoreline Drive and Ocean Boulevard. Technical calculations for the Existing (2018) Plus Project Conditions are provided in **Appendix B**.

INTERSECTION IMPACTS

As shown in **Table 4**, using the significance criteria discussed in Chapter 3, the Project causes no significant impacts at study intersections.



- Study Intersection
- Valet Route
- Project Site (100 E. Ocean Blvd)
- ▨ Off-Site Parking (300 Seaside Way)

AM (PM) - Peak Hour Volume

1. Pacific Ave/Ocean Blvd	2. Pine Ave/Ocean Blvd	3. Long Beach Blvd/Ocean Blvd	4. Pine Ave/Shoreline Dr	5. Pine Ave/Seaside Way
6. Magnolia Ave/Broadway	7. Golden Shore/Ocean Blvd	8. Magnolia Ave/Ocean Blvd	9. Atlantic Ave/Ocean Blvd	10. Alamos Ave/Ocean Blvd
11. Alamos Ave/Broadway	12. Alamos Ave/3rd Street	13. Alamos Ave/4th Street	14. Alamos Ave/6th Street	15. Alamos Ave/7th Street

Figure 10
Peak Hour Traffic Volumes and Lane Configurations
Existing Plus Project Conditions



TABLE 4 – EXISTING PLUS PROJECT INTERSECTION LEVEL OF SERVICE

Intersection	Control	Peak Hour	Existing (2018)		Existing Plus Project		V/C Change	Significant Impact
			V/C	LOS	V/C	LOS		
1 Pacific Avenue and Ocean Boulevard	Signal	AM	0.499	A	0.514	A	0.015	No
		PM	0.491	A	0.508	A	0.017	No
2 Pine Avenue and Ocean Boulevard	Signal	AM	0.511	A	0.545	A	0.034	No
		PM	0.674	B	0.782	C	0.108	No
3 Long Beach Boulevard and Ocean Boulevard	Signal	AM	0.577	A	0.595	A	0.018	No
		PM	0.497	A	0.509	A	0.012	No
4 Pine Avenue and Shoreline Drive	Signal	AM	0.387	A	0.41	A	0.023	No
		PM	0.464	A	0.464	A	0.000	No
5 Pine Avenue and Seaside Way	Signal	AM	0.277	A	0.385	A	0.108	No
		PM	0.294	A	0.437	A	0.143	No
6 Magnolia Avenue & Broadway	Signal	AM	0.481	A	0.52	A	0.039	No
		PM	0.592	A	0.597	A	0.005	No
7 Golden Shore (I-710 Access) & Ocean Boulevard	Signal	AM	0.474	A	0.488	A	0.014	No
		PM	0.61	B	0.612	B	0.002	No
8 Queens Way/Magnolia Avenue & Ocean Boulevard	Signal	AM	0.575	A	0.63	B	0.055	No
		PM	0.654	B	0.691	B	0.037	No
9 Atlantic Avenue & Ocean Boulevard	Signal	AM	0.573	A	0.601	B	0.028	No
		PM	0.531	A	0.551	A	0.020	No
10 Alamitos Avenue/Shoreline Drive & Ocean Boulevard	Signal	AM	0.704	C	0.718	C	0.014	No
		PM	0.904	E	0.921	E	0.017	No
11 Alamitos Avenue & Broadway	Signal	AM	0.609	B	0.621	B	0.012	No
		PM	0.738	C	0.744	C	0.006	No
12 Alamitos Avenue & 3rd Street	Signal	AM	0.616	B	0.627	B	0.011	No
		PM	0.474	A	0.487	A	0.013	No
13 Alamitos Avenue & 4th Street	Signal	AM	0.731	C	0.742	C	0.011	No
		PM	0.735	C	0.746	C	0.011	No
14 Alamitos Avenue & 6th Street	Signal	AM	0.627	B	0.636	B	0.009	No
		PM	0.695	B	0.703	C	0.008	No
15 Alamitos Avenue & 7th Street	Signal	AM	0.756	C	0.762	C	0.006	No
		PM	0.782	C	0.793	C	0.011	No

Notes: Intersection operations below acceptable LOS D are shown in **bold**.

Source: Fehr & Peers, 2019.

6.0 OPENING YEAR (2022) CONDITIONS

This chapter summarizes the Opening Year (2022) Conditions as outlined in Chapter 3. Opening Year (2022) Conditions traffic forecasts for the study intersections were grown from the Existing Traffic Conditions counts using a growth rate of 1.18% per year per LA CMP criteria. Local pending and approved development projects assumed to be in operation by 2022 were included in the traffic volume forecasts. Trip generation calculations and a map of these projects are provided in **Appendix C**. Summarized trip generation estimates for these projects are provided in **Table 5**. **Figure 11** shows the traffic volumes for the Opening Year (2022) Conditions.

PLANNED IMPROVEMENTS

A major planned improvement in the study area is a “Complete Streets” road diet along Alamitos Avenue, which reduces capacity at Intersections 10 to 13. The road diet reduces the number of through lanes from two in each direction to one in each direction and adds parking and bicycle lanes in both directions. This capacity reduction was considered in developing the Project’s trip distribution.

INTERSECTION OPERATIONS

The intersection results for Opening Year (2022) conditions without the Project are summarized in **Table 6**. As shown, the following intersections are forecast to operate below LOS D during at least one peak hour:

- 10) Alamitos Avenue/Shoreline Drive & Ocean Boulevard – LOS F during the PM peak hour
- 11) Alamitos Avenue & Broadway – LOS F during the PM peak hour
- 13) Alamitos Avenue & 4th Street –LOS F during the PM peak hour
- 15) Alamitos Avenue & 7th Street – LOS E during the PM peak hour

TABLE 5 – VEHICLE TRIP GENERATION FOR PENDING AND APPROVED DEVELOPMENT PROJECTS

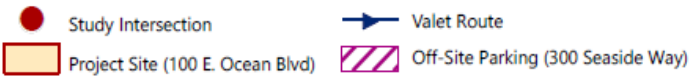
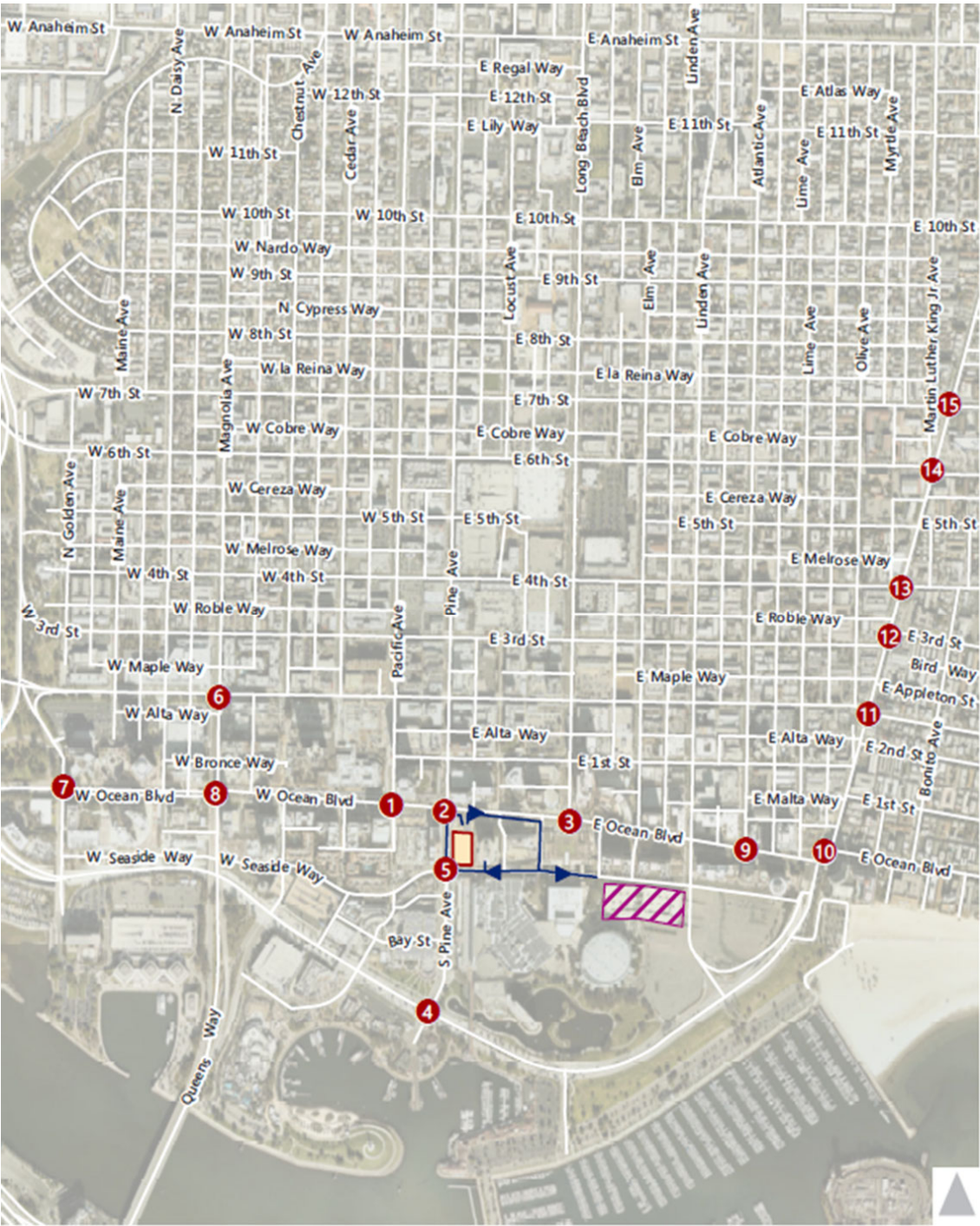
Location	Units¹	ITE Code	AM Peak Hour	PM Peak Hour
1. 1628-1724 E. Ocean Blvd	51 DU	220	23	29
2. 245 W. Broadway	219 DU, 6 KSF retail	221, 820	85	119
3. 2010 Ocean Blvd	33 DU, 72 room hotel	220, 310	46	58
4. 207 Seaside Way	117 DU	221	42	51
5. 100 Aquarium Way	22, 642 sf expansion (300 theatre)		6	27
6. 495 The Promenade North	20 DU, 5.2 KSF retail	221, 820	12	29
7. 110 W. Ocean Blvd	74 DU, 7.2 KSF restaurant, 5.4 KSF retail	222, 932, 820	114	145
8. 150 W. Ocean Blvd	216 DU	221	78	95
9. 1570-1598 Long Beach Blvd	36 DU, 10 KSF retail	221, 820	14	20
10. 227 Elm Ave	40 DU	220	18	22
11. New Civic Center	580 DU, 310 KSF office, 92 KSF library, 3.17-acre park, 200 room hotel, 32 KSF retail, 8 KSF restaurant	221, 710, 590, 441, 310, 820, 932	529	394
12. 1235 Long Beach Blvd.	160 DU	252	32	42
13. 777 Ocean Blvd	315 DU, 6.7 KSF retail	222, 820	104	139
14. 507 Pacific Avenue	157 DU, 9 KSF retail	221, 820	65	103
15. 230 W. 3rd St	163 DU	221	59	72
16. 434 E. 4th St	49 DU, 1.58 KSF retail	221, 820	19	28
17. 825 E. 7th St	19 DU	221	7	8
18. 500 W. Broadway	142 DU, 35 KSF retail	221, 820	84	195
19. 320 Alamitos Ave	77 DU	221	28	34
20. 1078, 1080-1090 Atlantic Ave and 1085-1095 Lime Ave	11 KSF medical office	720	31	38
21. 1126 Queens Highway	200 room hotel, 150 KSF restaurant, 38.2 SKF retail, 150 KSF movie theatre, 17 KSF bowling, 1.2-acre golf, 65.3 KSF museum	310, 932, 820, 444, 437, 430, 580	683	1,462
22. 1468 14th St	22 KSF warehouse	150	4	4
23. 1795 Long Beach Blvd	102 DU, 4.1 KSF retail	221, 820	41	60
24. 245 W. Pacific Coast Hwy	135 DU, 25 KSF	221, 820	73	154
25. 107 Long Beach Blvd	34 room hotel	310	16	20
26. 1400 Long Beach Blvd	65 DU	221	23	29
27. 3rd Street/ Broadway/Alamo Court/Long Beach Blvd	392 DU, 32.8 KSF retail	221, 820	172	297
28. 425 E. 5th St	16 DU	221	6	7
29. 1900-1940 Long Beach Blvd	95 DU, 12.4 KSF retail	221, 820	46	89
30. 1836-1852 Locust Ave	47 DU, 3.6 KSF retail	221, 820	20	35
31. 135 Linden Ave	82 DU, 4 KSF retail	221, 820	34	52

Location	Units ¹	ITE Code	AM Peak Hour	PM Peak Hour
32. 1901 W. Pacific Coast Hwy	194.8 KSF industrial	110	136	123
33. 635 Pine Ave and 636 Pacific Ave	271 DU, 1.4 KSF retail	221, 820	99	124
34. 1101 Long Beach Blvd	120 DU, 15 KSF retail	221, 820	57	110
35. 127-139 E. Broadway	189 DU, 10 KSF retail	221, 820	77	121
36. 1675 Santa Fe	21.7 KSF industrial	110	15	13
37. 2111 W. 14th St	38.4 KSF manufacturing	140	24	26
38. 1112 Locust Ave	97 DU	221	35	43
39. 1341 Long Beach Blvd	24 DU	221	9	11
40. 1401 Long Beach Blvd	142 DU	221	51	62
41. 125 Long Beach Blvd	218 DU, 7.3 KSF retail	221, 820	85	124
42. 110 Pine Avenue	189 room hotel	310	89	113
43. 1 & 11 Golden Shore	750 DU, 11 KSF retail	221, 820	280	372
44. 1601 San Francisco Ave	94.8 KSF industrial	110	66	60
45. 210 E. Ocean Blvd ²	Adaptive reuse 185 room hotel from 233 room congregate care facility	253, 310	71	69
46. 810 Pine Ave	78 DU	254	15	20
47. 131 W. 3rd St	366 DU, 18 KSF	222, 820	130	201
48. 200 W. Ocean	106 DU	221	38	47
49. 231 Windsor Way	Parking	-	0	0
50. 600 W. Broadway	756 DU, 3 KSF retail	222, 820	237	283
51. 469 Pacific Coast Hwy	39 DU	221	14	17
52. 700 W. 17th St	29.7 KSF industrial	110	21	19
53. 201 W. Pacific Coast Hwy	147 DU, 189 KSF retail	222, 820	231	785
54. 123 W. 1st St	280 room hotel	310	132	168
55. 101 Alamitos Ave	136 DU, 2.6 KSF retail	221, 820	51	70
56. 135 Linden Ave	82 DU, 4.1 KSF retail	221,820	34	52
57. 432-444 W. Ocean Blvd	95 DU	221	34	42
Cumulative Project Trips			4,545	6,932

Notes:

1. DU = Dwelling Units, KSF = 1,000 square feet.
2. Project is an adaptive reuse of the former breakers hotel back to a hotel use with 185 rooms from a 233 bed congregate care facility. Trip generation estimate is the net number of new trips due to the adaptive use of the project.
3. Please note that some of the project descriptions changed from the time the City of Long Beach provided Fehr & Peers with the list of related projects to be included in the analysis. In all cases, the projects reduced in size, and to provide a conservative analysis the larger project size was used in this study.

Source: ITE Trip Generation Manual, 10th Edition, 2017; Fehr & Peers, 2019.



AM (PM) - Peak Hour Volume

1. Pacific Ave/Ocean Blvd	2. Pine Ave/Ocean Blvd	3. Long Beach Blvd/Ocean Blvd	4. Pine Ave/Shoreline Dr	5. Pine Ave/Seaside Way
6. Magnolia Ave/Broadway	7. Golden Shore/Ocean Blvd	8. Magnolia Ave/Ocean Blvd	9. Atlantic Ave/Ocean Blvd	10. Alamos Ave/Ocean Blvd
11. Alamos Ave/Broadway	12. Alamos Ave/3rd Street	13. Alamos Ave/4th Street	14. Alamos Ave/6th Street	15. Alamos Ave/7th Street

Figure 11
Peak Hour Traffic Volumes and Lane Configurations
Opening Year (2022) Conditions



TABLE 6 – OPENING YEAR INTERSECTION LEVEL OF SERVICE

	Intersection	Control	Peak Hour	Opening Year (2022)	
				V/C	LOS
1	Pacific Avenue and Ocean Boulevard	Signal	AM	0.547	A
			PM	0.547	A
2	Pine Avenue and Ocean Boulevard	Signal	AM	0.55	A
			PM	0.721	C
3	Long Beach Boulevard and Ocean Boulevard	Signal	AM	0.626	B
			PM	0.543	A
4	Pine Avenue and Shoreline Drive	Signal	AM	0.409	A
			PM	0.491	A
5	Pine Avenue and Seaside Way	Signal	AM	0.321	A
			PM	0.356	A
6	Magnolia Avenue & Broadway	Signal	AM	0.602	B
			PM	0.863	D
7	Golden Shore (I-710 Access) & Ocean Boulevard	Signal	AM	0.583	A
			PM	0.751	C
8	Queens Way/Magnolia Avenue & Ocean Boulevard	Signal	AM	0.674	B
			PM	0.734	C
9	Atlantic Avenue & Ocean Boulevard	Signal	AM	0.615	B
			PM	0.577	A
10	Alamitos Avenue/Shoreline Drive & Ocean Boulevard	Signal	AM	0.772	C
			PM	1.046	F
11	Alamitos Avenue & Broadway	Signal	AM	0.707	C
			PM	1.090	F
12	Alamitos Avenue & 3 rd Street	Signal	AM	0.847	D
			PM	0.773	C
13	Alamitos Avenue & 4 th Street	Signal	AM	0.860	D
			PM	1.121	F
14	Alamitos Avenue & 6 th Street	Signal	AM	0.716	C
			PM	0.818	D
15	Alamitos Avenue & 7 th Street	Signal	AM	0.838	D
			PM	0.924	E

Notes: Intersection operations below acceptable LOS D are shown in **bold**.

Source: Fehr & Peers, 2019.

7.0 OPENING YEAR (2022) PLUS PROJECT CONDITIONS

This chapter summarizes the Opening Year (2022) Plus Project Conditions for the project.

TRAFFIC VOLUMES

Traffic volumes for the Opening Year (2022) Plus Project Conditions consists of traffic volumes generated by the proposed Project volumes added onto the Opening Year (2022) Conditions.

Traffic volumes and lane configurations for Opening Year (2022) Plus Project Conditions are shown on **Figure 12**.

INTERSECTION OPERATIONS

Table 7 summarizes the LOS and V/C for the study intersections under Opening Year (2022) Plus Project Conditions. The following intersections operate unacceptably in this scenario during at least one peak hour:

- 10) Alamos Avenue/Shoreline Drive & Ocean Boulevard – LOS F during the AM and PM peak hours
- 11) Alamos Avenue & Broadway – LOS F during the AM and PM peak hour
- 13) Alamos Avenue & 4th Street –LOS F during the AM and PM peak hour
- 15) Alamos Avenue & 7th Street – LOS E during the AM and PM peak hour

All other study intersections operate acceptably at LOS D or better during both peak hours.

INTERSECTION IMPACTS

As shown in **Table 7**, using the significance criteria discussed in Chapter 3, the Project causes no significant impacts.

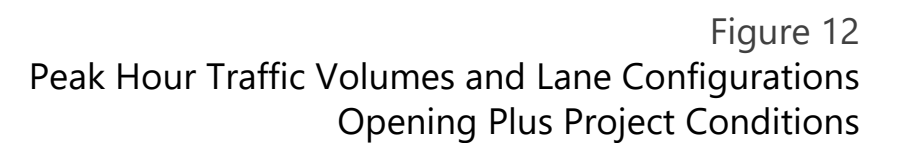


Figure 12

TABLE 7 – OPENING YEAR PLUS PROJECT INTERSECTION LEVEL OF SERVICE

	Intersection	Control	Peak Hour	Opening (2022) Year No Project		Opening (2022) Plus Buildout Project		V/C Change	Significant Impact
				V/C	LOS	V/C	LOS		
1	Pacific Avenue and Ocean Boulevard	Signal	AM	0.547	A	0.563	A	0.016	No
			PM	0.547	A	0.564	A	0.017	No
2	Pine Avenue and Ocean Boulevard	Signal	AM	0.55	A	0.6	A	0.050	No
			PM	0.721	C	0.841	D	0.120	No
3	Long Beach Boulevard and Ocean Boulevard	Signal	AM	0.626	B	0.642	B	0.016	No
			PM	0.543	A	0.555	A	0.012	No
4	Pine Avenue and Shoreline Drive	Signal	AM	0.409	A	0.433	A	0.024	No
			PM	0.491	A	0.491	A	0.000	No
5	Pine Avenue and Seaside Way	Signal	AM	0.321	A	0.394	A	0.073	No
			PM	0.356	A	0.448	A	0.092	No
6	Magnolia Avenue & Broadway	Signal	AM	0.602	B	0.612	B	0.010	No
			PM	0.863	D	0.868	D	0.005	No
7	Golden Shore (I-710 Access) & Ocean Boulevard	Signal	AM	0.583	A	0.597	A	0.014	No
			PM	0.751	C	0.753	C	0.002	No
8	Queens Way/Magnolia Avenue & Ocean Boulevard	Signal	AM	0.674	B	0.729	C	0.055	No
			PM	0.734	C	0.78	C	0.046	No
9	Atlantic Avenue & Ocean Boulevard	Signal	AM	0.615	B	0.642	B	0.027	No
			PM	0.577	A	0.596	A	0.019	No
10	Alamitos Avenue/Shoreline Drive & Ocean Boulevard	Signal	AM	0.772	C	0.787	C	0.015	No
			PM	1.046	F	1.063	F	0.017	No
11	Alamitos Avenue & Broadway	Signal	AM	0.707	C	0.716	C	0.009	No
			PM	1.090	F	1.101	F	0.011	No
12	Alamitos Avenue & 3 rd Street	Signal	AM	0.847	D	0.859	D	0.012	No
			PM	0.773	C	0.783	C	0.010	No
13	Alamitos Avenue & 4 th Street	Signal	AM	0.86	D	0.872	D	0.012	No
			PM	1.121	F	1.138	F	0.017	No
14	Alamitos Avenue & 6 th Street	Signal	AM	0.716	C	0.725	C	0.009	No
			PM	0.818	D	0.826	D	0.008	No
15	Alamitos Avenue & 7 th Street	Signal	AM	0.838	D	0.843	D	0.005	No
			PM	0.924	E	0.935	E	0.011	No

Notes: Intersection operations below acceptable LOS D are shown in **bold**.

Source: Fehr & Peers, 2019.

8.0 CONGESTION MANAGEMENT PROGRAM ANALYSIS

This section presents an analysis of potential impacts on the regional transportation system. This analysis was conducted in accordance with the procedures outlined in *Congestion Management Program for Los Angeles County* (CMP) (Metro, 2010). The CMP requires that when an environmental impact report is prepared for a project, traffic and transit impact analyses be conducted for select regional facilities based on the quantity of project traffic expected to use those facilities.

CMP INTERSECTION ANALYSIS

For CMP arterial monitoring intersections, a CMP analysis is conducted when the proposed Project is anticipated to add 50 or more trips during either the AM or PM weekday peak hours.

The CMP intersections in the study area are:

- Alamitos & 7th Street
- E Shoreline Dr/Alamitos Avenue & Ocean Boulevard

Per the Los Angeles County Congestion Managements Plan (CMP) guidelines, impacts are considered significant at CMP intersections if the Project increases V/C by 0.02 and causes LOS F, or if the facility is already at LOS F and the project increases the intersection V/C by 0.02. This is consistent with the City's significance criteria. The Project does not impact the CMP intersections since the Project does not increase v/c by 0.02 at these intersections.

CMP FREEWAY ANALYSIS

CMP mainline freeway monitoring locations (any freeway ramp) must be analyzed if the Project will add 150 or more trips, in either direction, to the freeway mainline during either the AM or PM peak hours. The project is not anticipated to add 150 trips in either direction to any freeway facility during the AM or PM peak hours, so freeway CMP impacts are considered negligible.

CMP REGIONAL PUBLIC TRANSIT IMPACT ANALYSIS

Appendix D-8 of the 2010 LA CMP provides a methodology for estimating the number of transit trips expected to result from a proposed Project based on the projected number of vehicle trips. This

methodology assumes an average vehicle ridership (AVR) factor of 1.4 in order to estimate the number of person trips to and from the Project and then provides guidance regarding the percentage of person trips assigned to public transit depending on the type of use (commercial/other versus residential) and the proximity to transit services. Appendix D-8 of the 2010 CMP recommends summarizing the fixed-route local bus services within ¼ mile of the Project site and express bus routes and rail service within two miles of the Project site. Within ¼ mile of the Project site, Long Beach Transit operates 11 local routes and one circulator, Metro operates two local routes and one light rail line, and Torrance Transit operates one commuter rapid line.

As part of the trip generation estimates presented in Table 2, no transit credit was taken for the Project. The Project trip generation did not assume a transit credit and is therefore conservative regarding the vehicular intersection analysis. Prior to credits, the Project is estimated to generate 436 vehicle trips during the AM peak hour and 487 vehicle trips during the PM peak hour. Applying the AVR factor of 1.4, the Project is estimated to generate 610-person trips during the AM peak hour and 682-person trips during the PM peak hour.

Appendix D-8 identifies that 15% of primarily commercial trips within ¼ mile of the CMP transit center can be assigned to transit. As the Project is located approximately 650 feet from the First Street Transit Gallery, the 15% credit was assumed to transit assignment. Consistent with this approach, the Project could generate an estimated 92 transit riders in AM peak hour, and an estimated 102 transit riders in the PM peak hour.

The Project location is well served by numerous established local and regional transit routes; therefore, Project-related impacts are not expected to be significant. The headway service is approximately 20 minutes for local routes, 30 minutes for circulators, and 40 minutes for commuter routes during both peak periods. The bus services have an estimated seating capacity of approximately 1,760 persons during the peak hours based on a bus seating capacity of 40 persons for a standard bus and 30 persons for a circulator bus. The Metro Blue Line, with 6-minute headways in both the AM and PM peak hours has an estimated capacity of over 4,500 persons during the peak periods. With a total estimated capacity of approximately 6,220 persons in the peak hours. The proposed Project would utilize up to 1.6% of available transit capacity during the peak hours.

The Project and other related projects will cumulatively add new ridership to the transit system. However, the addition of an estimated 92 AM and 102 PM transit riders would not exceed the capacity of transit service. Furthermore, transit service providers routinely adjust service up to two times a year to reflect future cumulative demand. Additional transit riders would also increase farebox recovery on transit lines, and therefore the Project generated transit riders would help to fund the service. At this level of increase, Project-related impacts on the regional transit system are not significant.

9.0 CONSTRUCTION TRAFFIC IMPACT ANALYSIS

Project construction activities are estimated to occur over a 30-month period, estimated to begin in January 2019 and end in June of 2022. The Project construction would include a construction traffic management plan that includes avoiding peak hour truck traffic and manages worker parking in order to minimize impacts to the transportation system.

To conservatively account for construction trips, the highest construction activity of 180 daily haul trucks was assumed for this analysis. Given that the construction period would be from 7:00 AM – 3:30 PM, it is expected that roughly 21.2 trucks per hour would be contributing to traffic at the Project site. Using a passenger car equivalent of 3.0, these 21.2 trucks would yield 64 trips per passenger cars per hour in each direction. Thus, the total in-bound and out-bound trips resulting from truck trips associated with construction activities is 128 trips.

All construction traffic is assumed to enter and exit the study area via I-710. Trucks will use Shoreline Drive and Pine Avenue as a haul route to access the site. The 128 truck trips were assigned on top of the Existing Condition AM peak hour traffic volumes (since trucks are not anticipated to be using the haul route in the PM peak hour). As shown in **Table 8**, with the addition of truck trips during the AM peak hour, the study intersections still operate at LOS A. Technical calculations are provided in **Appendix B**. Since the intersections that the construction activities would add traffic to are forecast to operate at LOS A, the construction impacts are deemed less-than-significant.

TABLE 8 – EXISTING PLUS CONSTRUCTION TRAFFIC INTERSECTION LEVEL OF SERVICE

Intersection	Control	Peak Hour	Existing (2018)		Existing Plus Construction		V/C Change	Significant Impact
			V/C	LOS	V/C	LOS		
4 Pine Avenue and Shoreline Drive	Signal	AM	0.387	A	0.449	A	0.062	No
5 Pine Avenue and Seaside Way	Signal	AM	0.277	A	0.357	A	0.080	No

Source: Fehr & Peers, 2019.

10.0 SITE ACCESS AND ALTERNATIVE MODES REVIEW

This chapter provides an overview of the Project site plan, related to internal and external circulation for the Project. Considerations include site access, parking, and on-site circulation.

PROJECT SITE ACCESS

VEHICLE ACCESS

Vehicle site access is provided directly from Ocean Boulevard to a loop driveway with one right-turn only ingress driveway and one right-turn only egress driveway. All visitors will be required to valet if they choose to park on-site. A center median prevents westbound left-turns but U-turns are allowed at the intersection of Ocean Boulevard and Pine Avenue to access the site. The parking garage also has two access points from Pine Avenue and Seaside Way to provide access during special events, such as the Long Beach Grand Prix. For these reasons, the vehicle access is deemed to be adequate.

DRIVEWAY QUEUING

378 AM peak hour trips and 430 PM peak hour trips were conservatively estimated to use the ingress and egress driveways for purposes of the traffic study and study intersection operations. The ingress and egress trip generation estimates include employees (all employees will be required to park off site and not use the valet) and many visitors may choose not to use the valet and park in another location based on cost. However, these conservative ingress/egress estimates were used for the following queuing estimates.

The Project provides 350 feet of queuing capacity within the two lanes of the driveway loop, not counting the pedestrian crossing. The 95th percentile queues were measured for the single exit lane using the Synchro analysis software. 100 pedestrian crossings were conservatively assumed for the queuing analysis. The 95th percentile queue was measured at 530 feet under PM peak hour conditions, which would not be accommodated by the existing driveway. Queuing calculations are provided in **Appendix D**.

Field observations along Ocean Boulevard at the Project driveway indicate that sufficient gaps in vehicle platoons exist due to the metering of traffic from upstream traffic signals. The intersection of Ocean Boulevard and Pine Avenue has a two-minute cycle length which would provide at least one gap per minute from signal phase changes alone. As such, exiting vehicles could have lower driveway delays and shorter queues when departing the Project site that the Synchro queuing estimate calculations would not capture.

ALTERNATE DRIVEWAY LAYOUT REVIEW

An alternative access driveway layout that proposed to swap the ingress and egress driveways was also reviewed. Our review found that the alternative layout would provide 60 feet of additional queuing capacity, which equates to approximately four vehicles. However, with the alternative layout, should more than four vehicles queue at the ingress driveway than the egress driveway would be blocked causing gridlock in the loop as vehicles would be unable to enter or exit. The reverse flow of vehicles would also swap the side of the vehicle that passengers would exit from, which would cause pedestrians to cross the vehicle's path of travel instead of being dropped off adjacent to the sidewalk. The alternative layout is not recommended.

OCEAN BOULEVARD QUEUING

Additional analysis was conducted due to the concern of the short distance of the inbound driveway from the intersection of Ocean Boulevard and Pine Avenue and the possibility of inbound project traffic spilling back onto Ocean Boulevard. As previously stated, the ingress and egress volumes are conservative, as they include employees and not all guests are anticipated to park onsite. The trips to the driveway were estimated for the PM peak hour from the trip distribution and conservative trip generation estimates described earlier. As shown in **Table 9**, the average number of vehicles per 120 second cycle length is anticipated to be approximately four vehicles per cycle from eastbound Ocean Boulevard. Four vehicles per cycle entering the driveway is not anticipated to negatively affect operations at the upstream intersection.

The proposed driveway location relative to the upstream intersection is consistent with existing driveway locations along Ocean Boulevard. As such, driver expectations regarding driveway location will be consistent along Ocean Boulevard. In addition, the existing 19-foot lane adjacent to the Project provides enough width to accommodate a right-turn and through movement at the driveway (a de-facto right turn lane) that would not impede traffic on Ocean Boulevard.

TABLE 9 – VEHICLES PER HOUR AND PER TRAFFIC CYCLE HEADING TO PROJECT DRIVEWAY AT PINE/OCEAN

<i>Roadway Approach</i>	<i>PM Peak Hour Volume</i>	<i>Average Cars Per 120 Second Cycle Length</i>
Eastbound Ocean Boulevard	123	4.1
Westbound Ocean Boulevard (U-Turn)	91	3.0
Pine Avenue Northbound	207	6.9
Pine Avenue Southbound	9	0.3

Source: Fehr & Peers, 2019.

DRIVEWAY ACCESS AND VALET RECOMMENDATION

The analysis above indicates that peak hours and peak events may pose queuing issues at the Project driveway. It is recommended that the Project site provide as much queuing capacity as possible and that hotel staff keep the front driveway loop free of obstructions by keeping the vehicles moving after loading and unloading. Fehr & Peers also recommends the hotel provide enough valet staff to ensure efficient valet operations to manage queuing at the project site.

The Project should monitor queuing at the inbound driveway during peak hours and peak events and use a second valet staging area in the garage on Seaside Way to mitigate queue spillback onto Ocean Boulevard. In situations where the inbound driveway is near capacity, the driveway should be closed, and ingress guests should be rerouted to the garage on Seaside Way.

Fehr & Peers recommends during peak hours that outbound guests who valeted their vehicles use the secondary valet staging area at the onsite garage exit on Seaside Way to pick up their vehicles. By splitting up the valet operation to two locations, the number of vehicles using the driveway loop in the PM peak hour will reduce from 430 vehicles per hour to 280 vehicles per hour. The number of vehicles turning right on Ocean Boulevard from Pine Avenue to access the main driveway would reduce from 207 vehicles per hour to 57 vehicles per hour, or just under two vehicles per cycle. This would reduce the outbound queues at the driveway from 530 feet to 206 feet, which can be accommodated by the proposed driveway loop.

ALTERNATIVE MODES REVIEW

There are existing bus stops on Ocean Boulevard and Pine Avenue adjacent to the Project site. There are no plans to remove the bus stops, therefore transit access is not expected to be impacted.

Access to the sidewalk along Ocean Boulevard, Seaside Way and Pine Avenue will be maintained. Access to the Convention Center Walkway bridge will also be maintained. Furthermore, improvements to the adjacent Victory Park are proposed that provide additional pedestrian access and amenities. For these reasons, pedestrian access is not expected to be impacted.

There are no existing bike routes adjacent to the Project site, although there are existing bike lanes on Seaside Way that terminate eastbound at Pine Avenue. An existing bike share docking station currently exists at the northwest corner of the Project site that will remain. There are no planned/funded bicycle facilities adjacent to the Project site, however, the 2017 Long Beach Bicycle Master Plan does recommend future facilities along Pine Avenue and Ocean Boulevard. For these reasons, bicycle access is not expected to be impacted.

PARKING

Fehr & Peers prepared a shared parking study for the Project, included as **Appendix E**, that estimated parking demand by use at each hour of the day. Since the different uses at the hotel (restaurant, meeting/event space, employee parking, hotel guest) parking demand peak at different times of the day or week, strict application of the Long Beach Municipal Parking Code results in an oversupply of parking. In fact, the hotel anticipates holding large events that would require the maximum parking supply only a few times per year.

The Project proposes to provide 151 on-site parking spaces. The shared parking study determined that 151 spaces would not be sufficient capacity for Project guests. The Project proposes to provide off-site parking at the Terrace Theater Parking Garage at 300 Seaside Way which will provide 280 overflow spaces.

According to the shared parking analysis, the parking demand on-site on a typical weekday peaks at Noon at 228 spaces, though 67 of those spaces are estimated to be employee parking demand that will be required to park off-site. The peak parking demand for all uses not counting employee demand occurs at 9:00 PM. The demand at 9:00 PM is 209 total spaces, 13 of which are employee spaces and 196 are for the remaining uses. That is a deficiency of 45 spaces that the Project proposes to provide off-site at.

The worst case weekend event (full occupancy of the hotel, restaurant and event space) was estimated to have a demand of 347 spaces (including a 20 space buffer) which requires the Project to provide 216 spaces off-site. **Table 10** below summarizes the estimated demand and recommended parking supply.

TABLE 10 – PROJECT PARKING SUPPLY

Time Period	Total Parking Demand	Required Buffer	Employee Parking Demand	Guest Parking Demand	On-site Parking Supply	Off-site Parking Supply
Typical Weekday (Noon)	228	-	67	161	151	10
Typical Weekday (9:00 PM)	209	-	13	196	151	45
Worst Case Weekend Event (9:00 PM)	395	20	48	347	151	216

Source: Fehr & Peers, 2019.

The project also plans to implement transportation demand management (TDM) measures to further reduce parking demand. The project is planning to maintain a bike share station on-site and will also sell pre-loaded passes at the front desk. This option would help negate the need for visitors to bring or rent an automobile that would have to be parked on-site. Another strategy is to unbundle the cost of parking from the nightly room rate (or monthly rent) which would further reduce the number of single occupancy vehicle that need parking spaces. The cost of parking is anticipated to be much higher than other paid facilities in the area and is expected to deter demand on-site. Encouraging employee carpooling/vanpooling, providing guaranteed rides home, and implementing ride matching services are effective measures to reduce the project's overall parking demand. We recommend that the project monitor parking demand during operation and adjust the TDM Plan as needed.

Furthermore, the City of Long Beach has established its own TDM programs that could decrease parking demand at the project site. Long Beach has established a robust bike share program and bicycle network in the vicinity of the hotel. The City also launched a city-wide electric scooter (e-scooter) pilot program in August 2018 that enables six operators to each deploy 150 e-scooters through January 31, 2019, to assess whether a permanent e-scooter program should be implemented.

Appendix A: Traffic Counts

National Data & Surveying Services

Intersection Turning Movement Count

Location: Pacific Ave & Ocean Blvd
City: Long Beach
Control: Signalized

Project ID: 18-05596-001
Date: 9/12/2018

Total

NS/EW Streets:	Pacific Ave				Pacific Ave				Ocean Blvd				Ocean Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	1.5 SL	0.5 ST	1 SR	0 SU	1 EL	3 ET	0 ER	0 EU	1 WL	3 WT	1 WR	0 WU	
7:00 AM	3	0	0	0	11	0	22	0	14	96	3	0	0	405	22	0	576
7:15 AM	3	0	0	0	14	0	26	0	11	133	2	0	0	374	26	0	589
7:30 AM	0	2	0	0	18	0	29	0	24	120	0	0	1	370	38	0	602
7:45 AM	1	0	1	0	10	0	35	0	30	152	1	0	2	372	33	0	637
8:00 AM	1	1	0	0	22	2	43	2	24	153	0	0	0	373	40	1	662
8:15 AM	1	0	1	0	16	0	33	0	30	164	2	2	1	350	47	2	649
8:30 AM	0	0	0	0	23	0	38	1	29	150	0	2	1	335	43	0	622
8:45 AM	1	0	2	0	17	1	38	0	36	195	2	2	2	289	48	1	634
TOTAL VOLUMES:	NL 10	NT 3	NR 4	NU 0	SL 131	ST 3	SR 264	SU 3	EL 198	ET 1163	ER 10	EU 6	WL 7	WT 2868	WR 297	WU 4	TOTAL 4971
APPROACH %'s:	58.82%	17.65%	23.53%	0.00%	32.67%	0.75%	65.84%	0.75%	14.38%	84.46%	0.73%	0.44%	0.22%	90.30%	9.35%	0.13%	
PEAK HR:	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL:	3	1	2	0	71	2	149	3	113	619	3	4	4	1430	163	3	2570
PEAK HR FACTOR:	0.750	0.250	0.500	0.000	0.772	0.250	0.866	0.375	0.942	0.944	0.375	0.500	0.500	0.958	0.867	0.375	0.971
	0.750				0.815				0.933				0.966				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	1.5 SL	0.5 ST	1 SR	0 SU	1 EL	3 ET	0 ER	0 EU	1 WL	3 WT	1 WR	0 WU	
4:00 PM	1	2	1	0	19	1	35	0	40	347	0	0	1	201	26	1	675
4:15 PM	2	2	3	0	24	0	23	0	38	432	1	2	1	187	19	1	735
4:30 PM	1	0	3	0	24	0	33	0	45	364	1	1	2	263	33	3	773
4:45 PM	0	1	1	0	21	1	28	0	38	402	1	0	1	186	30	3	713
5:00 PM	1	6	1	0	31	1	42	1	36	425	0	0	0	261	40	0	845
5:15 PM	2	1	0	0	17	0	31	0	50	371	3	1	0	182	25	2	685
5:30 PM	2	2	2	0	23	0	30	0	40	397	0	1	1	230	39	2	769
5:45 PM	2	0	1	0	25	0	27	0	41	337	0	0	1	177	24	1	636
TOTAL VOLUMES:	NL 11	NT 14	NR 12	NU 0	SL 184	ST 3	SR 249	SU 1	EL 328	ET 3075	ER 6	EU 5	WL 7	WT 1687	WR 236	WU 13	TOTAL 5831
APPROACH %'s:	29.73%	37.84%	32.43%	0.00%	42.11%	0.69%	56.98%	0.23%	9.61%	90.07%	0.18%	0.15%	0.36%	86.82%	12.15%	0.67%	
PEAK HR:	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL:	4	9	8	0	100	2	126	1	157	1623	3	3	4	897	122	7	3066
PEAK HR FACTOR:	0.500	0.375	0.667	0.000	0.806	0.500	0.750	0.250	0.872	0.939	0.750	0.375	0.500	0.853	0.763	0.583	0.907
	0.656				0.763				0.944				0.855				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Pacific Ave & Ocean Blvd
City: Long Beach
Control: Signalized

Project ID: 18-05596-001
Date: 9/12/2018

Bikes

NS/EW Streets:	Pacific Ave				Pacific Ave				Ocean Blvd				Ocean Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	1	0	0	1.5	0.5	1	0	1	3	0	0	1	3	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	4
7:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
7:45 AM	1	0	0	0	0	0	1	0	0	2	0	0	0	1	0	0	5
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	3
8:15 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	1	1	0	5
8:30 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	1	1	0	0	1	0	2	0	0	11	0	0	0	7	2	0	25
	50.00%	50.00%	0.00%	0.00%	33.33%	0.00%	66.67%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	77.78%	22.22%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	1	1	0	0	0	0	1	0	0	7	0	0	0	3	2	0	15
PEAK HR FACTOR :	0.250	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.583	0.000	0.000	0.000	0.750	0.500	0.000	0.750
				0.500			0.250				0.583				0.625		

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	1	0	0	1.5	0.5	1	0	1	3	0	0	1	3	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	0	0	0	0	0	1	0	0	2	0	0	0	1	1	0	5
4:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	1	0	1	0	0	2	0	0	0	2	0	0	6
4:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	2
5:00 PM	0	0	1	0	0	1	1	0	0	1	0	0	0	1	1	0	6
5:15 PM	0	0	0	0	0	1	1	0	0	2	0	0	1	4	1	0	10
5:30 PM	0	0	0	0	1	0	0	0	0	3	0	0	1	1	1	0	7
5:45 PM	0	2	0	0	1	0	0	0	1	3	0	0	0	0	1	0	8
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	2	1	0	4	2	4	0	2	13	0	0	2	9	6	0	45
	0.00%	66.67%	33.33%	0.00%	40.00%	20.00%	40.00%	0.00%	13.33%	86.67%	0.00%	0.00%	11.76%	52.94%	35.29%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	0	0	1	0	2	1	2	0	1	3	0	0	0	3	2	0	15
PEAK HR FACTOR :	0.00	0.000	0.250	0.000	0.500	0.250	0.500	0.000	0.250	0.375	0.000	0.000	0.000	0.375	0.500	0.000	0.625
				0.250			0.625				0.500				0.625		

National Data & Surveying Services

Intersection Turning Movement Count

Location: Pacific Ave & Ocean Blvd
City: Long Beach

Project ID: 18-05596-001
Date: 9/12/2018

Pedestrians (Crosswalks)

NS/EW Streets:	Pacific Ave		Pacific Ave		Ocean Blvd		Ocean Blvd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	5	8	9	6	10	11	10	3	62
7:15 AM	1	6	3	6	3	6	7	2	34
7:30 AM	1	4	8	1	7	3	15	1	40
7:45 AM	4	7	5	6	4	6	8	1	41
8:00 AM	1	6	6	6	6	6	3	2	36
8:15 AM	2	9	4	6	4	3	2	3	33
8:30 AM	2	15	4	5	5	2	4	5	42
8:45 AM	9	15	3	8	0	9	7	4	55
TOTAL VOLUMES :	EB 25	WB 70	EB 42	WB 44	NB 39	SB 46	NB 56	SB 21	TOTAL 343
APPROACH %'s :	26.32%	73.68%	48.84%	51.16%	45.88%	54.12%	72.73%	27.27%	
PEAK HR :	07:45 AM - 08:45 AM								TOTAL
PEAK HR VOL :	9	37	19	23	19	17	17	11	152
PEAK HR FACTOR :	0.563	0.617	0.792	0.958	0.792	0.708	0.531	0.550	0.905
	0.676		0.875		0.750		0.778		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	7	7	13	10	8	6	4	15	70
4:15 PM	4	3	10	3	6	11	2	4	43
4:30 PM	8	3	16	8	10	7	3	14	69
4:45 PM	5	8	16	4	7	2	3	16	61
5:00 PM	7	10	18	15	8	6	7	24	95
5:15 PM	7	6	14	12	14	2	2	13	70
5:30 PM	3	5	10	7	7	6	2	15	55
5:45 PM	7	13	11	4	5	8	2	12	62
TOTAL VOLUMES :	EB 48	WB 55	EB 108	WB 63	NB 65	SB 48	NB 25	SB 113	TOTAL 525
APPROACH %'s :	46.60%	53.40%	63.16%	36.84%	57.52%	42.48%	18.12%	81.88%	
PEAK HR :	04:15 PM - 05:15 PM								TOTAL
PEAK HR VOL :	24	24	60	30	31	26	15	58	268
PEAK HR FACTOR :	0.750	0.600	0.833	0.500	0.775	0.591	0.536	0.604	0.705
	0.706		0.682		0.838		0.589		

Pacific Ave & Ocean Blvd

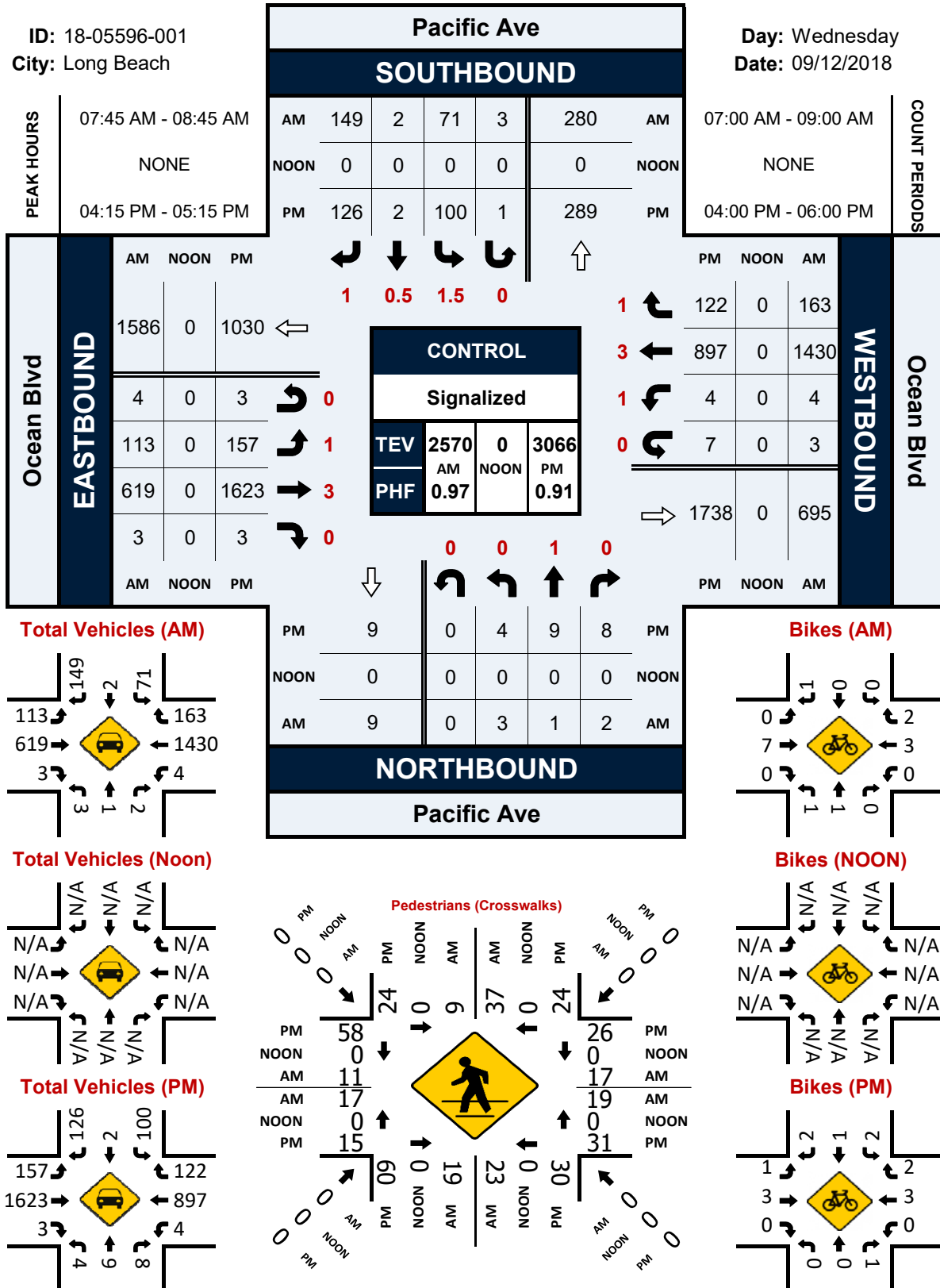
Peak Hour Turning Movement Count

ID: 18-05596-001

City: Long Beach

Day: Wednesday

Date: 09/12/2018



National Data & Surveying Services

Intersection Turning Movement Count

Location: Pine Ave & Ocean Blvd
City: Long Beach
Control: Signalized

Project ID: 18-05596-002
Date: 9/12/2018

Total

NS/EW Streets:	Pine Ave				Pine Ave				Ocean Blvd				Ocean Blvd					
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
	1	1	1	0	0	1	1	0	1	3	0	0	1	3	0	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
	3	5	7	0	2	6	10	0	4	86	13	1	17	415	24	1		
	7:00 AM																	
	7:15 AM	9	4	13	0	7	9	12	0	5	123	10	1	23	379	15	0	
	7:30 AM	9	2	6	0	7	3	14	0	5	125	19	0	24	392	20	1	
	7:45 AM	2	10	14	0	7	13	8	0	5	139	24	1	29	406	24	1	
	8:00 AM	9	5	11	0	7	8	11	0	6	139	30	1	29	397	37	1	
	8:15 AM	16	6	14	0	6	11	14	0	5	156	24	1	32	357	28	2	
8:30 AM	6	9	18	0	3	5	12	0	14	120	31	0	30	362	26	0		
8:45 AM	9	8	23	0	6	12	10	0	13	170	27	7	26	314	24	0		
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	63	49	106	0	45	67	91	0	57	1058	178	12	210	3022	198	6	5162	
	28.90%	22.48%	48.62%	0.00%	22.17%	33.00%	44.83%	0.00%	4.37%	81.07%	13.64%	0.92%	6.11%	87.95%	5.76%	0.17%		
PEAK HR :	07:45 AM - 08:45 AM																	TOTAL
PEAK HR VOL :	33	30	57	0	23	37	45	0	30	554	109	3	120	1522	115	4	2682	
PEAK HR FACTOR :	0.516	0.750	0.792	0.000	0.821	0.712	0.804	0.000	0.536	0.888	0.879	0.750	0.938	0.937	0.777	0.500	0.970	
	0.833				0.847				0.935				0.949					

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
	1	1	1	0	0	1	1	0	1	3	0	0	1	3	0	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
	19	25	43	0	14	13	26	1	10	365	19	2	34	180	9	2		
	4:00 PM																	
	4:15 PM	27	25	23	0	12	12	18	0	8	396	32	1	19	167	11	0	
	4:30 PM	30	21	32	0	16	16	17	0	12	374	34	2	29	245	12	2	
	4:45 PM	24	25	33	0	24	16	15	0	11	371	26	1	24	186	19	1	
	5:00 PM	23	21	35	0	22	16	30	0	14	437	26	2	19	238	16	2	
	5:15 PM	19	21	19	0	32	17	23	0	8	327	26	2	21	172	20	2	
5:30 PM	20	17	29	0	23	16	23	0	11	407	29	2	22	219	21	1		
5:45 PM	16	18	29	0	27	17	7	0	12	309	19	1	18	175	14	4		
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	178	173	243	0	170	123	159	1	86	2986	211	13	186	1582	122	14	6247	
	29.97%	29.12%	40.91%	0.00%	37.53%	27.15%	35.10%	0.22%	2.61%	90.59%	6.40%	0.39%	9.77%	83.09%	6.41%	0.74%		
PEAK HR :	04:15 PM - 05:15 PM																	TOTAL
PEAK HR VOL :	104	92	123	0	74	60	80	0	45	1578	118	6	91	836	58	5	3270	
PEAK HR FACTOR :	0.867	0.920	0.879	0.000	0.771	0.938	0.667	0.000	0.804	0.903	0.868	0.750	0.784	0.853	0.763	0.625	0.907	
	0.961				0.787				0.912				0.859					

National Data & Surveying Services

Intersection Turning Movement Count

Location: Pine Ave & Ocean Blvd
City: Long Beach
Control: Signalized

Project ID: 18-05596-002
Date: 9/12/2018

Bikes

NS/EW Streets:		Pine Ave				Pine Ave				Ocean Blvd				Ocean Blvd				
AM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		1 NL	1 NT	1 NR	0 NU	0 SL	1 ST	1 SR	0 SU	1 EL	3 ET	0 ER	0 EU	1 WL	3 WT	0 WR	0 WU	
7:00 AM		0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3
7:15 AM		0	3	0	0	0	1	0	0	0	1	0	0	0	3	0	0	8
7:30 AM		0	0	0	0	0	3	0	0	0	1	0	0	0	1	1	0	6
7:45 AM		1	1	0	0	0	3	0	0	0	0	0	0	0	0	1	0	6
8:00 AM		0	0	0	0	0	2	0	0	0	1	0	0	0	2	0	0	5
8:15 AM		1	0	0	0	0	4	0	0	0	2	0	0	0	1	0	0	8
8:30 AM		0	2	0	0	1	2	0	0	0	4	0	0	0	0	0	0	9
8:45 AM		0	0	0	0	0	1	0	0	0	3	0	0	0	1	0	0	5
TOTAL VOLUMES :		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :		2	8	0	0	1	16	0	0	0	12	1	0	0	8	2	0	50
PEAK HR :		07:45 AM - 08:45 AM				5.88%	94.12%	0.00%	0.00%	0.00%	92.31%	7.69%	0.00%	0.00%	80.00%	20.00%	0.00%	
PEAK HR VOL :		2	3	0	0	1	11	0	0	0	7	0	0	0	3	1	0	28
PEAK HR FACTOR :		0.500	0.375	0.000	0.000	0.250	0.688	0.000	0.000	0.000	0.438	0.000	0.000	0.000	0.375	0.250	0.000	0.778
		0.625				0.750				0.438				0.500				
PM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		1 NL	1 NT	1 NR	0 NU	0 SL	1 ST	1 SR	0 SU	1 EL	3 ET	0 ER	0 EU	1 WL	3 WT	0 WR	0 WU	
4:00 PM		0	2	1	0	0	1	0	0	0	1	0	0	0	1	1	0	7
4:15 PM		0	0	0	0	0	4	0	0	0	0	2	0	1	0	2	0	9
4:30 PM		0	1	1	0	0	2	0	0	0	1	0	0	0	2	2	0	9
4:45 PM		0	2	1	0	1	1	1	0	0	0	2	0	0	1	0	0	9
5:00 PM		0	1	0	0	0	5	0	0	0	2	0	0	0	3	0	0	11
5:15 PM		0	2	1	0	0	1	0	0	0	1	0	0	2	5	2	0	14
5:30 PM		0	3	3	0	1	2	0	0	0	5	0	0	0	2	1	0	17
5:45 PM		0	3	0	0	0	2	0	0	0	3	0	0	0	1	0	0	9
TOTAL VOLUMES :		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :		0	14	7	0	2	18	1	0	0	13	4	0	3	15	8	0	85
PEAK HR :		04:15 PM - 05:15 PM				9.52%	85.71%	4.76%	0.00%	0.00%	76.47%	23.53%	0.00%	11.54%	57.69%	30.77%	0.00%	
PEAK HR VOL :		0	4	2	0	1	12	1	0	0	3	4	0	1	6	4	0	38
PEAK HR FACTOR :		0.00	0.500	0.500	0.000	0.250	0.600	0.250	0.000	0.000	0.375	0.500	0.000	0.250	0.500	0.500	0.000	0.864
		0.500				0.700				0.875				0.688				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Pine Ave & Ocean Blvd
City: Long Beach

Project ID: 18-05596-002
Date: 9/12/2018

Pedestrians (Crosswalks)

NS/EW Streets:	Pine Ave		Pine Ave		Ocean Blvd		Ocean Blvd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	8	3	1	1	5	17	6	8	49
7:15 AM	2	5	0	6	2	8	1	5	29
7:30 AM	4	8	4	4	5	5	3	2	35
7:45 AM	6	3	4	3	2	10	8	6	42
8:00 AM	3	17	3	5	1	16	1	7	53
8:15 AM	5	8	1	7	2	8	7	4	42
8:30 AM	3	20	2	4	3	18	1	11	62
8:45 AM	6	3	3	5	3	10	1	8	39
TOTAL VOLUMES :	EB 37	WB 67	EB 18	WB 35	NB 23	SB 92	NB 28	SB 51	TOTAL 351
APPROACH %'s :	35.58%	64.42%	33.96%	66.04%	20.00%	80.00%	35.44%	64.56%	
PEAK HR :	07:45 AM - 08:45 AM								TOTAL
PEAK HR VOL :	17	48	10	19	8	52	17	28	199
PEAK HR FACTOR :	0.708	0.600	0.625	0.679	0.667	0.722	0.531	0.636	0.802
	0.707		0.906		0.714		0.804		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	11	16	17	11	15	15	17	15	117
4:15 PM	8	14	13	5	22	14	28	25	129
4:30 PM	13	5	6	13	17	12	13	17	96
4:45 PM	6	7	9	14	15	33	23	13	120
5:00 PM	7	14	15	17	29	28	23	19	152
5:15 PM	5	11	11	9	22	23	15	14	110
5:30 PM	8	5	1	6	14	16	12	11	73
5:45 PM	12	16	7	10	27	20	25	13	130
TOTAL VOLUMES :	EB 70	WB 88	EB 79	WB 85	NB 161	SB 161	NB 156	SB 127	TOTAL 927
APPROACH %'s :	44.30%	55.70%	48.17%	51.83%	50.00%	50.00%	55.12%	44.88%	
PEAK HR :	04:15 PM - 05:15 PM								TOTAL
PEAK HR VOL :	34	40	43	49	83	87	87	74	497
PEAK HR FACTOR :	0.654	0.714	0.717	0.721	0.716	0.659	0.777	0.740	0.817
	0.841		0.719		0.746		0.759		

Pine Ave & Ocean Blvd

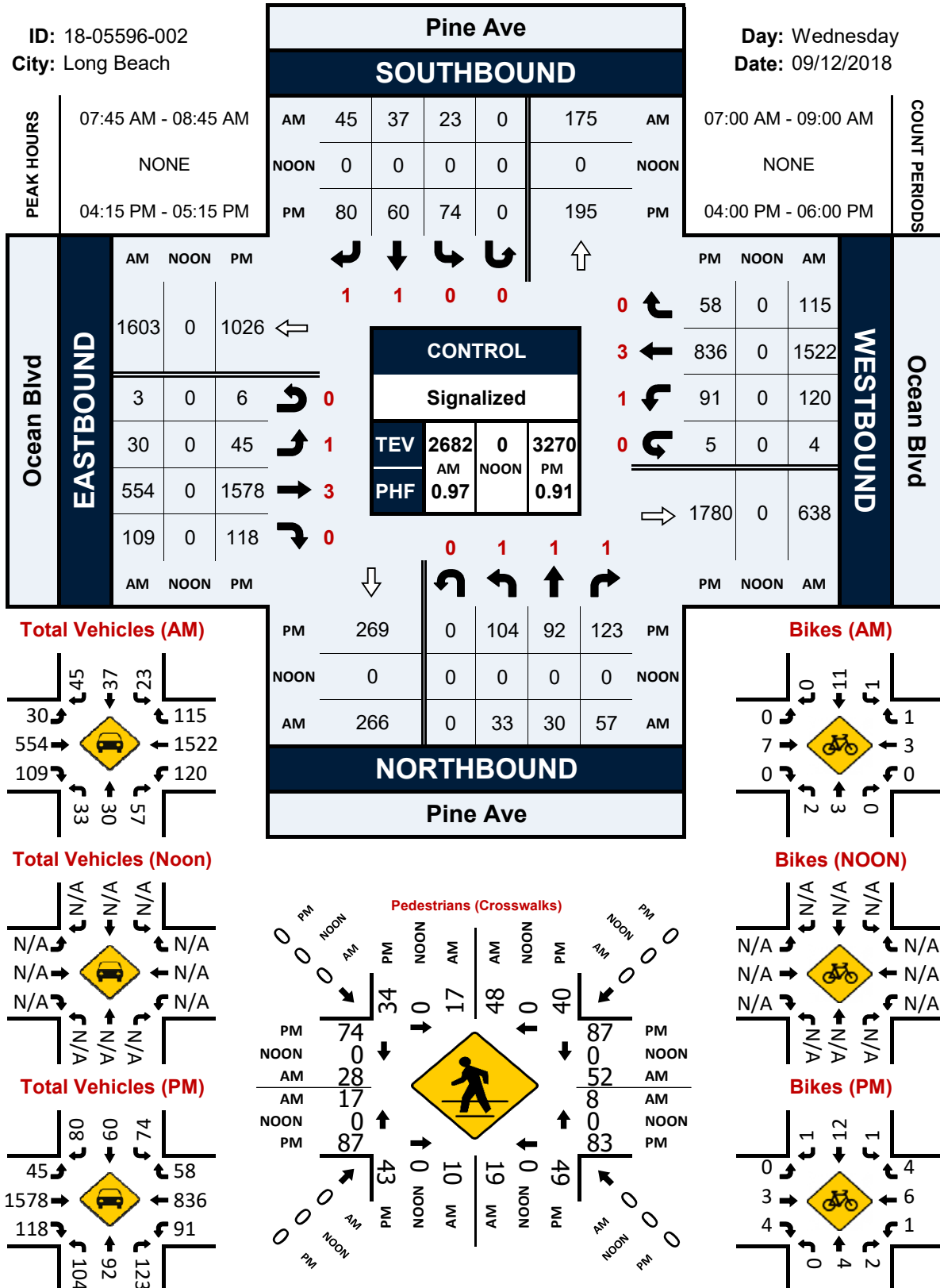
Peak Hour Turning Movement Count

ID: 18-05596-002

City: Long Beach

Day: Wednesday

Date: 09/12/2018



National Data & Surveying Services

Intersection Turning Movement Count

Location: Long Beach Blvd & Ocean Blvd
City: Long Beach
Control: Signalized

Project ID: 18-05596-003
Date: 9/12/2018

Total

NS/EW Streets:		Long Beach Blvd				Long Beach Blvd				Ocean Blvd				Ocean Blvd				
AM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		0 NL	0 NT	0 NR	0 NU	1.5 SL	0 ST	1.5 SR	0 SU	1 EL	4 ET	0 ER	0 EU	0 WL	3 WT	1 WR	0 WU	
	7:00 AM	0	0	0	0	10	0	48	0	8	93	0	0	0	447	23	1	630
	7:15 AM	0	0	0	0	22	0	35	1	19	116	0	1	0	383	25	1	603
	7:30 AM	0	0	0	0	11	0	31	1	26	122	0	2	0	414	34	0	641
	7:45 AM	0	0	0	0	17	0	42	1	33	108	0	0	0	421	31	0	653
	8:00 AM	0	0	0	0	8	0	48	1	30	129	0	0	0	451	32	1	700
	8:15 AM	0	0	0	0	19	0	52	1	29	149	0	0	0	371	30	0	651
	8:30 AM	0	0	0	0	13	0	57	2	20	131	0	0	0	412	37	0	672
	8:45 AM	0	0	0	0	21	0	58	1	25	142	0	2	0	326	36	0	611
TOTAL VOLUMES :		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :		0	0	0	0	121	0	371	8	190	990	0	5	0	3225	248	3	5161
		24.20%	0.00%	74.20%	1.60%	16.03%	83.54%	0.00%	0.42%	0.00%	92.78%	7.13%	0.09%					
PEAK HR :		07:45 AM - 08:45 AM				57	0	199	5	112	517	0	0	0	1655	130	1	2676
PEAK HR VOL :		0	0	0	0	0.750	0.000	0.873	0.625	0.848	0.867	0.000	0.000	0.000	0.917	0.878	0.250	0.956
PEAK HR FACTOR :		0.000	0.000	0.000	0.000			0.906			0.883				0.923			

PM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		0 NL	0 NT	0 NR	0 NU	1.5 SL	0 ST	1.5 SR	0 SU	1 EL	4 ET	0 ER	0 EU	0 WL	3 WT	1 WR	0 WU	
	4:00 PM	0	0	0	0	24	0	38	2	41	345	0	2	0	178	25	0	655
	4:15 PM	0	0	0	0	23	0	26	2	41	431	0	1	0	186	33	0	743
	4:30 PM	0	0	0	0	21	0	47	6	39	356	0	2	0	223	28	0	722
	4:45 PM	0	0	0	0	21	0	28	3	34	426	0	3	0	191	22	0	728
	5:00 PM	0	0	0	0	23	0	53	9	50	429	0	1	0	217	39	0	821
	5:15 PM	0	0	0	0	25	0	55	6	48	375	0	2	0	172	25	0	708
	5:30 PM	0	0	0	0	20	0	35	4	46	373	0	1	0	180	23	0	682
	5:45 PM	0	0	0	0	20	0	37	3	53	349	0	2	0	169	19	0	652
TOTAL VOLUMES :		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :		0	0	0	0	177	0	319	35	352	3084	0	14	0	1516	214	0	5711
		33.33%	0.00%	60.08%	6.59%	10.20%	89.39%	0.00%	0.41%	0.00%	87.63%	12.37%	0.00%					
PEAK HR :		04:15 PM - 05:15 PM				88	0	154	20	164	1642	0	7	0	817	122	0	3014
PEAK HR VOL :		0	0	0	0	0.957	0.000	0.726	0.556	0.820	0.952	0.000	0.583	0.000	0.916	0.782	0.000	0.918
PEAK HR FACTOR :		0.000	0.000	0.000	0.000			0.771			0.944				0.917			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Long Beach Blvd & Ocean Blvd
City: Long Beach
Control: Signalized

Project ID: 18-05596-003
Date: 9/12/2018

Bikes

NS/EW Streets:	Long Beach Blvd				Long Beach Blvd				Ocean Blvd				Ocean Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	0	0	0	1.5	0	1.5	0	1	4	0	0	0	3	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
7:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	2	1	0	4
7:30 AM	0	1	0	0	0	0	0	0	0	2	0	0	0	1	0	0	4
7:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	3
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
8:45 AM	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	3
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	1	0	0	2	3	0	0	1	3	0	0	0	8	1	1	20
	0.00%	100.00%	0.00%	0.00%	40.00%	60.00%	0.00%	0.00%	25.00%	75.00%	0.00%	0.00%	0.00%	80.00%	10.00%	10.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	3	0	0	1	0	0	0	0	4	0	0	8
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.667
							0.250				0.250				0.500		

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	0	0	0	1.5	0	1.5	0	1	4	0	0	0	3	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
4:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	1	0	0	0	0	3	0	0	0	5	0	0	9
5:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	1	0	0	0	0	2	0	0	0	2	1	0	6
5:45 PM	0	2	0	0	0	0	0	0	0	5	0	0	0	0	0	0	7
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	3	0	0	4	2	0	0	1	10	0	0	0	8	1	0	29
	0.00%	100.00%	0.00%	0.00%	66.67%	33.33%	0.00%	0.00%	9.09%	90.91%	0.00%	0.00%	0.00%	88.89%	11.11%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	0	1	0	0	2	2	0	0	0	3	0	0	0	6	0	0	14
PEAK HR FACTOR :	0.00	0.250	0.000	0.000	0.500	0.500	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.300	0.000	0.000	0.389
							1.000				0.250				0.300		

National Data & Surveying Services

Intersection Turning Movement Count

Location: Long Beach Blvd & Ocean Blvd
City: Long Beach

Project ID: 18-05596-003
Date: 9/12/2018

Pedestrians (Crosswalks)

NS/EW Streets:	Long Beach Blvd		Long Beach Blvd		Ocean Blvd		Ocean Blvd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	7	5	0	0	7	2	2	0	23
7:15 AM	2	6	0	0	7	10	2	0	27
7:30 AM	6	12	0	0	4	5	2	1	30
7:45 AM	3	14	0	0	5	3	2	7	34
8:00 AM	3	15	0	0	3	8	1	2	32
8:15 AM	1	11	0	0	1	9	4	4	30
8:30 AM	4	16	0	0	6	8	1	5	40
8:45 AM	1	5	0	0	7	7	9	6	35
TOTAL VOLUMES :	EB 27	WB 84	EB 0	WB 0	NB 40	SB 52	NB 23	SB 25	TOTAL 251
APPROACH %'s :	24.32%	75.68%			43.48%	56.52%	47.92%	52.08%	
PEAK HR :	07:45 AM - 08:45 AM								TOTAL
PEAK HR VOL :	11	56	0	0	15	28	8	18	136
PEAK HR FACTOR :	0.688	0.875			0.625	0.778	0.500	0.643	0.850
	0.838				0.768		0.722		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	8	14	0	0	12	15	33	6	88
4:15 PM	6	15	0	0	10	10	5	8	54
4:30 PM	9	22	0	0	16	10	4	11	72
4:45 PM	10	14	0	0	5	20	9	10	68
5:00 PM	13	17	0	0	15	11	2	7	65
5:15 PM	4	5	0	0	1	4	0	0	14
5:30 PM	14	14	0	0	6	12	5	9	60
5:45 PM	23	15	0	0	22	6	1	4	71
TOTAL VOLUMES :	EB 87	WB 116	EB 0	WB 0	NB 87	SB 88	NB 59	SB 55	TOTAL 492
APPROACH %'s :	42.86%	57.14%			49.71%	50.29%	51.75%	48.25%	
PEAK HR :	04:15 PM - 05:15 PM								TOTAL
PEAK HR VOL :	38	68	0	0	46	51	20	36	259
PEAK HR FACTOR :	0.731	0.773			0.719	0.638	0.556	0.818	0.899
	0.855				0.933		0.737		

Long Beach Blvd & Ocean Blvd

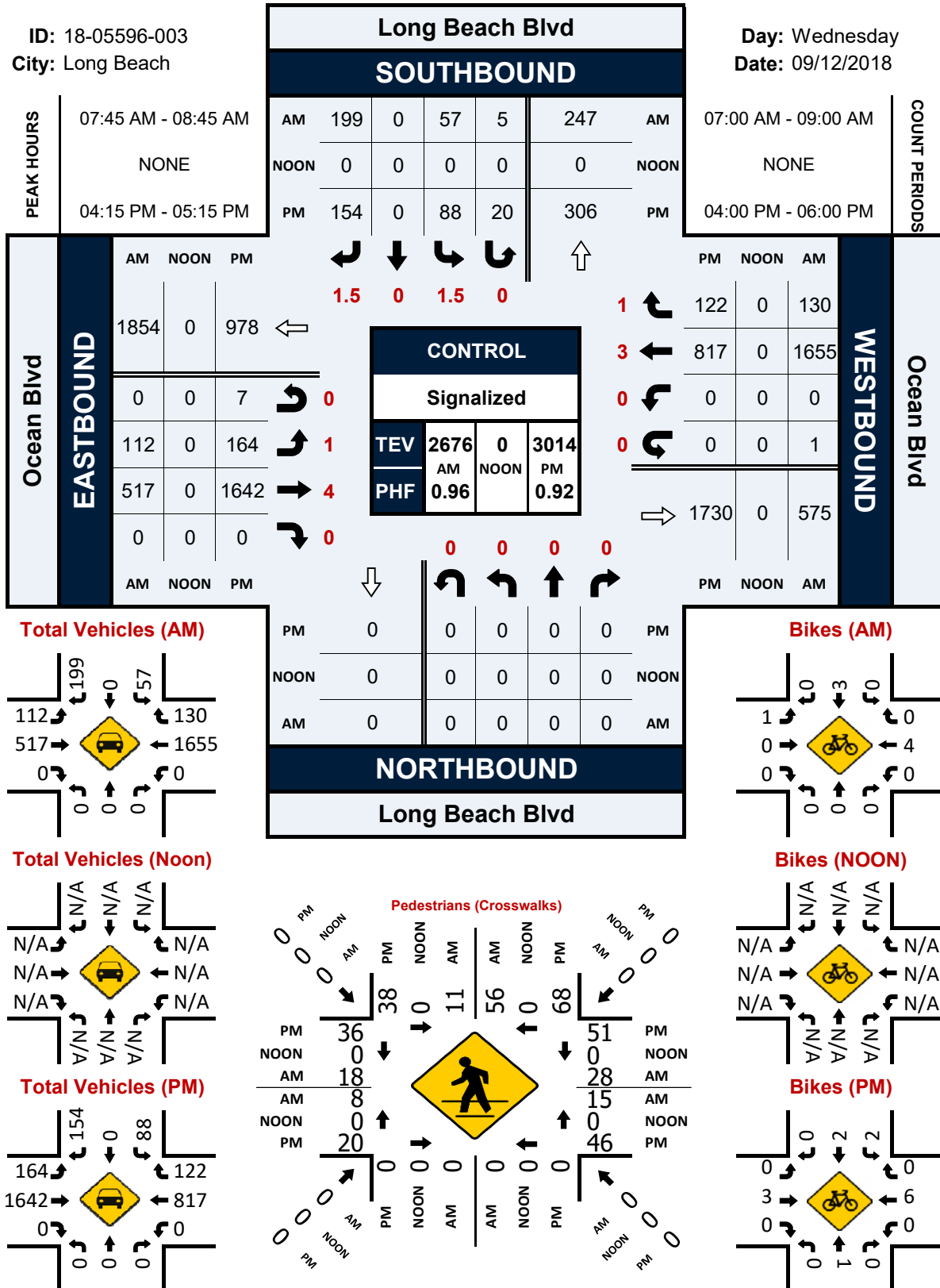
Peak Hour Turning Movement Count

ID: 18-05596-003

City: Long Beach

Day: Wednesday

Date: 09/12/2018



National Data & Surveying Services

Intersection Turning Movement Count

Location: Pine Ave & Seaside Way
City: Long Beach
Control: Signalized

Project ID: 18-05596-004
Date: 9/12/2018

Total

NS/EW Streets:	Pine Ave				Pine Ave				Seaside Way				Seaside Way					
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
	1	2	1	0	1	2	0	0	1	2	0	0	1	1	1	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
	7:00 AM	1	7	9	0	7	17	11	0	5	8	7	0	3	22	3		0
	7:15 AM	3	15	22	0	16	14	12	1	8	14	4	0	1	21	1		0
	7:30 AM	3	9	23	0	12	19	11	0	1	12	3	0	7	14	6		0
	7:45 AM	4	18	30	0	21	32	19	1	7	22	5	0	6	12	1		1
	8:00 AM	6	17	28	0	23	26	13	0	7	15	0	0	10	8	3		0
	8:15 AM	3	24	26	2	18	22	27	0	5	21	4	0	7	13	6		0
	8:30 AM	3	25	23	1	18	32	12	1	9	19	1	0	10	9	0		0
8:45 AM	2	23	44	0	24	33	14	0	10	9	2	0	13	18	7	0		
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	25	138	205	3	139	195	119	3	52	120	26	0	57	117	27	1	1227	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL	
PEAK HR VOL :	14	89	121	3	83	113	66	1	31	64	7	0	40	48	16	0	696	
PEAK HR FACTOR :	0.583	0.890	0.688	0.375	0.865	0.856	0.611	0.250	0.775	0.762	0.438	0.000	0.769	0.667	0.571	0.000	0.874	
	0.822				0.926				0.850				0.684					

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
	1	2	1	0	1	2	0	0	1	2	0	0	1	1	1	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
	4:00 PM	5	47	15	1	8	49	9	1	20	26	9	0	15	27	22		0
	4:15 PM	2	46	23	0	9	42	12	0	10	24	11	0	14	21	16		0
	4:30 PM	1	51	28	0	14	53	10	0	14	35	6	1	8	36	19		0
	4:45 PM	3	52	17	0	12	37	10	1	18	41	3	0	7	21	9		0
	5:00 PM	3	43	13	0	11	34	14	0	17	45	9	0	14	30	17		0
	5:15 PM	7	32	9	0	8	49	13	0	13	34	9	0	6	9	16		0
	5:30 PM	2	35	10	1	2	45	19	0	17	33	8	0	4	17	11		0
5:45 PM	7	34	8	1	6	37	12	1	16	23	7	0	5	10	11	0		
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	30	340	123	3	70	346	99	3	125	261	62	1	73	171	121	0	1828	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL	
PEAK HR VOL :	11	196	83	1	43	181	41	2	62	126	29	1	44	105	66	0	991	
PEAK HR FACTOR :	0.550	0.942	0.741	0.250	0.768	0.854	0.854	0.500	0.775	0.768	0.659	0.250	0.733	0.729	0.750	0.000	0.898	
	0.909				0.867				0.879				0.840					

National Data & Surveying Services

Intersection Turning Movement Count

Location: Pine Ave & Seaside Way
City: Long Beach
Control: Signalized

Project ID: 18-05596-004
Date: 9/12/2018

Bikes

NS/EW Streets:		Pine Ave				Pine Ave				Seaside Way				Seaside Way				
AM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		1 NL	2 NT	1 NR	0 NU	1 SL	2 ST	0 SR	0 SU	1 EL	2 ET	0 ER	0 EU	1 WL	1 WT	1 WR	0 WU	TOTAL
7:00 AM		0	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	3
7:15 AM		0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
7:30 AM		0	2	0	0	1	2	0	0	0	0	0	0	0	3	0	0	8
7:45 AM		0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	3
8:00 AM		0	1	0	0	0	2	1	0	0	0	0	0	0	0	0	0	4
8:15 AM		0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4
8:30 AM		1	2	0	0	0	2	1	0	0	0	0	0	0	0	0	0	6
8:45 AM		0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES :		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :		1	8	0	0	2	13	2	0	1	0	0	0	0	3	1	0	31
PEAK HR :		08:00 AM - 09:00 AM				11.76%	76.47%	11.76%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	75.00%	25.00%	0.00%	
PEAK HR VOL :		1	4	0	0	0	8	2	0	0	0	0	0	0	0	0	0	15
PEAK HR FACTOR :		0.250	0.500	0.000	0.000	0.000	0.667	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.625
		0.417				0.833												

PM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		1 NL	2 NT	1 NR	0 NU	1 SL	2 ST	0 SR	0 SU	1 EL	2 ET	0 ER	0 EU	1 WL	1 WT	1 WR	0 WU	TOTAL
4:00 PM		0	1	1	0	0	1	0	0	1	0	0	0	0	0	0	0	4
4:15 PM		0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	5
4:30 PM		0	1	0	0	0	3	0	0	1	0	1	0	0	0	0	0	6
4:45 PM		0	3	0	1	0	5	1	0	0	0	0	0	1	0	0	0	11
5:00 PM		0	2	0	0	0	1	2	0	1	0	0	0	1	0	0	0	7
5:15 PM		0	4	0	0	0	3	1	0	0	0	1	0	0	0	0	0	9
5:30 PM		0	3	0	0	0	2	0	0	0	0	0	0	1	0	0	0	6
5:45 PM		0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	0	5
TOTAL VOLUMES :		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :		0	18	1	1	0	21	4	0	3	0	2	0	3	0	0	0	53
PEAK HR :		04:00 PM - 05:00 PM				0.00%	90.00%	5.00%	5.00%	0.00%	84.00%	16.00%	0.00%	60.00%	0.00%	40.00%	0.00%	
PEAK HR VOL :		0	6	1	1	0	13	1	0	2	0	1	0	1	0	0	0	26
PEAK HR FACTOR :		0.00	0.500	0.250	0.250	0.000	0.650	0.250	0.000	0.500	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.591
		0.500				0.583				0.375				0.250				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Pine Ave & Seaside Way
City: Long Beach

Project ID: 18-05596-004
Date: 9/12/2018

Pedestrians (Crosswalks)

NS/EW Streets:	Pine Ave		Pine Ave		Seaside Way		Seaside Way		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	1	1	4	2	2	5	7	6	28
7:15 AM	0	1	0	0	1	2	0	9	13
7:30 AM	0	1	3	2	2	3	2	6	19
7:45 AM	0	4	4	4	7	4	8	8	39
8:00 AM	0	0	2	0	1	9	0	5	17
8:15 AM	2	0	1	2	2	7	7	4	25
8:30 AM	0	0	0	0	3	8	1	9	21
8:45 AM	1	1	1	4	0	6	0	13	26
TOTAL VOLUMES :	EB 4	WB 8	EB 15	WB 14	NB 18	SB 44	NB 25	SB 60	TOTAL 188
APPROACH %'s :	33.33%	66.67%	51.72%	48.28%	29.03%	70.97%	29.41%	70.59%	
PEAK HR :	08:00 AM - 09:00 AM								TOTAL
PEAK HR VOL :	3	1	4	6	6	30	8	31	89
PEAK HR FACTOR :	0.375	0.250	0.500	0.375	0.500	0.833	0.286	0.596	0.856
	0.500		0.500		0.818		0.750		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	0	1	9	4	17	9	17	11	68
4:15 PM	0	0	11	5	15	16	27	20	94
4:30 PM	3	1	6	3	15	17	11	21	77
4:45 PM	3	4	4	7	6	20	21	19	84
5:00 PM	1	0	10	10	8	24	27	19	99
5:15 PM	3	0	1	16	3	16	13	18	70
5:30 PM	0	1	5	5	13	18	9	14	65
5:45 PM	3	0	7	0	21	20	12	13	76
TOTAL VOLUMES :	EB 13	WB 7	EB 53	WB 50	NB 98	SB 140	NB 137	SB 135	TOTAL 633
APPROACH %'s :	65.00%	35.00%	51.46%	48.54%	41.18%	58.82%	50.37%	49.63%	
PEAK HR :	04:00 PM - 05:00 PM								TOTAL
PEAK HR VOL :	6	6	30	19	53	62	76	71	323
PEAK HR FACTOR :	0.500	0.375	0.682	0.679	0.779	0.775	0.704	0.845	0.859
	0.429		0.766		0.898		0.782		

Pine Ave & Seaside Way

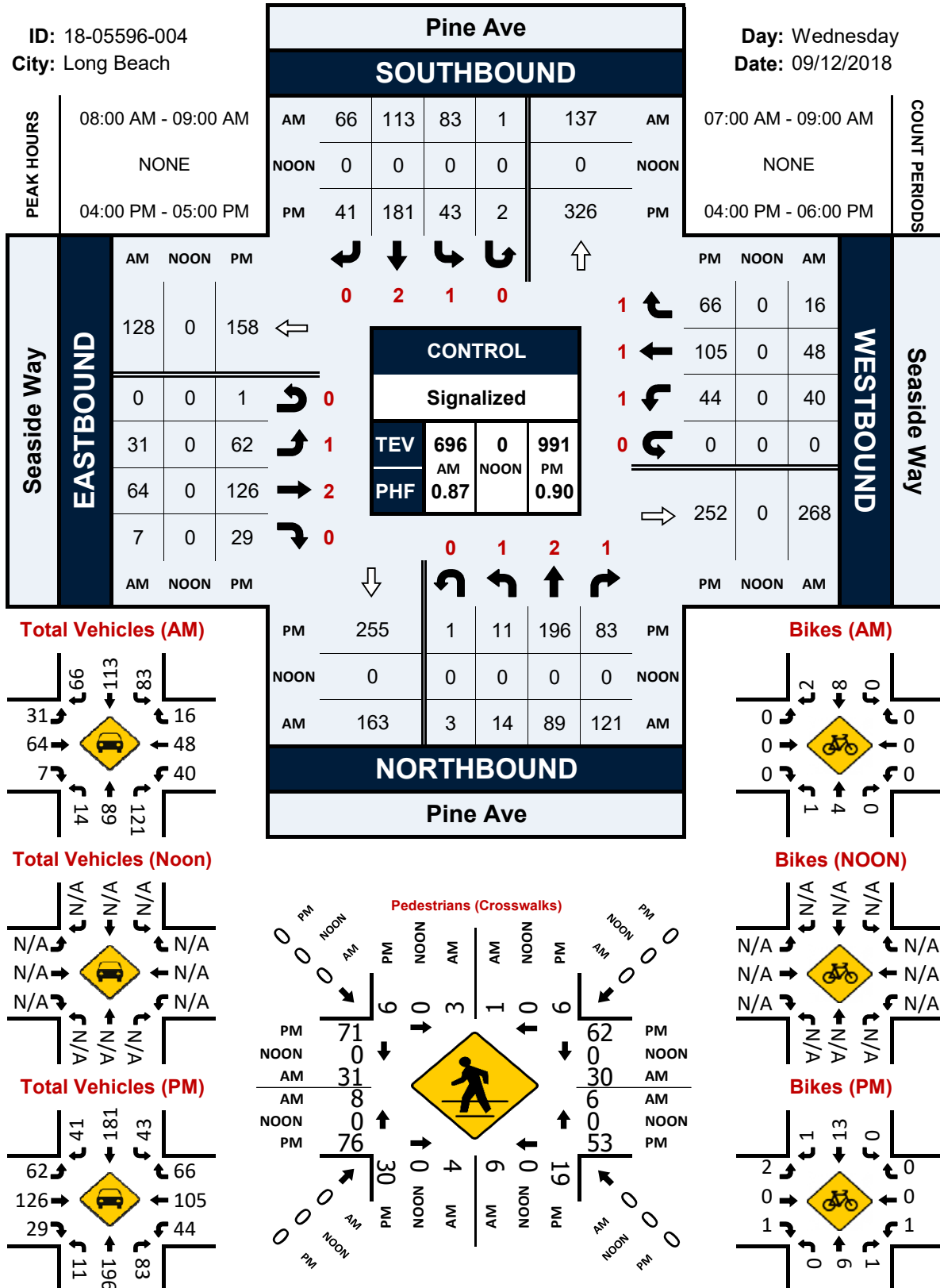
Peak Hour Turning Movement Count

ID: 18-05596-004

City: Long Beach

Day: Wednesday

Date: 09/12/2018



National Data & Surveying Services

Intersection Turning Movement Count

Location: Pine Ave & Shoreline Dr
City: Long Beach
Control: Signalized

Project ID: 18-05596-005
Date: 9/12/2018

Total

NS/EW Streets:	Pine Ave				Pine Ave				Shoreline Dr				Shoreline Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	1 SL	1 ST	1 SR	0 SU	2 EL	2 ET	1 ER	0 EU	1 WL	2 WT	1 WR	0 WU	
7:00 AM	0	0	0	0	5	1	11	0	10	39	1	0	0	131	4	0	202
7:15 AM	1	0	0	0	4	0	8	0	14	43	0	0	0	161	16	1	248
7:30 AM	1	0	2	0	9	1	12	0	13	48	2	1	0	159	18	0	266
7:45 AM	0	2	0	0	10	1	9	0	31	43	3	0	1	156	25	0	281
8:00 AM	0	0	0	0	8	2	22	0	32	52	0	0	0	149	30	0	295
8:15 AM	1	2	0	0	4	1	19	0	34	59	1	1	4	165	24	0	315
8:30 AM	0	1	1	0	7	0	20	0	27	66	0	0	0	138	33	0	293
8:45 AM	0	1	1	0	6	0	15	0	45	47	1	0	1	157	27	0	301
TOTAL VOLUMES:	NL 3	NT 6	NR 4	NU 0	SL 53	ST 6	SR 116	SU 0	EL 206	ET 397	ER 8	EU 2	WL 6	WT 1216	WR 177	WU 1	TOTAL 2201
APPROACH %'s:	23.08%	46.15%	30.77%	0.00%	30.29%	3.43%	66.29%	0.00%	33.61%	64.76%	1.31%	0.33%	0.43%	86.86%	12.64%	0.07%	
PEAK HR:	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL:	1	4	2	0	25	3	76	0	138	224	2	1	5	609	114	0	1204
PEAK HR FACTOR:	0.250	0.500	0.500	0.000	0.781	0.375	0.864	0.000	0.767	0.848	0.500	0.250	0.313	0.923	0.864	0.000	0.956
	0.583				0.813				0.961				0.943				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	0 NR	0 NU	1 SL	1 ST	1 SR	0 SU	2 EL	2 ET	1 ER	0 EU	1 WL	2 WT	1 WR	0 WU	
4:00 PM	2	4	3	0	16	9	27	0	21	165	5	0	2	53	17	2	326
4:15 PM	3	5	5	0	24	8	23	0	27	162	6	2	1	60	22	2	350
4:30 PM	5	2	3	0	16	8	17	0	28	173	3	1	8	83	29	1	377
4:45 PM	1	4	8	0	20	4	11	0	24	238	6	0	2	67	21	0	406
5:00 PM	1	3	11	0	28	6	20	0	14	241	6	0	6	46	15	0	397
5:15 PM	4	2	8	0	27	3	16	0	16	226	3	5	3	31	21	3	368
5:30 PM	2	6	4	0	26	7	19	0	19	181	11	3	8	51	11	1	349
5:45 PM	3	4	5	0	18	8	20	0	18	157	8	1	5	54	15	3	319
TOTAL VOLUMES:	NL 21	NT 30	NR 47	NU 0	SL 175	ST 53	SR 153	SU 0	EL 167	ET 1543	ER 48	EU 12	WL 35	WT 445	WR 151	WU 12	TOTAL 2892
APPROACH %'s:	21.43%	30.61%	47.96%	0.00%	45.93%	13.91%	40.16%	0.00%	9.44%	87.18%	2.71%	0.68%	5.44%	69.21%	23.48%	1.87%	
PEAK HR:	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL:	11	11	30	0	91	21	64	0	82	878	18	6	19	227	86	4	1548
PEAK HR FACTOR:	0.550	0.688	0.682	0.000	0.813	0.656	0.800	0.000	0.732	0.911	0.750	0.300	0.594	0.684	0.741	0.333	0.953
	0.867				0.815				0.918				0.694				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Pine Ave & Shoreline Dr
City: Long Beach
Control: Signalized

Project ID: 18-05596-005
Date: 9/12/2018

Bikes

NS/EW Streets:		Pine Ave				Pine Ave				Shoreline Dr				Shoreline Dr				
AM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		1 NL	2 NT	0 NR	0 NU	1 SL	1 ST	1 SR	0 SU	2 EL	2 ET	1 ER	0 EU	1 WL	2 WT	1 WR	0 WU	TOTAL
7:00 AM		0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	3
7:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
7:30 AM		0	0	0	0	0	0	1	0	0	0	0	0	0	1	2	0	4
7:45 AM		0	0	0	0	0	1	0	0	0	1	0	0	0	2	0	0	4
8:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4
8:15 AM		0	0	0	0	1	2	0	0	0	0	0	0	0	3	0	0	6
8:30 AM		0	1	0	0	1	0	0	0	0	0	0	0	1	2	3	0	8
8:45 AM		0	0	0	0	0	0	0	0	1	1	0	0	2	0	1	0	5
TOTAL VOLUMES :		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :		0	1	0	0	3	3	1	0	1	2	0	0	3	13	8	0	35
PEAK HR :		0.00%	100.00%	0.00%	0.00%	42.86%	42.86%	14.29%	0.00%	33.33%	66.67%	0.00%	0.00%	12.50%	54.17%	33.33%	0.00%	
PEAK HR VOL :		08:00 AM - 09:00 AM				2	2	0	0	1	1	0	0	3	8	5	0	23
PEAK HR FACTOR :		0.000	0.250	0.000	0.000	0.500	0.250	0.000	0.000	0.250	0.250	0.000	0.000	0.375	0.667	0.417	0.000	0.719
		0.250				0.333				0.250				0.667				
PM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		1 NL	2 NT	0 NR	0 NU	1 SL	1 ST	1 SR	0 SU	2 EL	2 ET	1 ER	0 EU	1 WL	2 WT	1 WR	0 WU	TOTAL
4:00 PM		0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
4:15 PM		0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	4
4:30 PM		0	2	0	0	1	1	0	0	0	5	1	0	0	3	0	0	13
4:45 PM		2	2	0	0	2	4	0	0	0	3	1	0	3	5	0	0	22
5:00 PM		0	1	1	0	0	1	0	0	0	3	0	0	0	1	0	0	7
5:15 PM		0	0	0	0	1	1	0	0	1	4	0	0	0	4	4	0	15
5:30 PM		0	2	0	0	0	2	0	0	0	3	1	0	0	0	3	0	11
5:45 PM		0	2	0	0	1	0	0	0	0	1	0	0	0	2	1	0	7
TOTAL VOLUMES :		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :		2	10	1	0	6	11	0	0	1	21	3	0	3	15	8	0	81
PEAK HR :		15.38%	76.92%	7.69%	0.00%	35.29%	64.71%	0.00%	0.00%	4.00%	84.00%	12.00%	0.00%	11.54%	57.69%	30.77%	0.00%	
PEAK HR VOL :		04:30 PM - 05:30 PM				4	7	0	0	1	15	2	0	3	13	4	0	57
PEAK HR FACTOR :		0.25	0.625	0.250	0.000	0.500	0.438	0.000	0.000	0.250	0.750	0.500	0.000	0.250	0.650	0.250	0.000	0.648
		0.500				0.458				0.750				0.625				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Pine Ave & Shoreline Dr
City: Long Beach

Project ID: 18-05596-005
Date: 9/12/2018

Pedestrians (Crosswalks)

NS/EW Streets:	Pine Ave		Pine Ave		Shoreline Dr		Shoreline Dr		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	2	1	0	0	0	2	1	0	6
7:15 AM	0	3	0	0	1	1	0	1	6
7:30 AM	0	2	1	1	2	0	2	6	14
7:45 AM	0	2	0	0	0	1	2	1	6
8:00 AM	0	0	2	1	0	3	0	1	7
8:15 AM	0	0	2	0	2	2	2	2	10
8:30 AM	0	2	1	0	1	0	0	1	5
8:45 AM	1	1	0	2	2	3	0	5	14
TOTAL VOLUMES :	EB 3	WB 11	EB 6	WB 4	NB 8	SB 12	NB 7	SB 17	TOTAL 68
APPROACH %'s :	21.43%	78.57%	60.00%	40.00%	40.00%	60.00%	29.17%	70.83%	
PEAK HR :	08:00 AM - 09:00 AM								TOTAL
PEAK HR VOL :	1	3	5	3	5	8	2	9	36
PEAK HR FACTOR :	0.250	0.375	0.625	0.375	0.625	0.667	0.250	0.450	0.643
	0.500		0.667		0.650		0.550		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	2	4	1	2	7	8	2	6	32
4:15 PM	0	3	3	2	10	6	0	3	27
4:30 PM	1	5	4	2	9	6	10	11	48
4:45 PM	0	2	2	0	3	0	6	18	31
5:00 PM	2	7	3	8	14	11	7	9	61
5:15 PM	6	0	10	1	4	10	2	24	57
5:30 PM	1	3	4	4	3	8	4	9	36
5:45 PM	9	4	3	11	6	19	20	13	85
TOTAL VOLUMES :	EB 21	WB 28	EB 30	WB 30	NB 56	SB 68	NB 51	SB 93	TOTAL 377
APPROACH %'s :	42.86%	57.14%	50.00%	50.00%	45.16%	54.84%	35.42%	64.58%	
PEAK HR :	04:30 PM - 05:30 PM								TOTAL
PEAK HR VOL :	9	14	19	11	30	27	25	62	197
PEAK HR FACTOR :	0.375	0.500	0.475	0.344	0.536	0.614	0.625	0.646	0.807
	0.639		0.682		0.570		0.837		

Pine Ave & Shoreline Dr

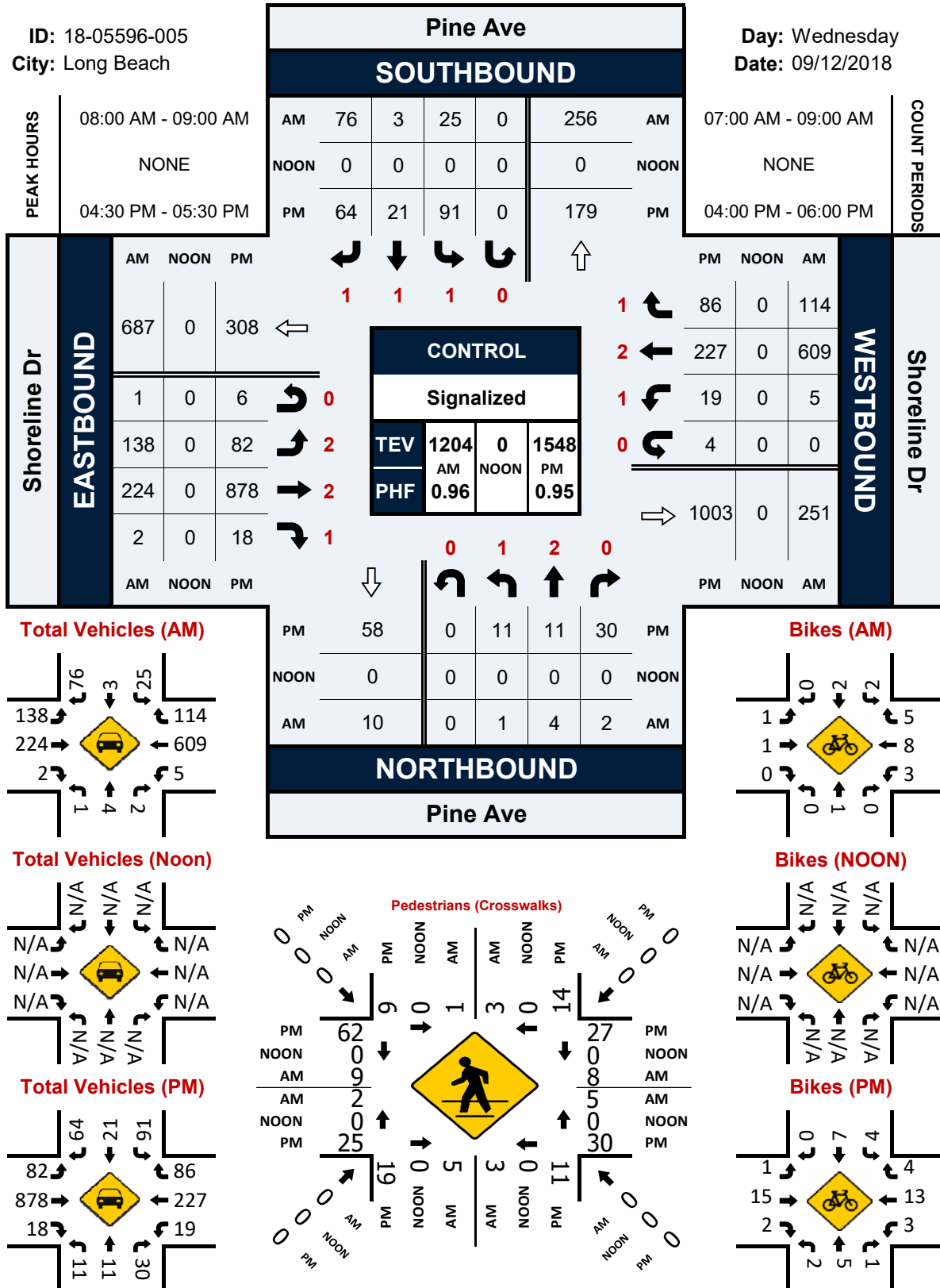
Peak Hour Turning Movement Count

ID: 18-05596-005

City: Long Beach

Day: Wednesday

Date: 09/12/2018



National Data & Surveying Services

Intersection Turning Movement Count

Location: Magnolia Ave & Broadway
City: Long Beach
Control: Signalized

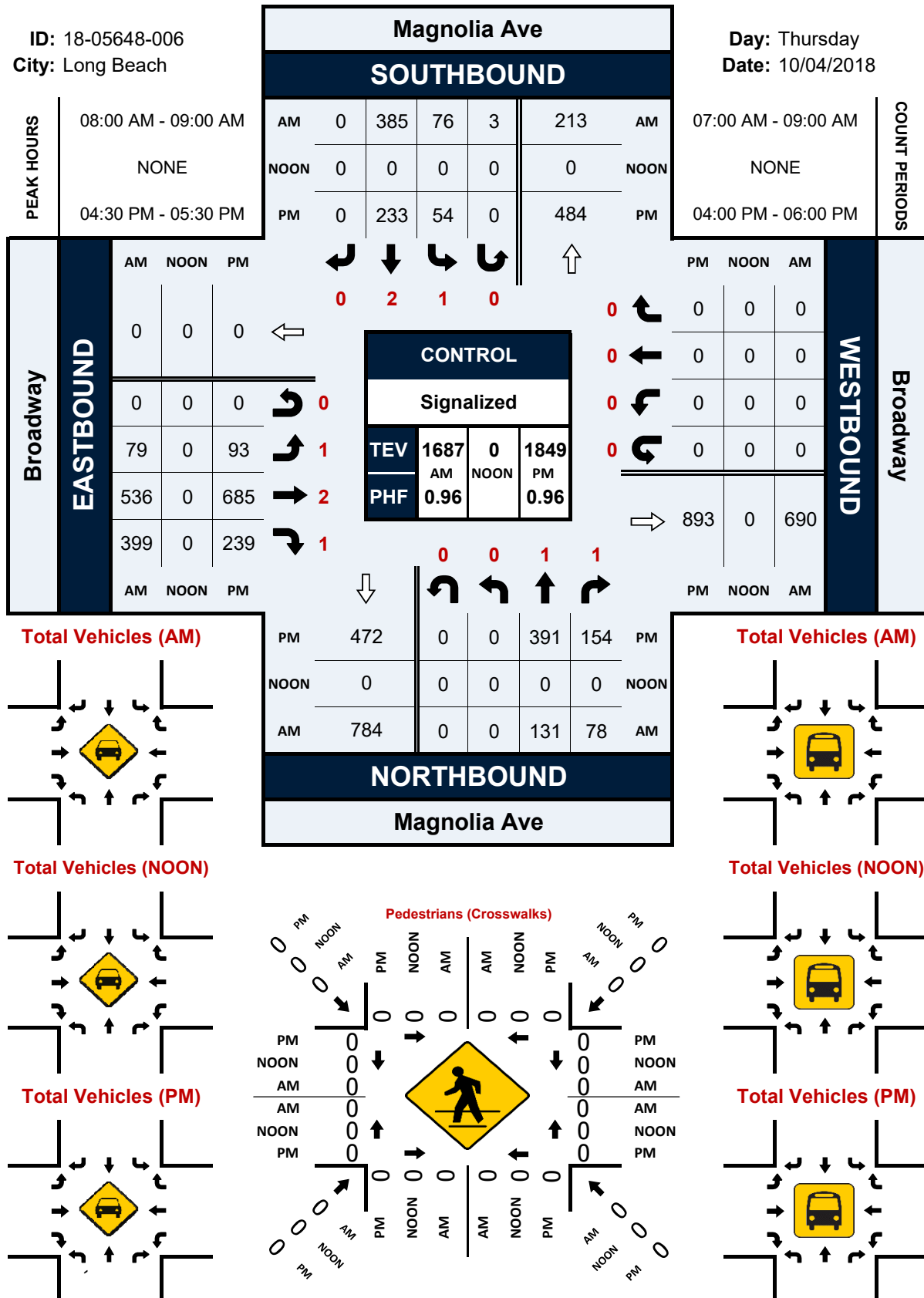
Project ID: 18-05648-006
Date: 10/4/2018

Total

NS/EW Streets:	Magnolia Ave				Magnolia Ave				Broadway				Broadway				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	1 NR	0 NU	1 SL	2 ST	0 SR	0 SU	1 EL	2 ET	1 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM	0	24	13	0	7	92	0	1	7	127	71	0	0	0	0	0	342
7:15 AM	0	22	14	0	18	95	0	0	9	118	69	0	0	0	0	0	345
7:30 AM	0	25	9	0	11	83	0	0	10	124	80	0	0	0	0	0	342
7:45 AM	0	26	20	0	17	97	0	1	9	137	102	0	0	0	0	0	409
8:00 AM	0	32	16	0	18	87	0	0	18	143	89	0	0	0	0	0	403
8:15 AM	0	48	21	0	13	98	0	0	21	141	87	0	0	0	0	0	429
8:30 AM	0	23	23	0	21	98	0	1	22	129	99	0	0	0	0	0	416
8:45 AM	0	28	18	0	24	102	0	2	18	123	124	0	0	0	0	0	439
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	228	134	0	129	752	0	5	114	1042	721	0	0	0	0	0	3125
	0.00%	62.98%	37.02%	0.00%	14.56%	84.88%	0.00%	0.56%	6.07%	55.51%	38.41%	0.00%					
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	131	78	0	76	385	0	3	79	536	399	0	0	0	0	0	1687
PEAK HR FACTOR :	0.000	0.682	0.848	0.000	0.792	0.944	0.000	0.375	0.898	0.937	0.804	0.000	0.000	0.000	0.000	0.000	0.961
			0.757				0.906				0.957						

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	1 NR	0 NU	1 SL	2 ST	0 SR	0 SU	1 EL	2 ET	1 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
4:00 PM	0	79	20	0	12	41	0	0	19	174	55	0	0	0	0	0	400
4:15 PM	0	77	29	0	6	48	0	0	15	173	56	0	0	0	0	0	404
4:30 PM	0	97	43	0	16	69	0	0	24	152	50	0	0	0	0	0	451
4:45 PM	0	88	42	0	14	57	0	0	24	167	71	0	0	0	0	0	463
5:00 PM	0	114	38	0	10	52	0	0	21	187	58	0	0	0	0	0	480
5:15 PM	0	92	31	0	14	55	0	0	24	179	60	0	0	0	0	0	455
5:30 PM	0	71	30	0	12	61	0	0	24	164	49	0	0	0	0	0	411
5:45 PM	0	51	15	0	10	48	0	0	14	171	52	0	0	0	0	0	361
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	669	248	0	94	431	0	0	165	1367	451	0	0	0	0	0	3425
	0.00%	72.96%	27.04%	0.00%	17.90%	82.10%	0.00%	0.00%	8.32%	68.94%	22.74%	0.00%					
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	391	154	0	54	233	0	0	93	685	239	0	0	0	0	0	1849
PEAK HR FACTOR :	0.000	0.857	0.895	0.000	0.844	0.844	0.000	0.000	0.969	0.916	0.842	0.000	0.000	0.000	0.000	0.000	0.963
			0.896				0.844				0.956						

Day: Thursday
Date: 10/04/2018



National Data & Surveying Services

Intersection Turning Movement Count

Location: Golden Shore/Golden Ave & Ocean Blvd
City: Long Beach
Control: Signalized

Project ID: 18-05648-002
Date: 10/4/2018

Total

NS/EW Streets:	Golden Shore/Golden Ave				Golden Shore/Golden Ave				Ocean Blvd				Ocean Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	1.5 NT	0.5 NR	0 NU	1 SL	1 ST	0 SR	0 SU	1 EL	3 ET	0 ER	0 EU	1 WL	1.5 WT	1.5 WR	0 WU	
7:00 AM	4	5	20	0	0	0	3	0	22	104	8	2	16	230	149	1	564
7:15 AM	4	9	14	0	0	0	16	0	22	110	10	0	10	193	159	1	548
7:30 AM	3	9	28	0	0	1	13	0	17	127	29	0	18	197	139	5	586
7:45 AM	3	7	27	0	3	0	12	0	28	151	25	2	24	175	146	1	604
8:00 AM	2	14	32	1	1	0	15	0	13	173	32	1	20	157	132	1	594
8:15 AM	4	8	37	0	1	1	11	0	15	174	26	0	29	138	106	4	554
8:30 AM	6	8	41	0	1	0	14	0	7	183	20	1	21	193	116	6	617
8:45 AM	6	12	26	0	2	1	17	0	17	142	25	0	24	111	115	4	502
TOTAL VOLUMES :	NL 32	NT 72	NR 225	NU 1	SL 8	ST 3	SR 101	SU 0	EL 141	ET 1164	ER 175	EU 6	WL 162	WT 1394	WR 1062	WU 23	TOTAL 4569
APPROACH %'s :	9.70%	21.82%	68.18%	0.30%	7.14%	2.68%	90.18%	0.00%	9.49%	78.33%	11.78%	0.40%	6.13%	52.78%	40.21%	0.87%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	15	37	137	1	6	1	52	0	63	681	103	4	94	663	500	12	2369
PEAK HR FACTOR :	0.625	0.661	0.835	0.250	0.500	0.250	0.867	0.000	0.563	0.930	0.805	0.500	0.810	0.859	0.856	0.500	0.960
	0.864				0.922				0.971				0.917				

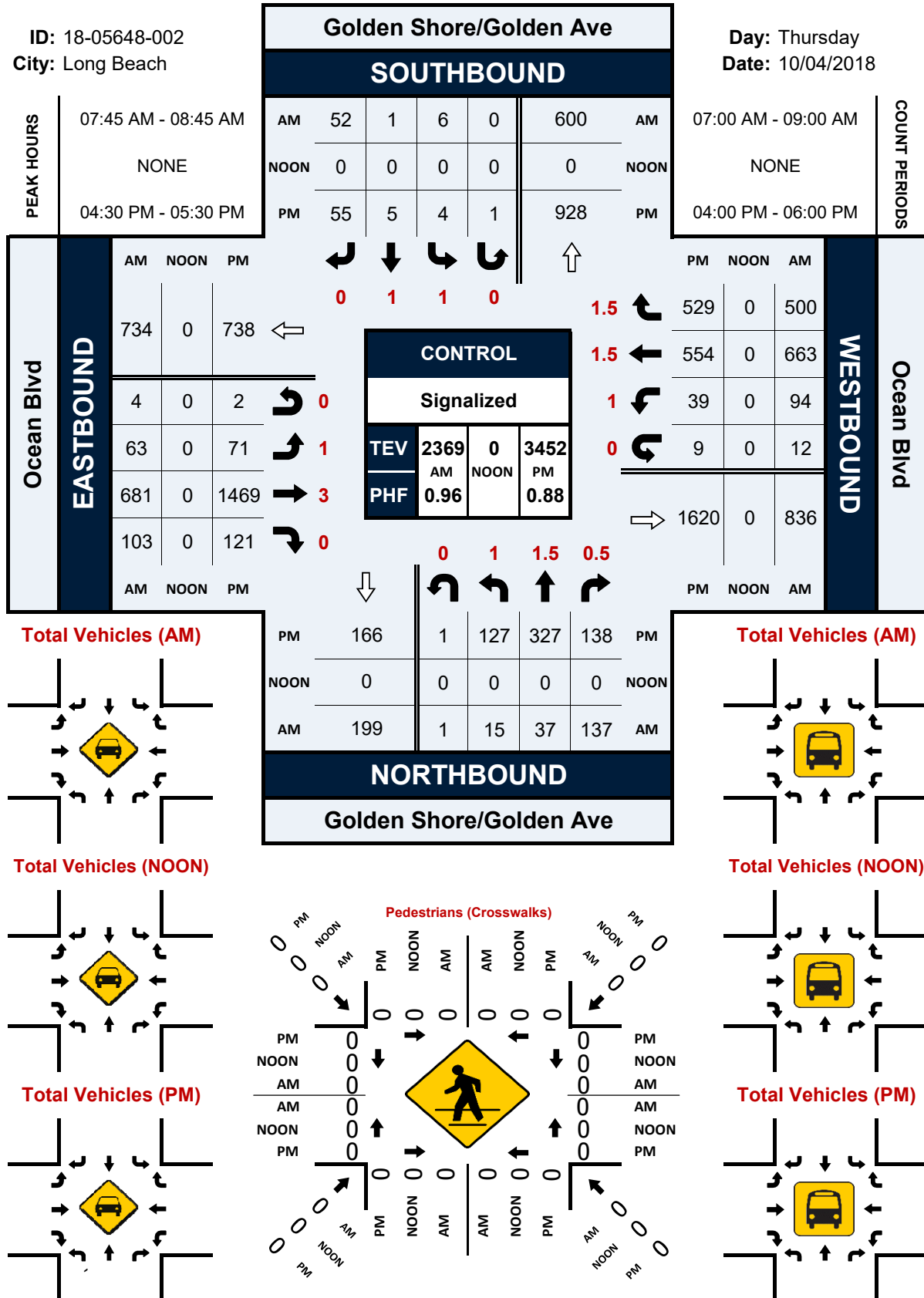
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	1.5 NT	0.5 NR	0 NU	1 SL	1 ST	0 SR	0 SU	1 EL	3 ET	0 ER	0 EU	1 WL	1.5 WT	1.5 WR	0 WU	
4:00 PM	20	66	26	0	1	0	14	0	15	318	19	0	10	145	87	0	721
4:15 PM	18	53	24	0	0	5	19	1	24	302	7	2	5	128	86	6	680
4:30 PM	25	93	26	0	1	0	14	0	19	386	9	1	7	170	122	1	874
4:45 PM	26	55	31	1	1	1	12	0	22	337	27	0	9	132	120	2	776
5:00 PM	32	103	33	0	0	3	16	0	15	405	39	0	13	144	177	5	985
5:15 PM	44	76	48	0	2	1	13	1	15	341	46	1	10	108	110	1	817
5:30 PM	21	92	30	0	0	1	7	1	13	367	38	0	5	134	114	2	825
5:45 PM	15	69	22	0	3	1	5	0	15	277	21	1	5	155	108	3	700
TOTAL VOLUMES :	NL 201	NT 607	NR 240	NU 1	SL 8	ST 12	SR 100	SU 3	EL 138	ET 2733	ER 206	EU 5	WL 64	WT 1116	WR 924	WU 20	TOTAL 6378
APPROACH %'s :	19.16%	57.86%	22.88%	0.10%	6.50%	9.76%	81.30%	2.44%	4.48%	88.68%	6.68%	0.16%	3.01%	52.54%	43.50%	0.94%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	127	327	138	1	4	5	55	1	71	1469	121	2	39	554	529	9	3452
PEAK HR FACTOR :	0.722	0.794	0.719	0.250	0.500	0.417	0.859	0.250	0.807	0.907	0.658	0.500	0.750	0.815	0.747	0.450	0.876
	0.882				0.855				0.906				0.834				

Golden Shore/Golden Ave & Ocean Blvd

Peak Hour Turning Movement Count

ID: 18-05648-002
City: Long Beach

Day: Thursday
Date: 10/04/2018



National Data & Surveying Services

Intersection Turning Movement Count

Location: Magnolia Ave & Ocean Blvd
City: Long Beach
Control: Signalized

Project ID: 18-05648-007
Date: 10/4/2018

Total

NS/EW Streets:	Magnolia Ave				Magnolia Ave				Ocean Blvd				Ocean Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	1 NR	0 NU	1 SL	2 ST	1 SR	0 SU	1 EL	3 ET	0 ER	0 EU	1 WL	3 WT	1 WR	0 WU	
7:00 AM	2	3	3	0	43	28	47	0	22	95	5	0	19	325	24	0	616
7:15 AM	6	4	7	0	45	24	59	0	11	108	9	0	31	365	30	0	699
7:30 AM	4	2	5	0	36	24	48	0	20	105	2	0	34	329	32	0	641
7:45 AM	10	4	8	1	43	30	29	0	21	144	8	0	25	326	33	0	682
8:00 AM	5	2	12	0	39	21	55	0	37	139	3	2	28	287	32	1	663
8:15 AM	10	8	14	0	45	32	43	0	31	171	8	0	25	314	46	0	747
8:30 AM	7	6	13	0	54	21	59	0	32	150	2	0	36	301	44	0	725
8:45 AM	13	5	12	0	75	24	69	0	20	131	5	1	39	247	40	0	681
TOTAL VOLUMES :	NL 57	NT 34	NR 74	NU 1	SL 380	ST 204	SR 409	SU 0	EL 194	ET 1043	ER 42	EU 3	WL 237	WT 2494	WR 281	WU 1	TOTAL 5454
APPROACH %'s :	34.34%	20.48%	44.58%	0.60%	38.27%	20.54%	41.19%	0.00%	15.13%	81.36%	3.28%	0.23%	7.87%	82.77%	9.33%	0.03%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	32	20	47	1	181	104	186	0	121	604	21	2	114	1228	155	1	2817
PEAK HR FACTOR :	0.800	0.625	0.839	0.250	0.838	0.813	0.788	0.000	0.818	0.883	0.656	0.250	0.792	0.942	0.842	0.250	0.943
	0.781				0.879				0.890				0.973				

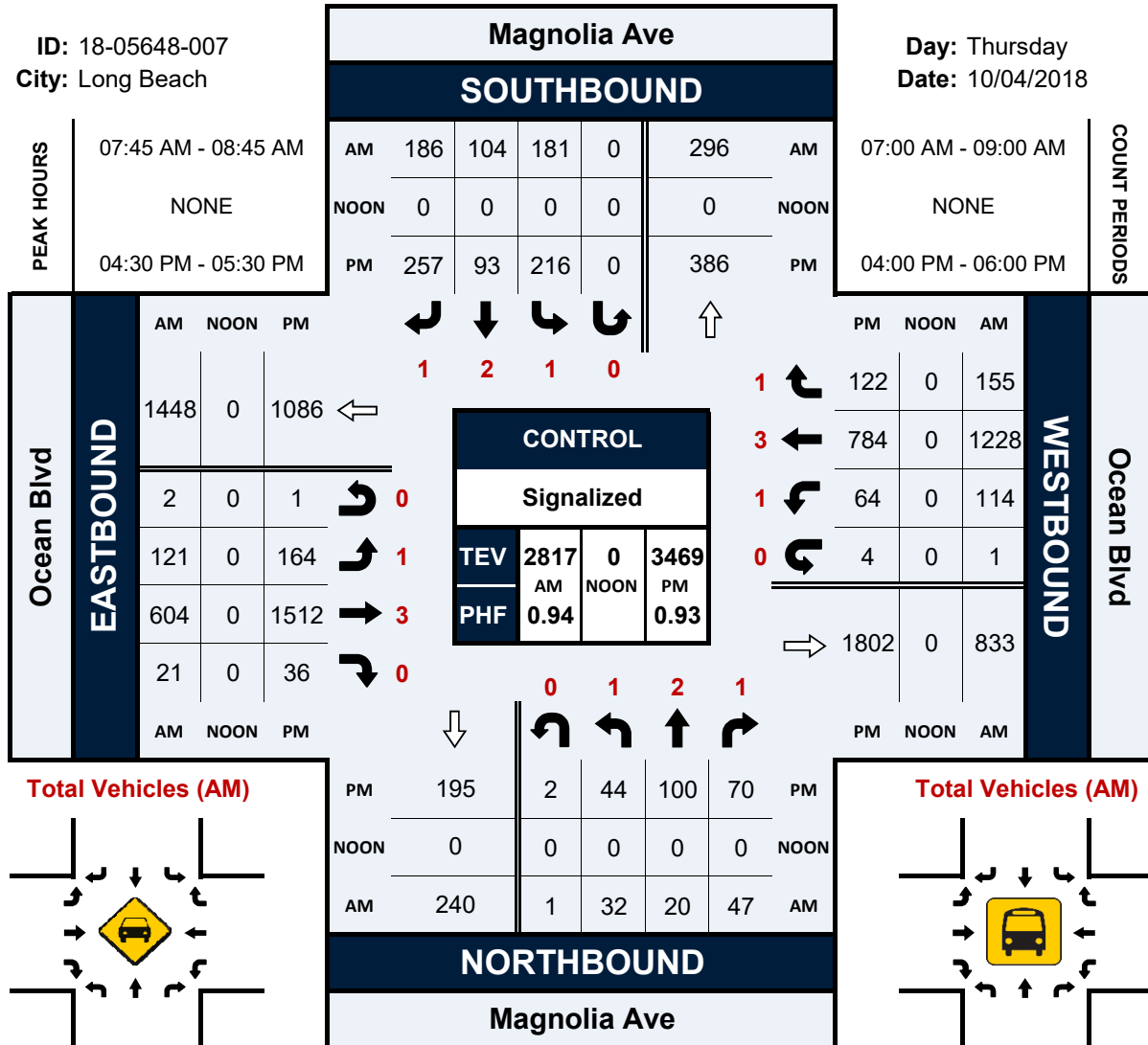
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	1 NR	0 NU	1 SL	2 ST	1 SR	0 SU	1 EL	3 ET	0 ER	0 EU	1 WL	3 WT	1 WR	0 WU	
4:00 PM	16	17	28	1	56	15	44	0	30	311	2	1	15	169	20	1	726
4:15 PM	12	13	18	0	60	17	60	0	32	332	6	1	9	202	19	0	781
4:30 PM	8	29	21	2	57	22	82	0	40	362	8	0	12	170	26	1	840
4:45 PM	18	25	21	0	53	24	64	0	30	393	12	0	20	193	34	2	889
5:00 PM	12	29	21	0	61	26	74	0	46	380	5	1	15	232	31	1	934
5:15 PM	6	17	7	0	45	21	37	0	48	377	11	0	17	189	31	0	806
5:30 PM	8	12	12	0	52	28	32	0	48	366	6	0	19	179	26	0	788
5:45 PM	5	5	10	0	39	14	35	0	32	302	6	1	22	220	25	0	716
TOTAL VOLUMES :	NL 85	NT 147	NR 138	NU 3	SL 423	ST 167	SR 428	SU 0	EL 306	ET 2823	ER 56	EU 4	WL 129	WT 1554	WR 212	WU 5	TOTAL 6480
APPROACH %'s :	22.79%	39.41%	37.00%	0.80%	41.55%	16.40%	42.04%	0.00%	9.60%	88.52%	1.76%	0.13%	6.79%	81.79%	11.16%	0.26%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	44	100	70	2	216	93	257	0	164	1512	36	1	64	784	122	4	3469
PEAK HR FACTOR :	0.611	0.862	0.833	0.250	0.885	0.894	0.784	0.000	0.854	0.962	0.750	0.250	0.800	0.845	0.897	0.500	0.929
	0.844				0.879				0.982				0.873				

Magnolia Ave & Ocean Blvd

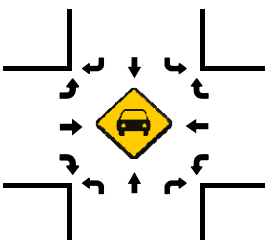
Peak Hour Turning Movement Count

ID: 18-05648-007
City: Long Beach

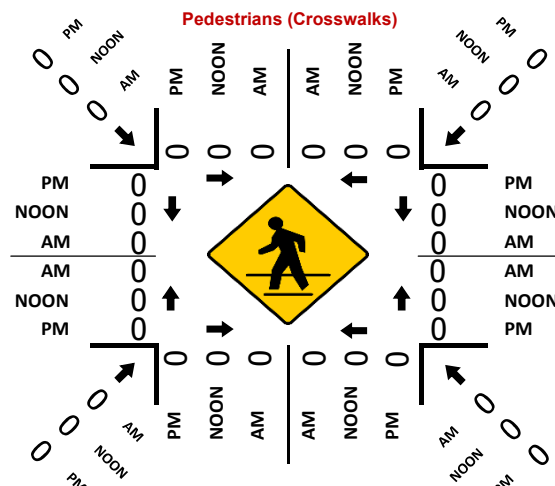
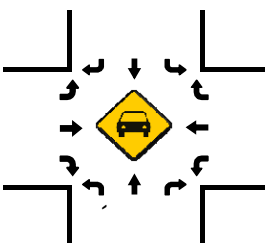
Day: Thursday
Date: 10/04/2018



Total Vehicles (NOON)



Total Vehicles (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Atlantic Ave & Ocean Blvd
City: Long Beach
Control: Signalized

Project ID: 18-05750-009
Date: 11/15/2018

Total

NS/EW Streets:	Atlantic Ave				Atlantic Ave				Ocean Blvd				Ocean Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	1 ST	1 SR	0 SU	1 EL	3 ET	0 ER	0 EU	1 WL	4 WT	0 WR	0 WU	
7:00 AM	0	0	1	0	11	1	22	1	9	129	0	0	1	395	13	0	583
7:15 AM	0	0	1	0	9	0	17	0	10	147	0	0	0	406	15	1	606
7:30 AM	2	0	3	0	18	0	30	0	8	165	0	0	0	408	15	1	650
7:45 AM	1	0	3	0	24	1	36	0	14	159	1	1	2	418	15	0	675
8:00 AM	0	0	1	0	18	1	29	0	14	162	1	0	0	369	17	1	613
8:15 AM	2	2	0	0	8	0	39	0	10	160	1	1	3	457	11	1	695
8:30 AM	1	0	0	0	13	0	29	1	20	124	0	1	0	330	14	2	535
8:45 AM	0	1	0	0	16	0	29	0	15	150	1	0	0	384	15	3	614
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	6	3	9	0	117	3	231	2	100	1196	4	3	6	3167	115	9	4971
	33.33%	16.67%	50.00%	0.00%	33.14%	0.85%	65.44%	0.57%	7.67%	91.79%	0.31%	0.23%	0.18%	96.06%	3.49%	0.27%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	5	2	7	0	68	2	134	0	46	646	3	2	5	1652	58	3	2633
PEAK HR FACTOR :	0.625	0.250	0.583	0.000	0.708	0.500	0.859	0.000	0.821	0.979	0.750	0.500	0.417	0.904	0.853	0.750	0.947
	0.700				0.836				0.984				0.910				

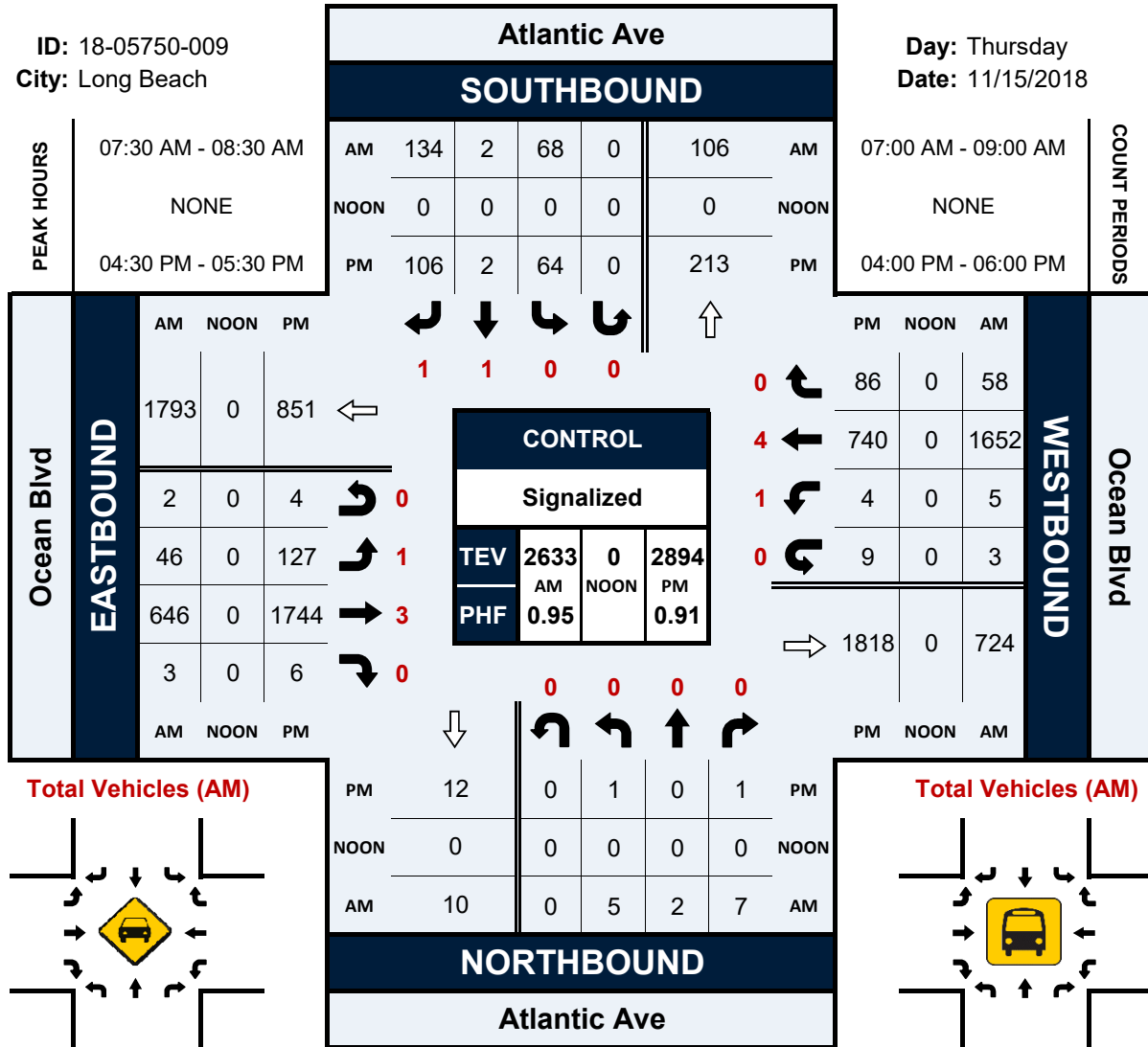
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	1 ST	1 SR	0 SU	1 EL	3 ET	0 ER	0 EU	1 WL	4 WT	0 WR	0 WU	
4:00 PM	0	0	0	0	27	1	36	0	23	391	0	0	0	169	11	1	659
4:15 PM	2	0	0	0	16	0	29	0	33	413	0	1	0	225	26	3	748
4:30 PM	0	0	0	0	9	1	28	0	31	382	0	1	0	193	14	0	659
4:45 PM	0	0	0	0	15	1	25	0	29	438	1	2	0	194	17	1	723
5:00 PM	0	0	1	0	17	0	25	0	33	442	3	0	3	168	23	3	718
5:15 PM	1	0	0	0	23	0	28	0	34	482	2	1	1	185	32	5	794
5:30 PM	1	1	0	0	20	2	27	1	30	337	1	4	1	189	11	1	626
5:45 PM	0	0	0	0	11	1	41	0	29	364	0	1	1	200	25	2	675
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	4	1	1	0	138	6	239	1	242	3249	7	10	6	1523	159	16	5602
	66.67%	16.67%	16.67%	0.00%	35.94%	1.56%	62.24%	0.26%	6.90%	92.62%	0.20%	0.29%	0.35%	89.38%	9.33%	0.94%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	1	0	1	0	64	2	106	0	127	1744	6	4	4	740	86	9	2894
PEAK HR FACTOR :	0.250	0.000	0.250	0.000	0.696	0.500	0.946	0.000	0.934	0.905	0.500	0.500	0.333	0.954	0.672	0.450	0.911
	0.500				0.843				0.906				0.941				

Atlantic Ave & Ocean Blvd

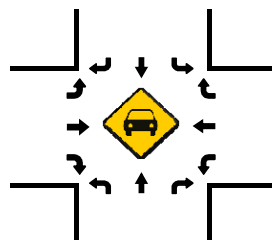
Peak Hour Turning Movement Count

ID: 18-05750-009
City: Long Beach

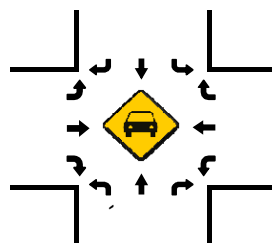
Day: Thursday
Date: 11/15/2018



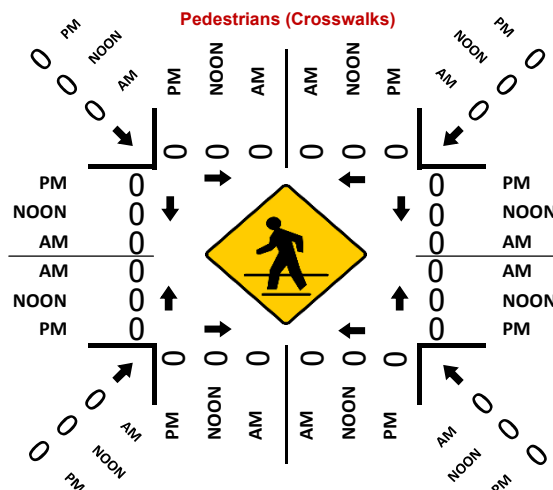
Total Vehicles (AM)



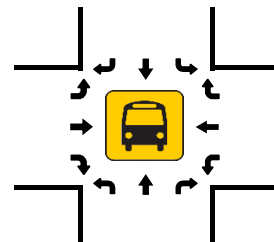
Total Vehicles (NOON)



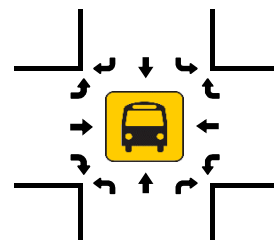
Total Vehicles (PM)



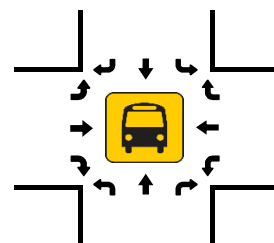
Total Vehicles (AM)



Total Vehicles (NOON)



Total Vehicles (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Shoreline Dr/Alamitos Ave & Ocean Blvd
City: Long Beach
Control: Signalized

Project ID: 18-05750-010
Date: 11/15/2018

Total

NS/EW Streets:	Shoreline Dr/Alamitos Ave				Shoreline Dr/Alamitos Ave				Ocean Blvd				Ocean Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	1 NR	0 NU	1 SL	3 ST	0 SR	0 SU	1 EL	2.5 ET	0.5 ER	0 EU	2 WL	3 WT	0 WR	0 WU	
7:00 AM	5	7	18	0	13	48	84	0	22	113	6	0	82	326	9	0	733
7:15 AM	3	15	28	0	9	67	91	0	23	128	5	0	95	328	11	0	803
7:30 AM	2	20	45	0	11	84	93	0	26	149	9	2	83	327	13	1	865
7:45 AM	5	21	58	0	14	89	83	0	26	139	8	2	102	356	13	0	916
8:00 AM	5	28	51	0	16	86	95	0	21	144	10	2	81	267	9	0	815
8:15 AM	7	19	49	0	11	66	84	0	36	138	5	4	86	375	10	0	890
8:30 AM	0	19	39	0	19	68	98	0	31	98	7	3	73	249	9	3	716
8:45 AM	6	16	33	1	8	54	69	0	33	122	10	2	81	341	13	2	791
TOTAL VOLUMES :	NL 33	NT 145	NR 321	NU 1	SL 101	ST 562	SR 697	SU 0	EL 218	ET 1031	ER 60	EU 15	WL 683	WT 2569	WR 87	WU 6	TOTAL 6529
APPROACH %'s :	6.60%	29.00%	64.20%	0.20%	7.43%	41.32%	51.25%	0.00%	16.47%	77.87%	4.53%	1.13%	20.42%	76.80%	2.60%	0.18%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	19	88	203	0	52	325	355	0	109	570	32	10	352	1325	45	1	3486
PEAK HR FACTOR :	0.679	0.786	0.875	0.000	0.813	0.913	0.934	0.000	0.757	0.956	0.800	0.625	0.863	0.883	0.865	0.250	0.951
	0.923				0.929				0.969				0.915				

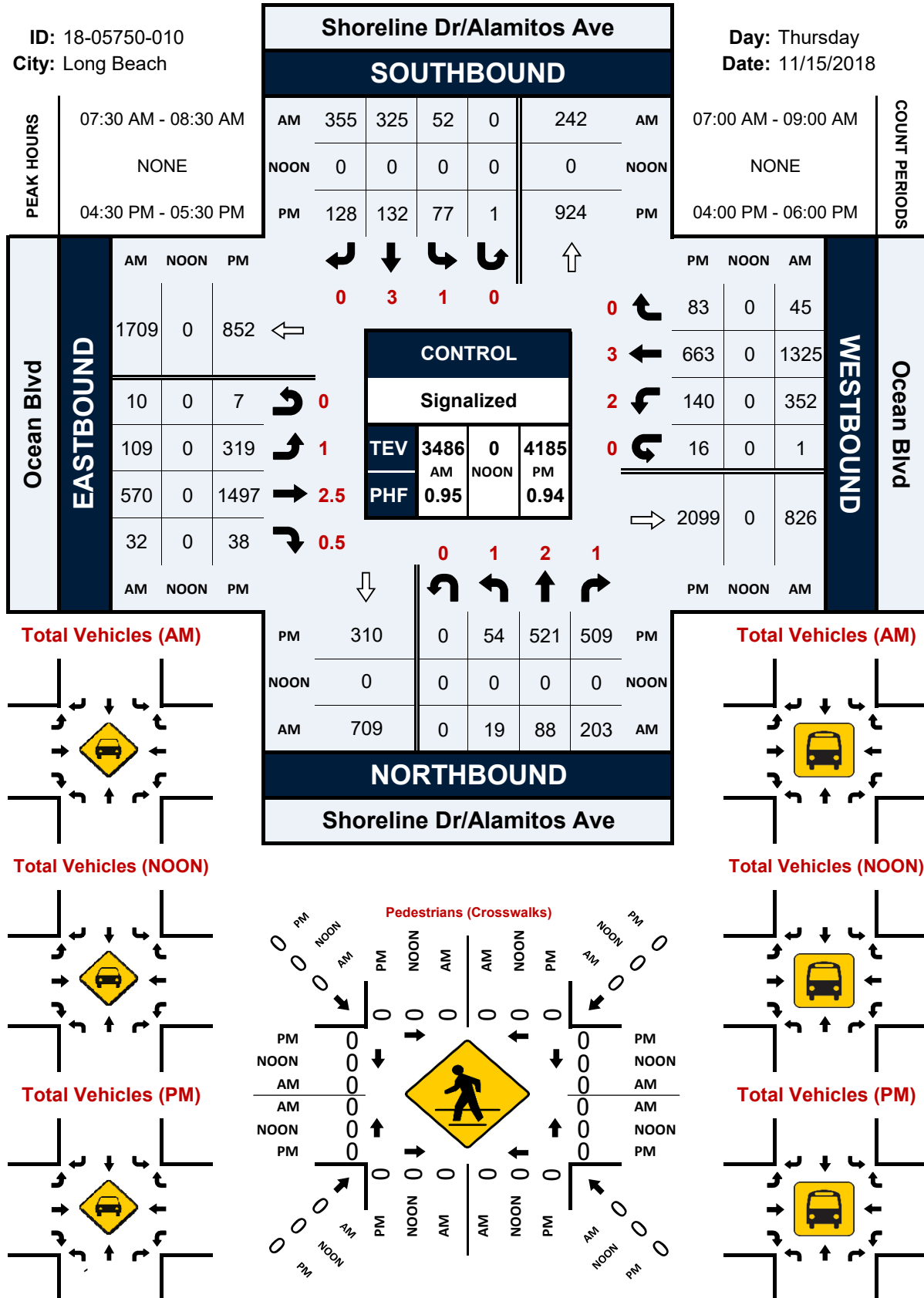
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	2 NT	1 NR	0 NU	1 SL	3 ST	0 SR	0 SU	1 EL	2.5 ET	0.5 ER	0 EU	2 WL	3 WT	0 WR	0 WU	
4:00 PM	12	70	83	1	15	32	35	1	76	389	9	1	37	146	15	2	924
4:15 PM	11	96	115	0	28	30	43	0	47	321	11	1	36	189	14	2	944
4:30 PM	7	96	122	0	17	28	30	0	80	339	9	0	30	178	19	4	959
4:45 PM	14	126	133	0	18	39	37	1	83	336	7	1	39	157	18	3	1012
5:00 PM	19	148	135	0	24	31	32	0	64	421	9	3	35	158	22	7	1108
5:15 PM	14	151	119	0	18	34	29	0	92	401	13	3	36	170	24	2	1106
5:30 PM	5	90	99	0	7	31	37	0	81	297	8	1	34	176	13	3	882
5:45 PM	9	91	90	0	13	32	54	0	66	265	7	1	48	158	16	7	857
TOTAL VOLUMES :	NL 91	NT 868	NR 896	NU 1	SL 140	ST 257	SR 297	SU 2	EL 589	ET 2769	ER 73	EU 11	WL 295	WT 1332	WR 141	WU 30	TOTAL 7792
APPROACH %'s :	4.90%	46.77%	48.28%	0.05%	20.11%	36.93%	42.67%	0.29%	17.11%	80.45%	2.12%	0.32%	16.41%	74.08%	7.84%	1.67%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	54	521	509	0	77	132	128	1	319	1497	38	7	140	663	83	16	4185
PEAK HR FACTOR :	0.711	0.863	0.943	0.000	0.802	0.846	0.865	0.250	0.867	0.889	0.731	0.583	0.897	0.931	0.865	0.571	0.944
	0.897				0.889				0.914				0.972				

Shoreline Dr/Alamitos Ave & Ocean Blvd

Peak Hour Turning Movement Count

ID: 18-05750-010
City: Long Beach

Day: Thursday
Date: 11/15/2018



National Data & Surveying Services

Intersection Turning Movement Count

Location: Alamitos Ave & Broadway
City: Long Beach
Control: Signalized

Project ID: 18-05750-011
Date: 11/15/2018

Total

NS/EW Streets:	Alamitos Ave				Alamitos Ave				Broadway				Broadway				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	3 NT	0 NR	0 NU	1 SL	2 ST	0 SR	0 SU	2 EL	2 ET	1 ER	0 EU	1 WL	0 WT	1 WR	0 WU	
7:00 AM	0	44	6	0	4	78	0	0	20	33	3	0	61	0	36	0	285
7:15 AM	0	73	5	0	9	103	0	0	27	27	3	0	54	0	55	0	356
7:30 AM	0	75	3	0	10	118	0	0	25	49	3	0	59	0	43	0	385
7:45 AM	0	81	6	0	9	110	0	0	18	59	9	0	74	0	46	0	412
8:00 AM	0	77	5	0	12	107	0	0	23	39	4	0	72	0	28	0	367
8:15 AM	0	89	6	0	9	118	0	0	25	43	4	0	62	0	37	0	393
8:30 AM	0	54	8	0	9	115	0	0	21	36	5	0	66	0	43	0	357
8:45 AM	0	66	15	0	6	116	0	0	30	45	12	0	49	0	49	0	388
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	559	54	0	68	865	0	0	189	331	43	0	497	0	337	0	2943
	0.00%	91.19%	8.81%	0.00%	7.29%	92.71%	0.00%	0.00%	33.57%	58.79%	7.64%	0.00%	59.59%	0.00%	40.41%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	322	20	0	40	453	0	0	91	190	20	0	267	0	154	0	1557
PEAK HR FACTOR :	0.000	0.904	0.833	0.000	0.833	0.960	0.000	0.000	0.910	0.805	0.556	0.000	0.902	0.000	0.837	0.000	0.945
	0.900				0.963				0.875				0.877				

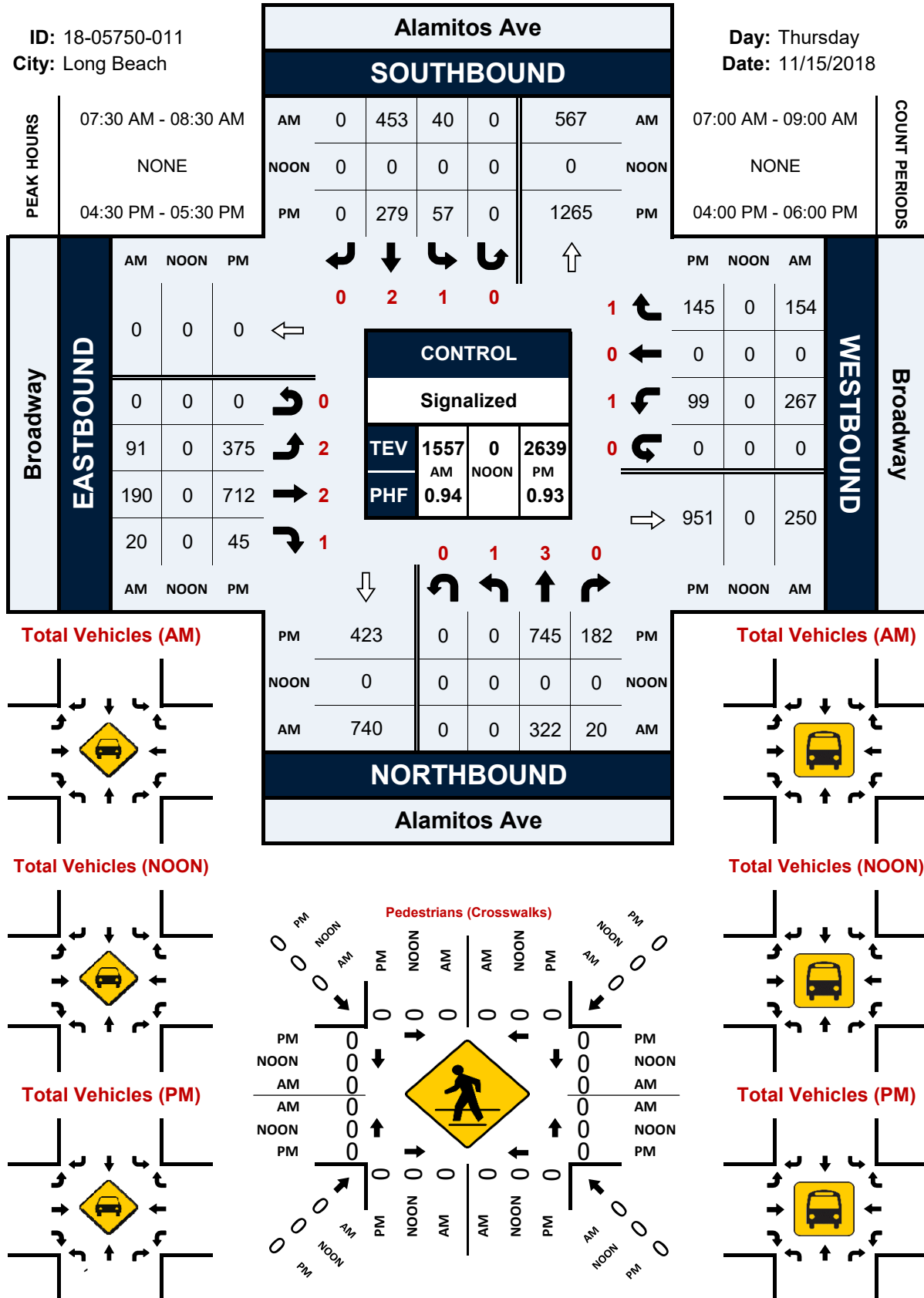
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	3 NT	0 NR	0 NU	1 SL	2 ST	0 SR	0 SU	2 EL	2 ET	1 ER	0 EU	1 WL	0 WT	1 WR	0 WU	
4:00 PM	0	129	29	0	15	73	0	0	65	148	15	0	22	0	32	0	528
4:15 PM	0	127	41	0	15	75	0	0	77	145	5	0	24	0	31	0	540
4:30 PM	0	171	38	0	16	69	0	0	99	171	8	0	24	0	42	0	638
4:45 PM	0	168	45	0	13	73	0	0	94	155	17	0	25	0	38	0	628
5:00 PM	0	199	48	0	9	57	0	0	94	181	10	0	33	0	29	0	660
5:15 PM	0	207	51	0	19	80	0	0	88	205	10	0	17	0	36	0	713
5:30 PM	0	153	41	0	12	64	0	0	85	165	8	0	30	0	27	0	585
5:45 PM	0	137	44	0	19	73	0	0	77	135	11	0	31	0	40	0	567
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	1291	337	0	118	564	0	0	679	1305	84	0	206	0	275	0	4859
	0.00%	79.30%	20.70%	0.00%	17.30%	82.70%	0.00%	0.00%	32.83%	63.10%	4.06%	0.00%	42.83%	0.00%	57.17%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	745	182	0	57	279	0	0	375	712	45	0	99	0	145	0	2639
PEAK HR FACTOR :	0.000	0.900	0.892	0.000	0.750	0.872	0.000	0.000	0.947	0.868	0.662	0.000	0.750	0.000	0.863	0.000	0.925
	0.898				0.848				0.934				0.924				

Alamitos Ave & Broadway

Peak Hour Turning Movement Count

ID: 18-05750-011
City: Long Beach

Day: Thursday
Date: 11/15/2018



National Data & Surveying Services

Intersection Turning Movement Count

Location: Alamitos Ave & 3rd St
City: Long Beach
Control: Signalized

Project ID: 19-05008-012
Date: 1/24/2019

Total

NS/EW Streets:	Alamitos Ave				Alamitos Ave				3rd St				3rd St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	3 NT	0 NR	0 NU	1 SL	1 ST	1 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	1.5 WT	0.5 WR	0 WU	
7:00 AM	23	75	4	0	4	95	29	0	0	0	0	0	0	73	23	0	326
7:15 AM	27	71	5	0	8	91	25	0	0	0	0	0	0	105	19	0	351
7:30 AM	24	102	5	0	7	93	27	0	0	0	0	0	0	82	28	0	368
7:45 AM	54	100	1	0	11	118	26	0	0	0	0	0	1	91	29	0	431
8:00 AM	55	84	5	0	11	118	42	0	0	0	0	0	1	93	28	0	437
8:15 AM	43	103	9	0	7	90	28	0	0	0	0	0	0	81	26	0	387
8:30 AM	36	85	4	0	14	88	26	0	0	0	0	0	2	81	26	0	362
8:45 AM	31	82	4	0	7	91	35	0	0	0	0	0	1	64	19	0	334
TOTAL VOLUMES:	NL 293	NT 702	NR 37	NU 0	SL 69	ST 784	SR 238	SU 0	EL 0	ET 0	ER 0	EU 0	WL 5	WT 670	WR 198	WU 0	TOTAL 2996
APPROACH %'s:	28.39%	68.02%	3.59%	0.00%	6.32%	71.86%	21.81%	0.00%					0.57%	76.75%	22.68%	0.00%	
PEAK HR:	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL:	176	389	20	0	36	419	123	0	0	0	0	0	2	347	111	0	1623
PEAK HR FACTOR:	0.800	0.944	0.556	0.000	0.818	0.888	0.732	0.000	0.000	0.000	0.000	0.000	0.500	0.933	0.957	0.000	0.928
	0.944				0.845								0.943				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	3 NT	0 NR	0 NU	1 SL	1 ST	1 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	1.5 WT	0.5 WR	0 WU	
4:00 PM	20	156	22	0	15	80	15	0	0	0	0	0	2	33	10	0	353
4:15 PM	8	164	39	0	20	93	13	0	0	0	0	0	3	36	11	0	387
4:30 PM	23	183	40	0	16	87	21	0	0	0	0	0	3	52	11	0	436
4:45 PM	30	183	36	0	30	87	17	0	0	0	0	0	4	46	17	0	450
5:00 PM	10	171	47	0	26	87	15	0	0	0	0	0	1	41	9	0	407
5:15 PM	29	204	54	0	27	94	14	0	0	0	0	0	2	37	18	0	479
5:30 PM	31	179	46	0	31	118	28	0	0	0	0	0	0	34	16	0	483
5:45 PM	15	176	38	0	23	96	23	0	0	0	0	0	3	41	13	0	428
TOTAL VOLUMES:	NL 166	NT 1416	NR 322	NU 0	SL 188	ST 742	SR 146	SU 0	EL 0	ET 0	ER 0	EU 0	WL 18	WT 320	WR 105	WU 0	TOTAL 3423
APPROACH %'s:	8.72%	74.37%	16.91%	0.00%	17.47%	68.96%	13.57%	0.00%					4.06%	72.23%	23.70%	0.00%	
PEAK HR:	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL:	100	737	183	0	114	386	74	0	0	0	0	0	7	158	60	0	1819
PEAK HR FACTOR:	0.806	0.903	0.847	0.000	0.919	0.818	0.661	0.000	0.000	0.000	0.000	0.000	0.438	0.859	0.833	0.000	0.942
	0.889				0.811								0.840				

Alamitos Ave & 3rd St

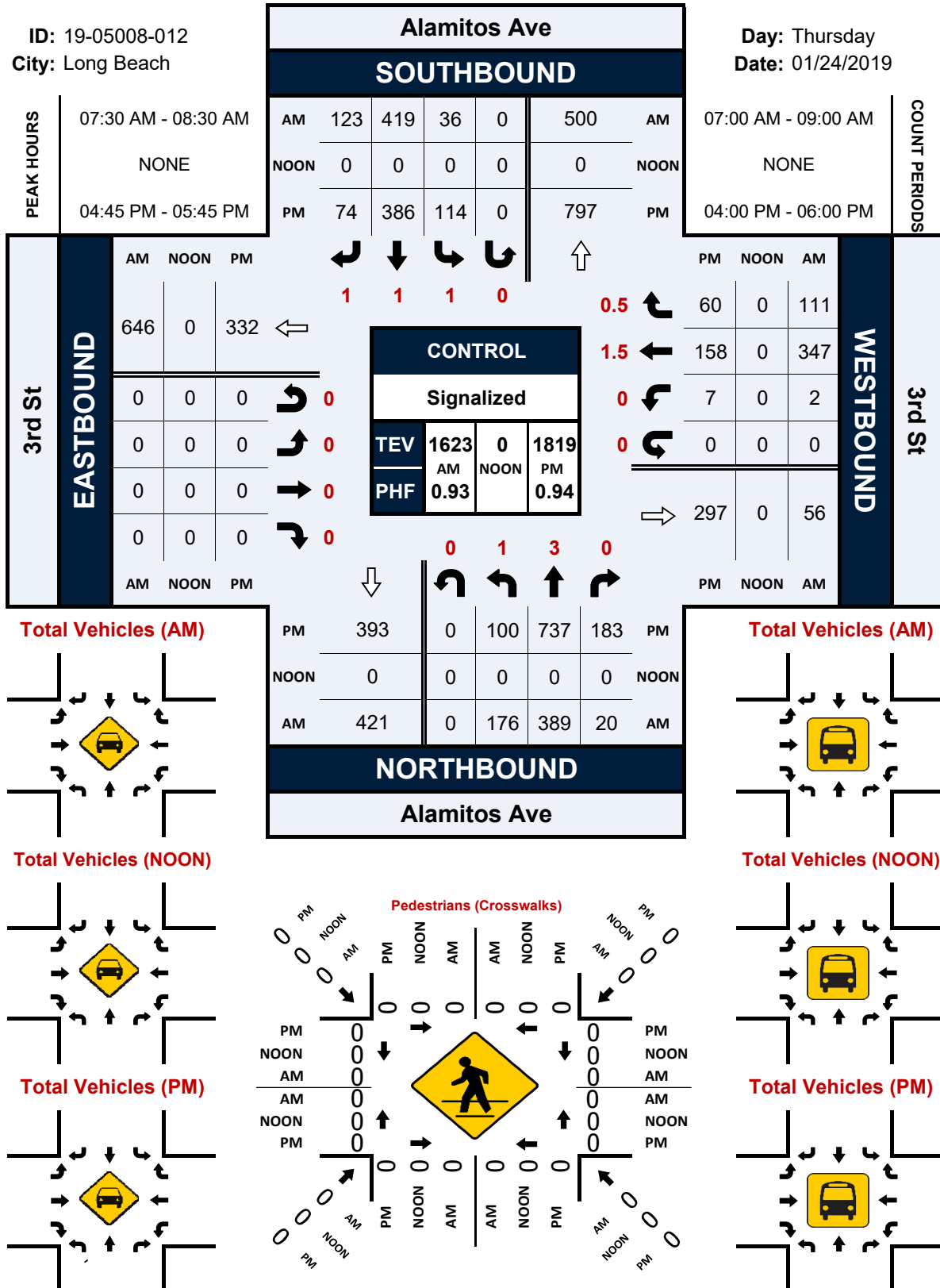
Peak Hour Turning Movement Count

ID: 19-05008-012

City: Long Beach

Day: Thursday

Date: 01/24/2019



National Data & Surveying Services

Intersection Turning Movement Count

Location: Alamitos Ave & 4th St
City: Long Beach
Control: Signalized

Project ID: 19-05008-013
Date: 1/24/2019

Total

NS/EW Streets:	Alamitos Ave				Alamitos Ave				4th St				4th St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	3 NT	0 NR	0 NU	1 SL	2 ST	0 SR	0 SU	1 EL	1 ET	1 ER	0 EU	1 WL	1 WT	0 WR	0 WU	
7:00 AM	13	72	8	0	9	87	6	0	8	34	4	0	28	64	9	0	342
7:15 AM	13	72	13	0	15	93	9	0	10	26	3	0	32	88	15	0	389
7:30 AM	18	108	9	0	15	96	11	0	5	55	4	0	32	103	15	0	471
7:45 AM	14	105	7	0	31	113	10	0	7	55	8	0	42	102	18	0	512
8:00 AM	16	85	9	0	22	122	11	0	6	64	5	0	36	99	11	0	486
8:15 AM	23	98	13	0	26	94	11	0	11	62	3	0	29	80	13	0	463
8:30 AM	14	79	9	0	16	96	11	0	15	44	5	0	30	76	15	0	410
8:45 AM	17	84	9	0	16	101	15	0	7	46	7	0	30	72	15	0	419
TOTAL VOLUMES:	NL 128	NT 703	NR 77	NU 0	SL 150	ST 802	SR 84	SU 0	EL 69	ET 386	ER 39	EU 0	WL 259	WT 684	WR 111	WU 0	TOTAL 3492
APPROACH %'s:	14.10%	77.42%	8.48%	0.00%	14.48%	77.41%	8.11%	0.00%	13.97%	78.14%	7.89%	0.00%	24.57%	64.90%	10.53%	0.00%	
PEAK HR:	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL:	71	396	38	0	94	425	43	0	29	236	20	0	139	384	57	0	1932
PEAK HR FACTOR:	0.772	0.917	0.731	0.000	0.758	0.871	0.977	0.000	0.659	0.922	0.625	0.000	0.827	0.932	0.792	0.000	0.943
	0.935				0.906				0.938				0.895				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	3 NT	0 NR	0 NU	1 SL	2 ST	0 SR	0 SU	1 EL	1 ET	1 ER	0 EU	1 WL	1 WT	0 WR	0 WU	
4:00 PM	17	133	23	0	28	84	4	0	10	97	11	0	8	64	21	0	500
4:15 PM	18	126	32	0	37	107	9	0	12	103	14	0	13	61	15	0	547
4:30 PM	20	145	36	0	33	105	15	0	9	101	11	0	15	58	8	0	556
4:45 PM	19	143	31	0	53	104	5	0	9	99	12	0	10	65	11	0	561
5:00 PM	6	135	47	0	36	109	8	0	12	105	10	0	8	52	13	0	541
5:15 PM	10	174	45	0	51	108	16	0	11	97	15	0	16	59	14	0	616
5:30 PM	15	130	42	0	47	135	9	0	15	100	15	0	20	67	12	0	607
5:45 PM	13	144	27	0	37	113	9	0	7	100	17	0	19	64	10	0	560
TOTAL VOLUMES:	NL 118	NT 1130	NR 283	NU 0	SL 322	ST 865	SR 75	SU 0	EL 85	ET 802	ER 105	EU 0	WL 109	WT 490	WR 104	WU 0	TOTAL 4488
APPROACH %'s:	7.71%	73.81%	18.48%	0.00%	25.52%	68.54%	5.94%	0.00%	8.57%	80.85%	10.58%	0.00%	15.50%	69.70%	14.79%	0.00%	
PEAK HR:	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL:	50	582	165	0	187	456	38	0	47	401	52	0	54	243	50	0	2325
PEAK HR FACTOR:	0.658	0.836	0.878	0.000	0.882	0.844	0.594	0.000	0.783	0.955	0.867	0.000	0.675	0.907	0.893	0.000	0.944
	0.870				0.891				0.962				0.876				

Alamitos Ave & 4th St

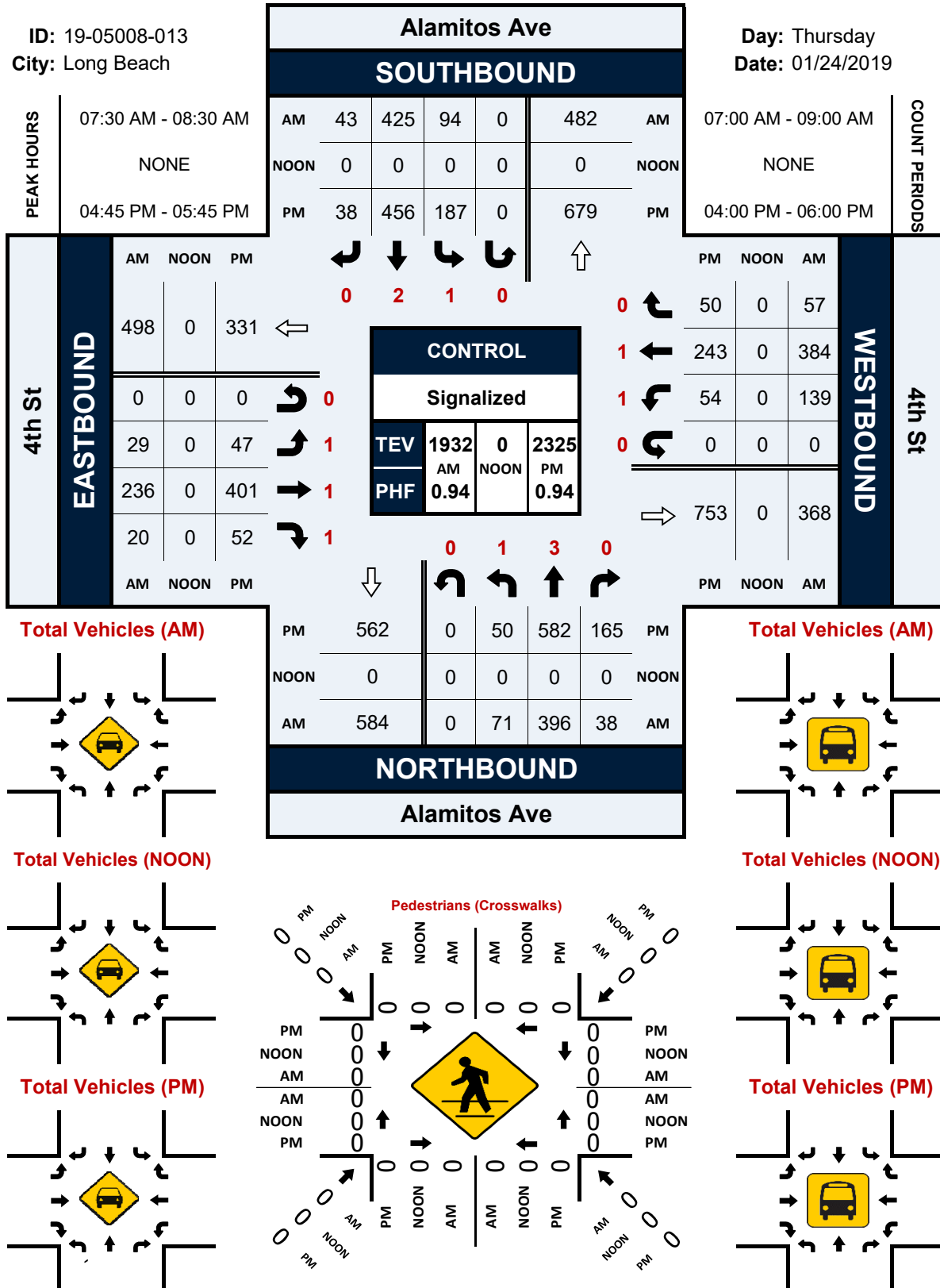
Peak Hour Turning Movement Count

ID: 19-05008-013

City: Long Beach

Day: Thursday

Date: 01/24/2019



National Data & Surveying Services

Intersection Turning Movement Count

Location: Alamos Ave & 6th St
City: Long Beach
Control: Signalized

Project ID: 18-05750-014
Date: 11/15/2018

Total

NS/EW Streets:	Alamos Ave				Alamos Ave				6th St				6th St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	1 NT	1 NR	0 NU	1 SL	2 ST	0 SR	0 SU	1 EL	0.5 ET	0.5 ER	0 EU	0 WL	2 WT	0 WR	0 WU	
7:00 AM	5	89	1	0	0	95	5	0	30	2	15	0	0	1	5	0	248
7:15 AM	4	117	2	0	1	118	33	0	43	7	18	0	1	3	3	0	350
7:30 AM	10	140	0	0	0	129	41	0	24	5	18	0	3	6	2	0	378
7:45 AM	10	113	4	0	3	126	48	0	52	7	26	0	1	2	5	0	397
8:00 AM	7	116	2	0	11	123	4	0	25	8	24	0	2	5	3	0	330
8:15 AM	4	117	7	0	7	146	1	0	27	4	16	0	1	2	5	0	337
8:30 AM	3	101	4	0	12	140	3	0	35	14	23	0	8	7	26	0	376
8:45 AM	5	120	9	0	15	165	1	0	26	14	15	0	9	9	47	0	435
TOTAL VOLUMES :	NL 48	NT 913	NR 29	NU 0	SL 49	ST 1042	SR 136	SU 0	EL 262	ET 61	ER 155	EU 0	WL 25	WT 35	WR 96	WU 0	TOTAL 2851
APPROACH %'s :	4.85%	92.22%	2.93%	0.00%	3.99%	84.92%	11.08%	0.00%	54.81%	12.76%	32.43%	0.00%	16.03%	22.44%	61.54%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	19	454	22	0	45	574	9	0	113	40	78	0	20	23	81	0	1478
PEAK HR FACTOR :	0.679	0.946	0.611	0.000	0.750	0.870	0.563	0.000	0.807	0.714	0.813	0.000	0.556	0.639	0.431	0.000	0.849
	0.924				0.867				0.802				0.477				

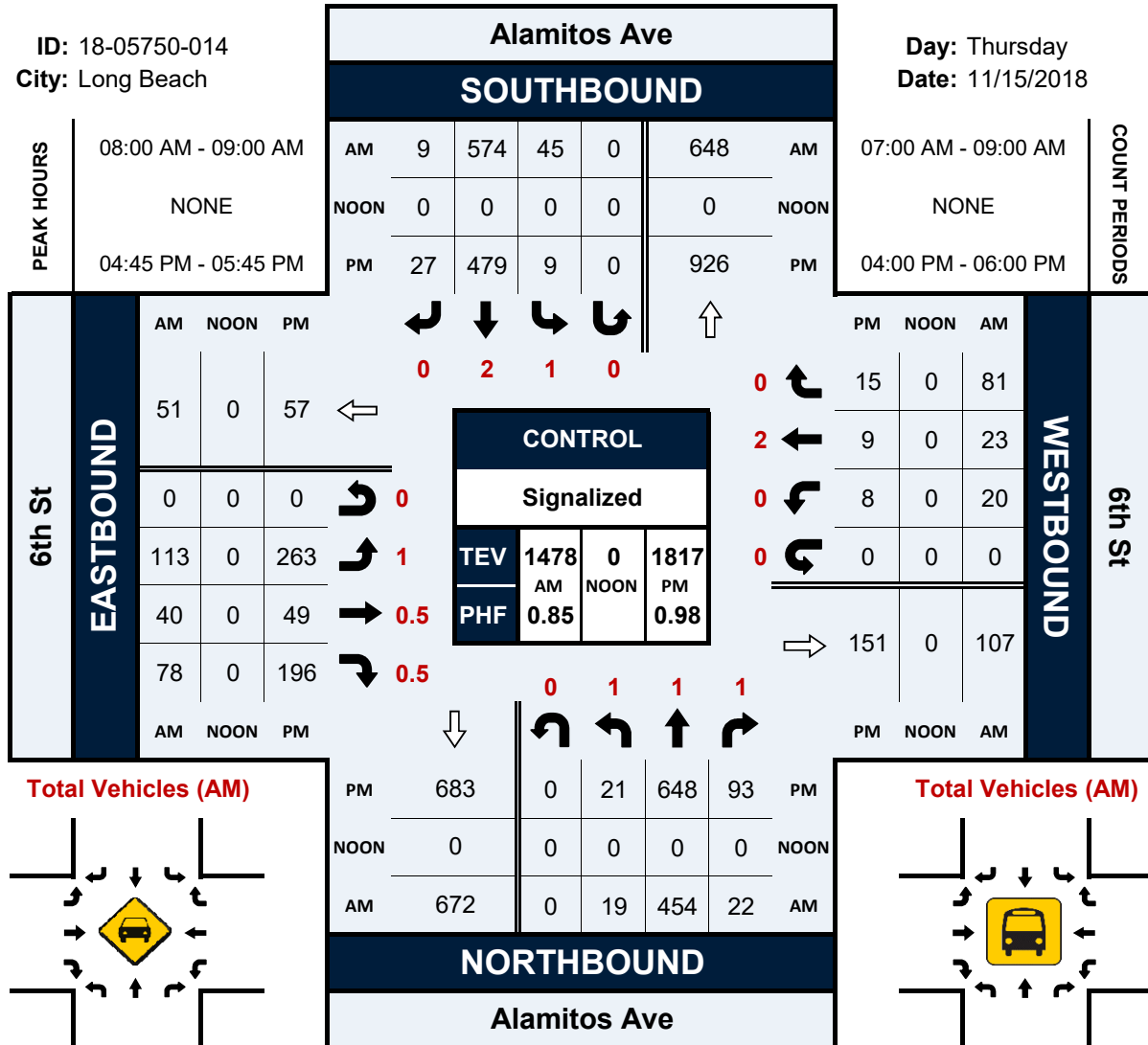
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	1 NT	1 NR	0 NU	1 SL	2 ST	0 SR	0 SU	1 EL	0.5 ET	0.5 ER	0 EU	0 WL	2 WT	0 WR	0 WU	
4:00 PM	8	155	5	0	5	112	5	0	62	13	33	0	1	1	8	0	408
4:15 PM	2	167	9	0	3	120	6	0	50	11	40	0	2	1	0	0	411
4:30 PM	5	167	21	0	4	125	6	0	47	13	50	0	2	3	11	0	454
4:45 PM	6	160	27	0	4	121	14	0	62	14	30	0	2	5	2	0	447
5:00 PM	4	164	27	0	3	103	6	0	75	10	54	0	0	3	2	0	451
5:15 PM	5	167	15	0	1	133	4	0	68	11	44	0	1	1	5	0	455
5:30 PM	6	157	24	0	1	122	3	0	58	14	68	0	5	0	6	0	464
5:45 PM	8	149	4	0	7	117	2	0	68	8	49	0	1	0	8	0	421
TOTAL VOLUMES :	NL 44	NT 1286	NR 132	NU 0	SL 28	ST 953	SR 46	SU 0	EL 490	ET 94	ER 368	EU 0	WL 14	WT 14	WR 42	WU 0	TOTAL 3511
APPROACH %'s :	3.01%	87.96%	9.03%	0.00%	2.73%	92.79%	4.48%	0.00%	51.47%	9.87%	38.66%	0.00%	20.00%	20.00%	60.00%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	21	648	93	0	9	479	27	0	263	49	196	0	8	9	15	0	1817
PEAK HR FACTOR :	0.875	0.970	0.861	0.000	0.563	0.900	0.482	0.000	0.877	0.875	0.721	0.000	0.400	0.450	0.625	0.000	0.979
	0.977				0.926				0.907				0.727				

Alamitos Ave & 6th St

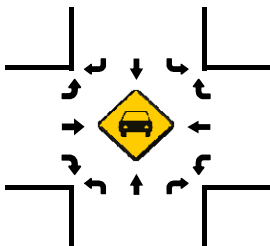
Peak Hour Turning Movement Count

ID: 18-05750-014
City: Long Beach

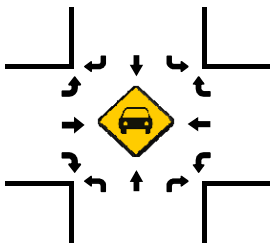
Day: Thursday
Date: 11/15/2018



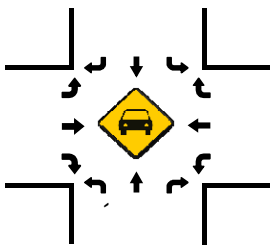
Total Vehicles (AM)



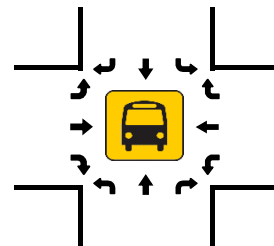
Total Vehicles (NOON)



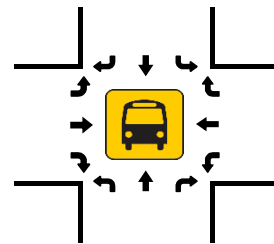
Total Vehicles (PM)



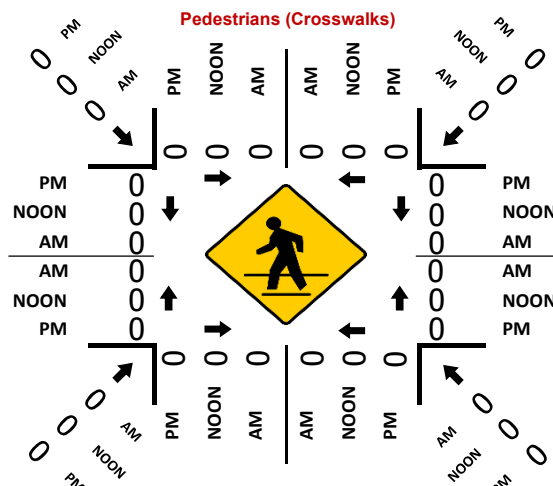
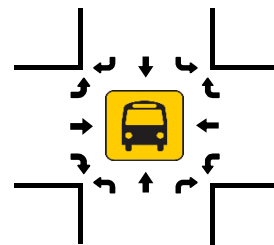
Total Vehicles (AM)



Total Vehicles (NOON)



Total Vehicles (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Alamitos Ave & 7th St
City: Long Beach
Control: Signalized

Project ID: 18-05750-015
Date: 11/15/2018

Total

NS/EW Streets:	Alamitos Ave				Alamitos Ave				7th St				7th St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	1 NT	1 NR	0 NU	1 SL	1 ST	1 SR	0 SU	1 EL	2 ET	0 ER	0 EU	1 WL	3 WT	0 WR	0 WU	
7:00 AM	27	47	52	0	11	44	16	0	5	82	4	0	55	257	10	0	610
7:15 AM	25	79	59	0	9	88	16	0	7	90	5	0	61	279	12	0	730
7:30 AM	27	88	53	0	13	93	24	0	10	105	15	0	65	321	16	0	830
7:45 AM	19	81	64	0	15	108	29	0	15	103	10	0	59	272	17	0	792
8:00 AM	20	77	52	0	10	80	22	0	3	81	8	0	55	247	14	0	669
8:15 AM	21	70	51	0	12	84	18	0	1	81	5	0	66	270	18	0	697
8:30 AM	26	74	66	0	18	90	12	0	3	95	6	0	58	263	24	0	735
8:45 AM	22	91	68	0	20	91	17	0	9	97	11	0	82	256	23	0	787
TOTAL VOLUMES :	NL 187	NT 607	NR 465	NU 0	SL 108	ST 678	SR 154	SU 0	EL 53	ET 734	ER 64	EU 0	WL 501	WT 2165	WR 134	WU 0	TOTAL 5850
APPROACH %'s :	14.85%	48.21%	36.93%	0.00%	11.49%	72.13%	16.38%	0.00%	6.23%	86.25%	7.52%	0.00%	17.89%	77.32%	4.79%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	91	325	228	0	47	369	91	0	35	379	38	0	240	1119	59	0	3021
PEAK HR FACTOR :	0.843	0.923	0.891	0.000	0.783	0.854	0.784	0.000	0.583	0.902	0.633	0.000	0.923	0.871	0.868	0.000	0.910
	0.958				0.834				0.869				0.882				

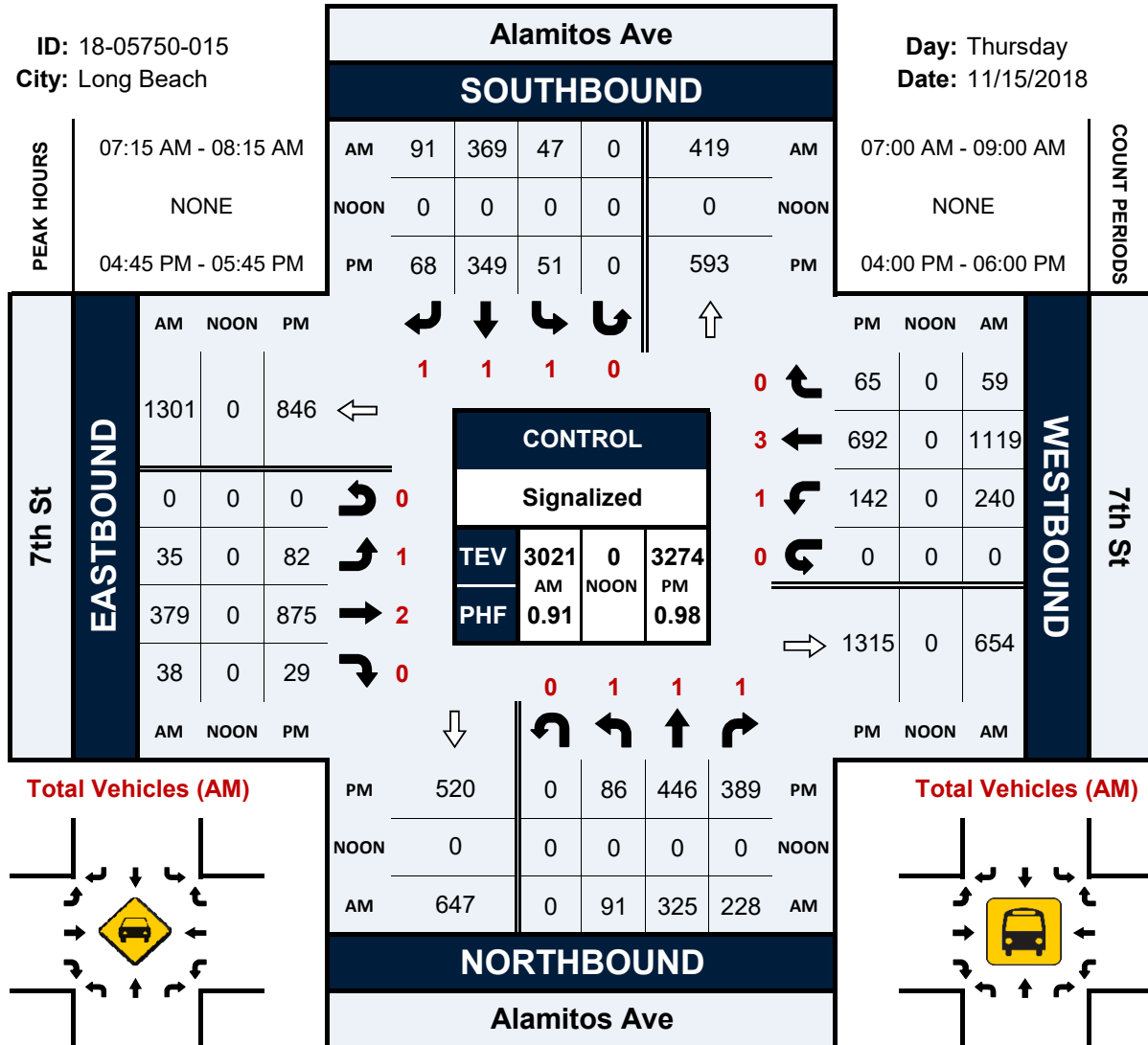
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	1 NT	1 NR	0 NU	1 SL	1 ST	1 SR	0 SU	1 EL	2 ET	0 ER	0 EU	1 WL	3 WT	0 WR	0 WU	
4:00 PM	22	106	102	0	13	82	15	0	16	162	12	0	34	168	10	0	742
4:15 PM	16	104	95	0	8	97	16	0	8	172	7	0	25	182	17	0	747
4:30 PM	23	109	91	0	12	81	19	0	14	196	11	0	48	167	16	0	787
4:45 PM	15	114	95	0	10	96	19	0	25	227	11	0	34	175	13	0	834
5:00 PM	23	119	99	0	9	77	12	0	25	229	5	0	30	175	17	0	820
5:15 PM	21	110	102	0	19	91	17	0	13	216	8	0	43	173	14	0	827
5:30 PM	27	103	93	0	13	85	20	0	19	203	5	0	35	169	21	0	793
5:45 PM	25	83	124	0	10	88	22	0	16	181	6	0	38	162	13	0	768
TOTAL VOLUMES :	NL 172	NT 848	NR 801	NU 0	SL 94	ST 697	SR 140	SU 0	EL 136	ET 1586	ER 65	EU 0	WL 287	WT 1371	WR 121	WU 0	TOTAL 6318
APPROACH %'s :	9.45%	46.57%	43.99%	0.00%	10.10%	74.87%	15.04%	0.00%	7.61%	88.75%	3.64%	0.00%	16.13%	77.07%	6.80%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	86	446	389	0	51	349	68	0	82	875	29	0	142	692	65	0	3274
PEAK HR FACTOR :	0.796	0.937	0.953	0.000	0.671	0.909	0.850	0.000	0.820	0.955	0.659	0.000	0.826	0.989	0.774	0.000	0.981
	0.955				0.921				0.937				0.977				

Alamitos Ave & 7th St

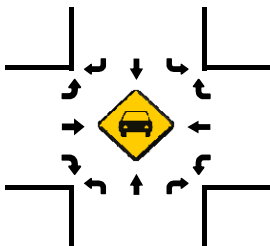
Peak Hour Turning Movement Count

ID: 18-05750-015
City: Long Beach

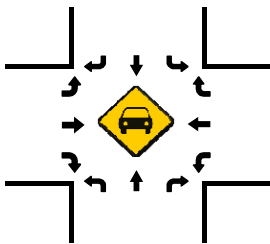
Day: Thursday
Date: 11/15/2018



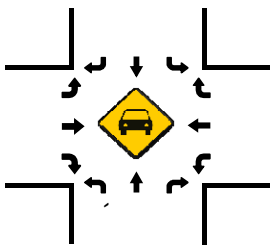
Total Vehicles (AM)



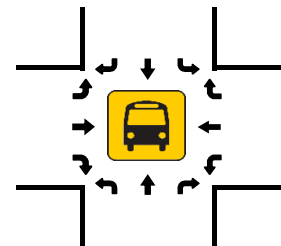
Total Vehicles (NOON)



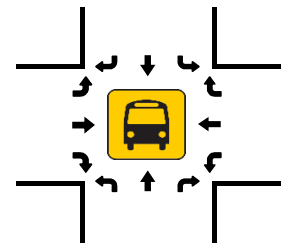
Total Vehicles (PM)



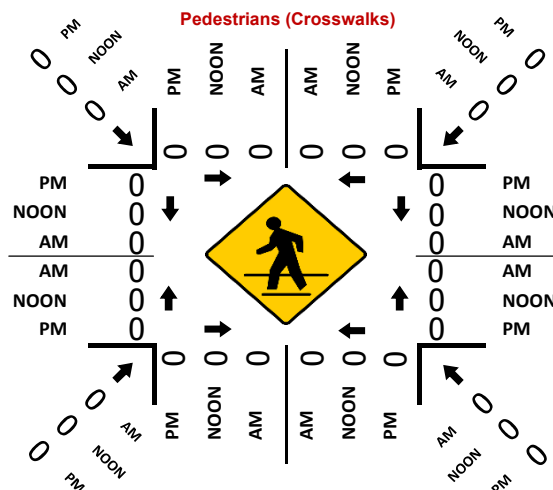
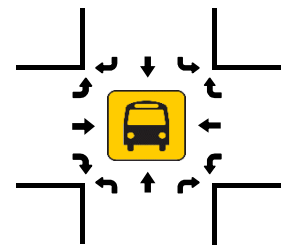
Total Vehicles (AM)



Total Vehicles (NOON)



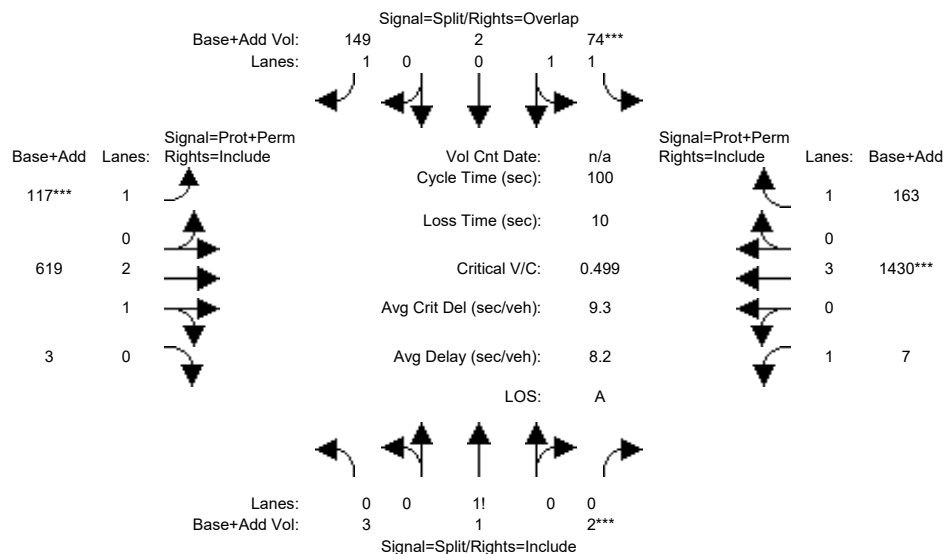
Total Vehicles (PM)



Appendix B: Technical Calculations

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
Existing AM

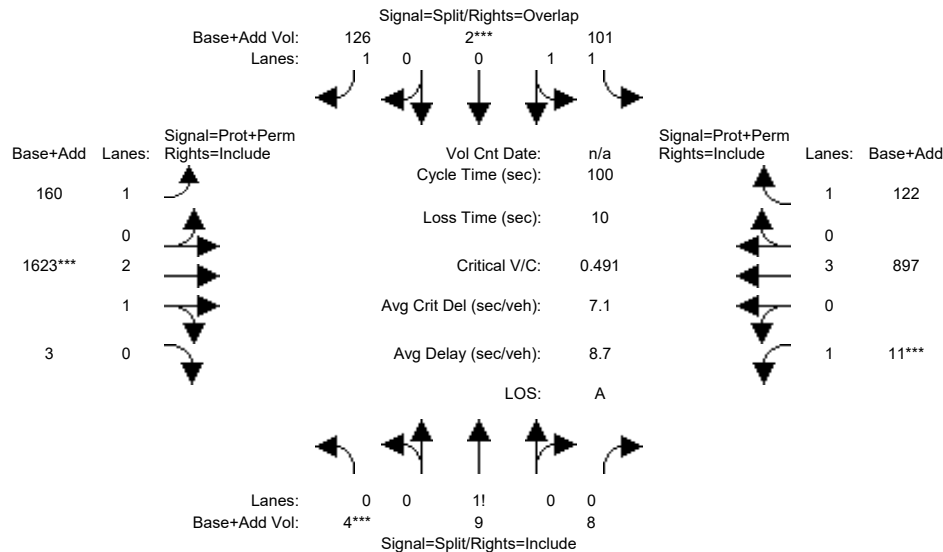
Intersection #1: Pacific Ave & Ocean Blvd



Street Name:	Pacific Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	3	1	2	74	2	149	117	619	3	7	1430	163
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	1	2	74	2	149	117	619	3	7	1430	163
Added Vol:	0	0	0	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	1	2	74	2	149	117	619	3	7	1430	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	1	2	74	2	149	117	619	3	7	1430	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	1	2	74	2	149	117	619	3	7	1430	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	1	2	74	2	149	117	619	3	7	1430	163
OvlAdjVol:	32											
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.50	0.17	0.33	1.95	0.05	1.00	1.00	2.99	0.01	1.00	3.00	1.00
Final Sat.:	800	267	533	3116	84	1600	1600	4777	23	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.02	0.09	0.07	0.13	0.13	0.00	0.30	0.10
OvlAdjV/S:	0.02											
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
 Existing PM

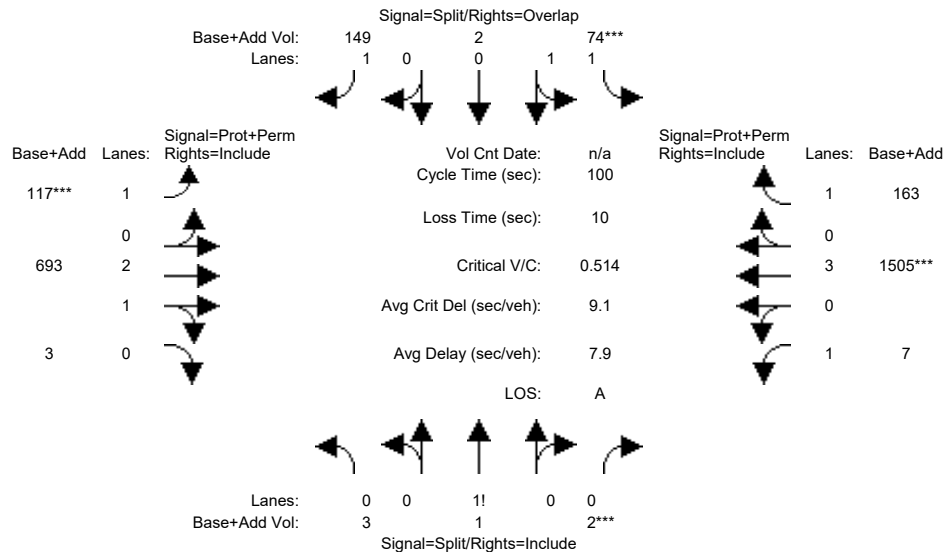
Intersection #1: Pacific Ave & Ocean Blvd



Street Name:	Pacific Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	4	9	8	101	2	126	160	1623	3	11	897	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	9	8	101	2	126	160	1623	3	11	897	122
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	9	8	101	2	126	160	1623	3	11	897	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	9	8	101	2	126	160	1623	3	11	897	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	9	8	101	2	126	160	1623	3	11	897	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	4	9	8	101	2	126	160	1623	3	11	897	122
OvlAdjVol:	0											
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.19	0.43	0.38	1.96	0.04	1.00	1.00	2.99	0.01	1.00	3.00	1.00
Final Sat.:	305	686	610	3138	62	1600	1600	4791	9	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.03	0.03	0.08	0.10	0.34	0.34	0.01	0.19	0.08
OvlAdjV/S:	0.00											
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
Existing PP AM

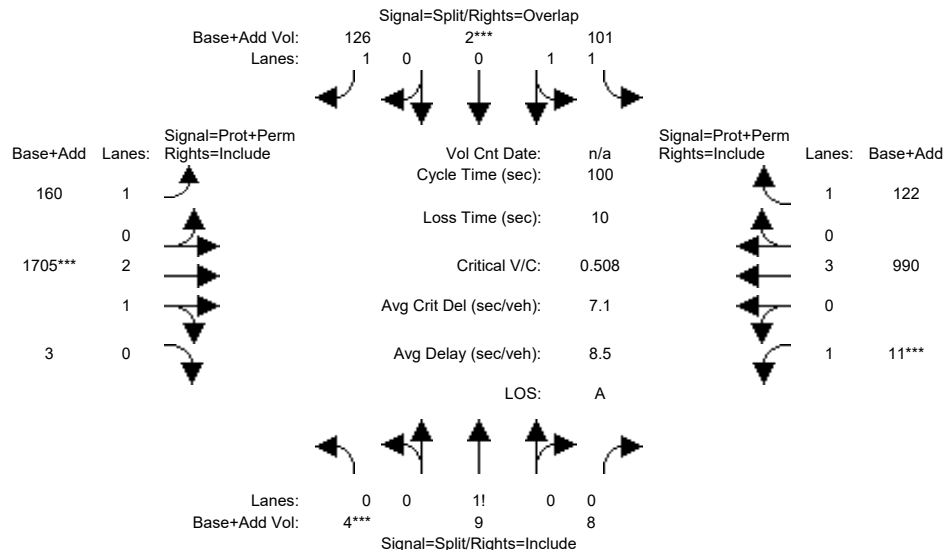
Intersection #1: Pacific Ave & Ocean Blvd



Street Name:	Pacific Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	3	1	2	74	2	149	117	619	3	7	1430	163
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	1	2	74	2	149	117	619	3	7	1430	163
Added Vol:	0	0	0	0	0	0	0	74	0	0	75	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	1	2	74	2	149	117	693	3	7	1505	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	1	2	74	2	149	117	693	3	7	1505	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	1	2	74	2	149	117	693	3	7	1505	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	3	1	2	74	2	149	117	693	3	7	1505	163
OvlAdjVol:	32											
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.50	0.17	0.33	1.95	0.05	1.00	1.00	2.99	0.01	1.00	3.00	1.00
Final Sat.:	800	267	533	3116	84	1600	1600	4779	21	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.02	0.09	0.07	0.15	0.14	0.00	0.31	0.10
OvlAdjV/S:	0.02											
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
 Existing PP PM

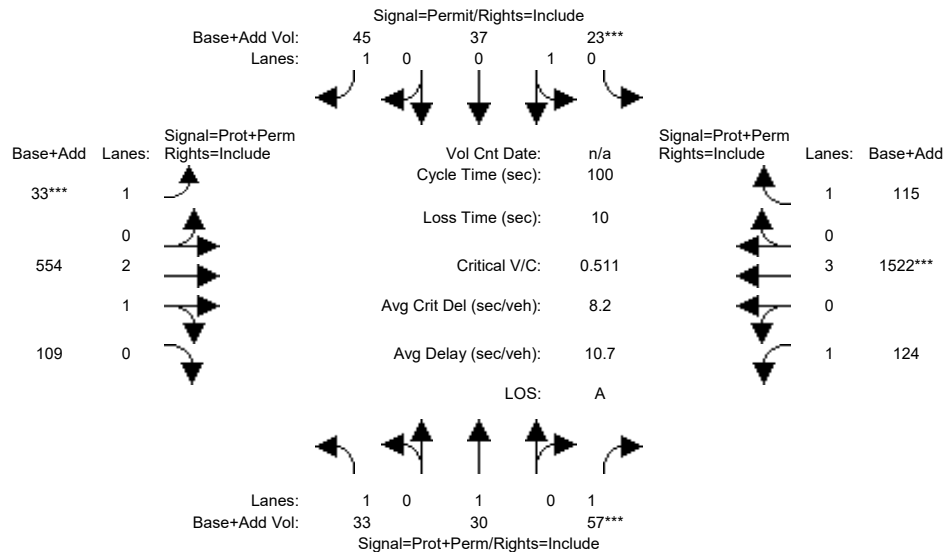
Intersection #1: Pacific Ave & Ocean Blvd



Street Name:	Pacific Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	4	9	8	101	2	126	160	1623	3	11	897	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	9	8	101	2	126	160	1623	3	11	897	122
Added Vol:	0	0	0	0	0	0	0	82	0	0	93	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	9	8	101	2	126	160	1705	3	11	990	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	9	8	101	2	126	160	1705	3	11	990	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	9	8	101	2	126	160	1705	3	11	990	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	4	9	8	101	2	126	160	1705	3	11	990	122
OvlAdjVol:	0											
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.19	0.43	0.38	1.96	0.04	1.00	1.00	2.99	0.01	1.00	3.00	1.00
Final Sat.:	305	686	610	3138	62	1600	1600	4792	8	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.03	0.03	0.08	0.10	0.36	0.36	0.01	0.21	0.08
OvlAdjV/S:	0.00											
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
Existing AM

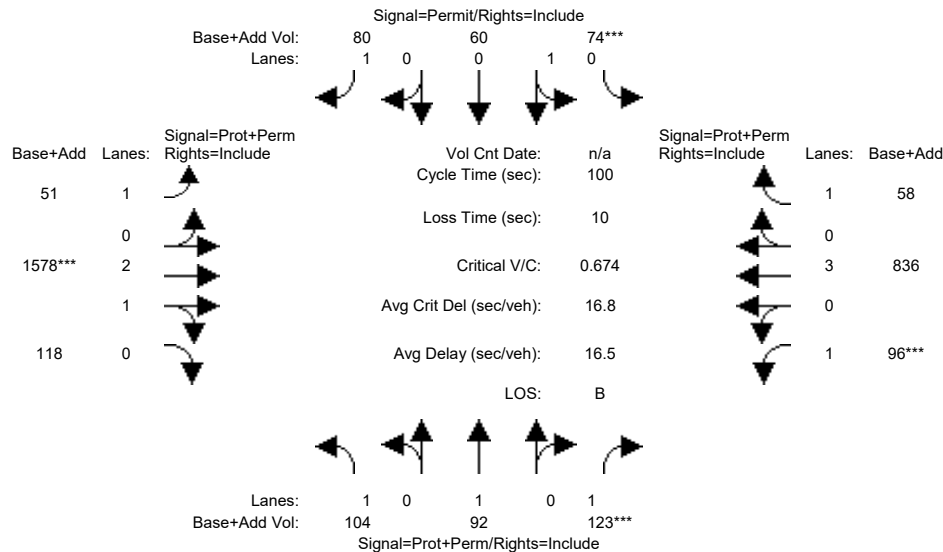
Intersection #2: Pine Ave & Ocean Blvd



Street Name:	Pine Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	33	30	57	23	37	45	33	554	109	124	1522	115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	30	57	23	37	45	33	554	109	124	1522	115
Added Vol:	0	0	0	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	30	57	23	37	45	33	554	109	124	1522	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	30	57	23	37	45	33	554	109	124	1522	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	30	57	23	37	45	33	554	109	124	1522	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	33	30	57	23	37	45	33	554	109	124	1522	115
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.38	0.62	1.00	1.00	2.51	0.49	1.00	3.00	1.00
Final Sat.:	1600	1600	1600	613	987	1600	1600	4011	789	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.04	0.04	0.04	0.03	0.02	0.14	0.14	0.08	0.32	0.07
Crit Moves:			****	****			****				****	

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
 Existing PM

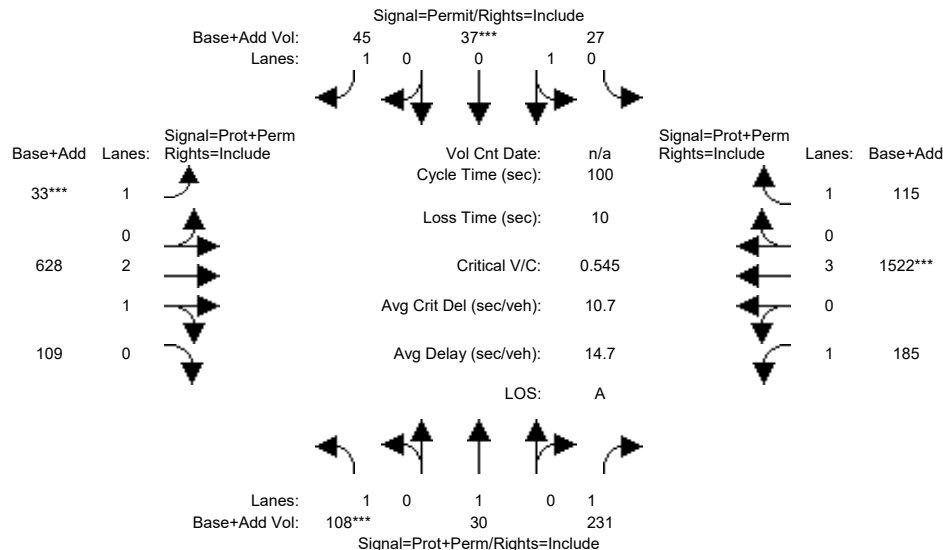
Intersection #2: Pine Ave & Ocean Blvd



Street Name:	Pine Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	104	92	123	74	60	80	51	1578	118	96	836	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	92	123	74	60	80	51	1578	118	96	836	58
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	104	92	123	74	60	80	51	1578	118	96	836	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	104	92	123	74	60	80	51	1578	118	96	836	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	92	123	74	60	80	51	1578	118	96	836	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:	104	92	123	74	60	80	51	1578	118	96	836	58
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.55	0.45	1.00	1.00	2.79	0.21	1.00	3.00	1.00
Final Sat.:	1600	1600	1600	884	716	1600	1600	4466	334	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.06	0.08	0.08	0.08	0.05	0.03	0.35	0.35	0.06	0.17	0.04
Crit Moves:			****	****				****		****		

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
 Existing PP AM

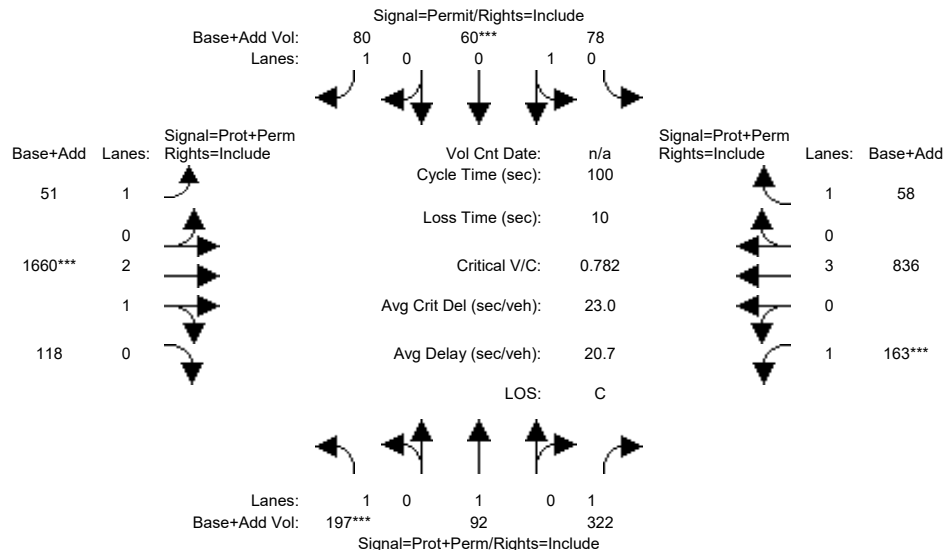
Intersection #2: Pine Ave & Ocean Blvd



Street Name:	Pine Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	33	30	50	23	37	45	33	554	109	124	1522	115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	30	50	23	37	45	33	554	109	124	1522	115
Added Vol:	75	0	181	4	0	0	0	74	0	61	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	30	231	27	37	45	33	628	109	185	1522	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	30	231	27	37	45	33	628	109	185	1522	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	30	231	27	37	45	33	628	109	185	1522	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	108	30	231	27	37	45	33	628	109	185	1522	115
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.42	0.58	1.00	1.00	2.56	0.44	1.00	3.00	1.00
Final Sat.:	1600	1600	1600	675	925	1600	1600	4090	710	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.02	0.14	0.02	0.04	0.03	0.02	0.15	0.15	0.12	0.32	0.07
Crit Moves:	****				****		****				****	

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
 Existing PP PM

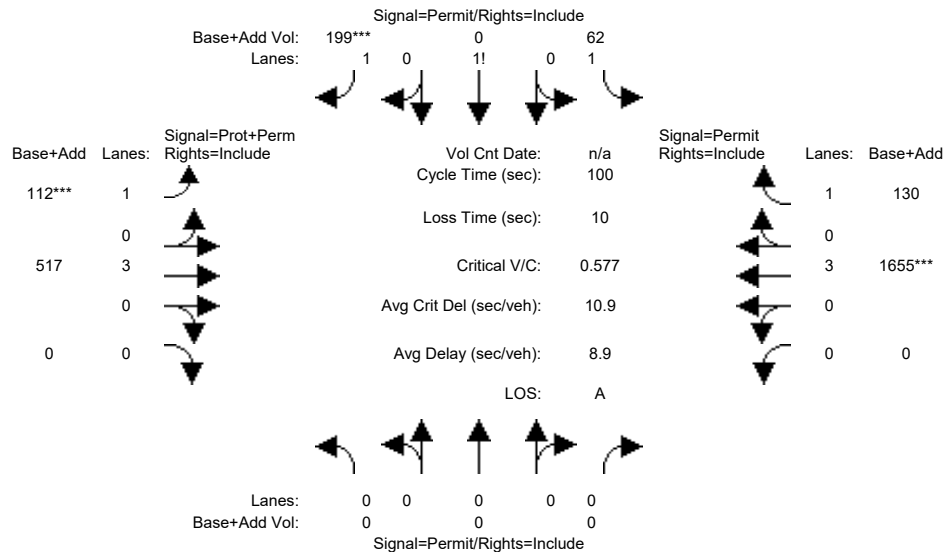
Intersection #2: Pine Ave & Ocean Blvd



Street Name:	Pine Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	104	92	103	74	60	80	51	1578	118	96	836	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	92	103	74	60	80	51	1578	118	96	836	58
Added Vol:	93	0	219	4	0	0	0	82	0	67	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	197	92	322	78	60	80	51	1660	118	163	836	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	197	92	322	78	60	80	51	1660	118	163	836	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	197	92	322	78	60	80	51	1660	118	163	836	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:	197	92	322	78	60	80	51	1660	118	163	836	58
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.57	0.43	1.00	1.00	2.80	0.20	1.00	3.00	1.00
Final Sat.:	1600	1600	1600	904	696	1600	1600	4481	319	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.12	0.06	0.20	0.05	0.09	0.05	0.03	0.37	0.37	0.10	0.17	0.04
Crit Moves:	****				****			****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
Existing AM

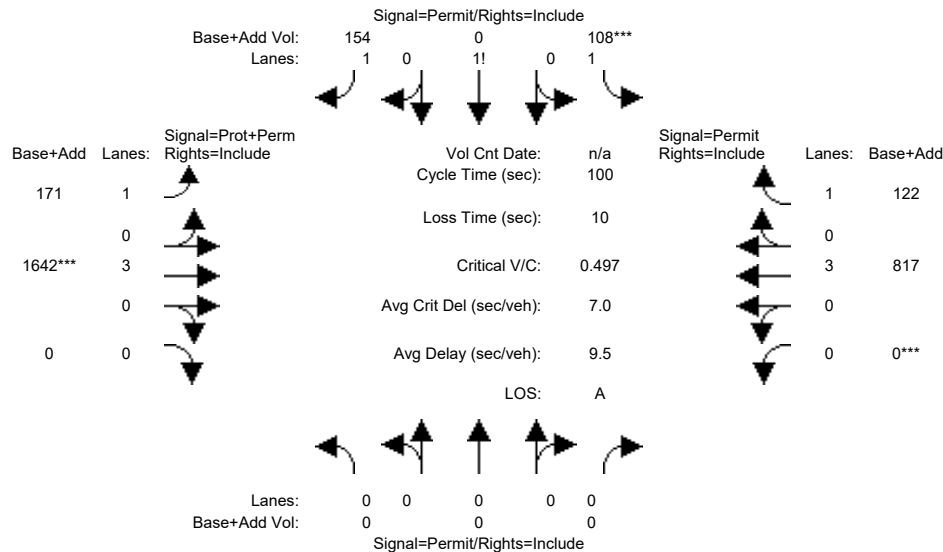
Intersection #3: Long Beach Blvd & Ocean Blvd



Street Name:	Long Beach Blvd						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	62	0	199	112	517	0	0	1655	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:	0	0	0	62	0	199	112	517	0	0	1655	130
Added Vol:	0	0	0	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	62	0	199	112	517	0	0	1655	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	62	0	199	112	517	0	0	1655	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	62	0	199	112	517	0	0	1655	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	62	0	199	112	517	0	0	1655	130
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.00	0.00	2.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1600	0	3200	1600	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.06	0.07	0.11	0.00	0.00	0.34	0.08
Crit Moves:						****	****				****	

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
 Existing PM

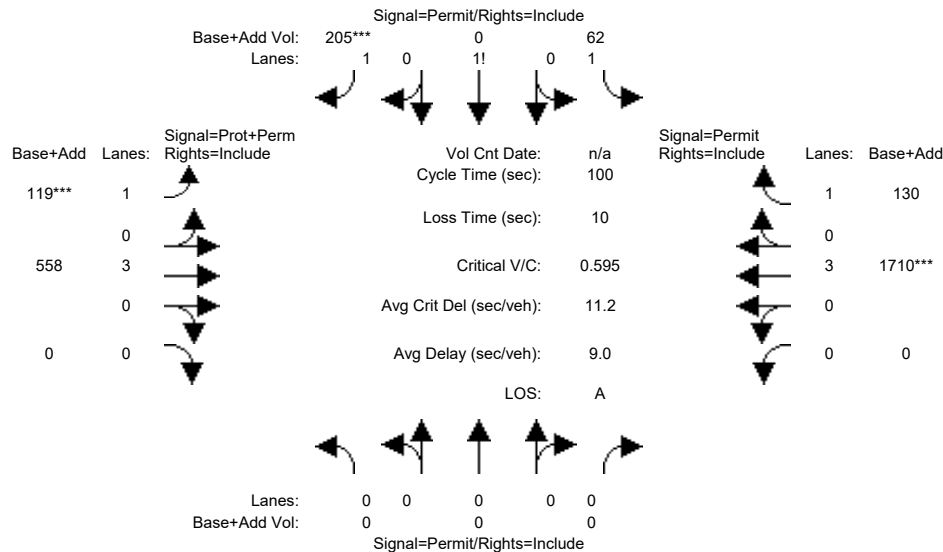
Intersection #3: Long Beach Blvd & Ocean Blvd



Street Name:	Long Beach Blvd						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	108	0	154	171	1642	0	0	817	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	108	0	154	171	1642	0	0	817	122
Added Vol:	0	0	0	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	108	0	154	171	1642	0	0	817	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	108	0	154	171	1642	0	0	817	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	108	0	154	171	1642	0	0	817	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	108	0	154	171	1642	0	0	817	122
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.24	0.00	1.76	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1979	0	2821	1600	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.05	0.11	0.34	0.00	0.00	0.17	0.08
Crit Moves:				****			****			****		

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
 Existing PP AM

Intersection #3: Long Beach Blvd & Ocean Blvd



Street Name:	Long Beach Blvd						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

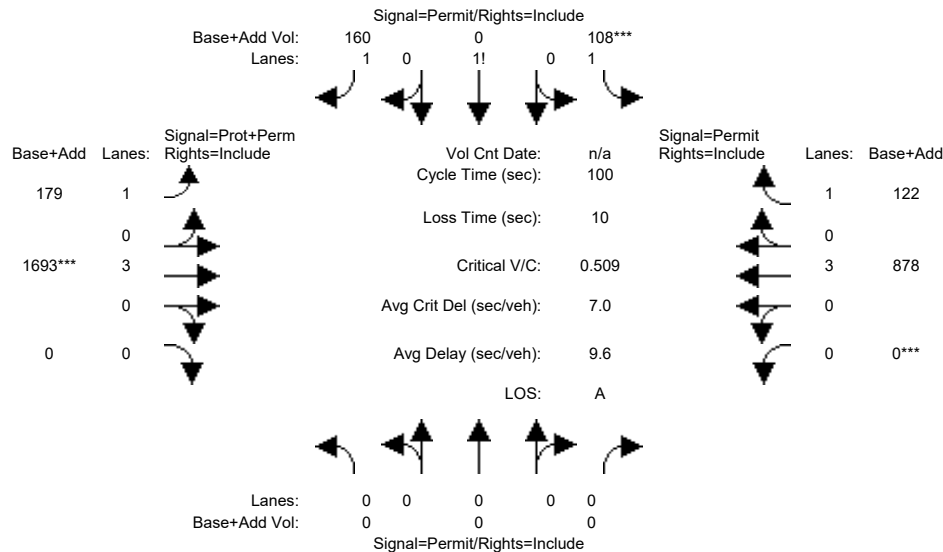
Volume Module:												
Base Vol:	0	0	0	62	0	199	112	517	0	0	1655	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	62	0	199	112	517	0	0	1655	130
Added Vol:	0	0	0	0	0	6	7	41	0	0	55	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	62	0	205	119	558	0	0	1710	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	62	0	205	119	558	0	0	1710	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	62	0	205	119	558	0	0	1710	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	62	0	205	119	558	0	0	1710	130

Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.00	0.00	2.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1600	0	3200	1600	4800	0	0	4800	1600

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.06	0.07	0.12	0.00	0.00	0.36	0.08
Crit Moves:						****	****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
Existing PP PM

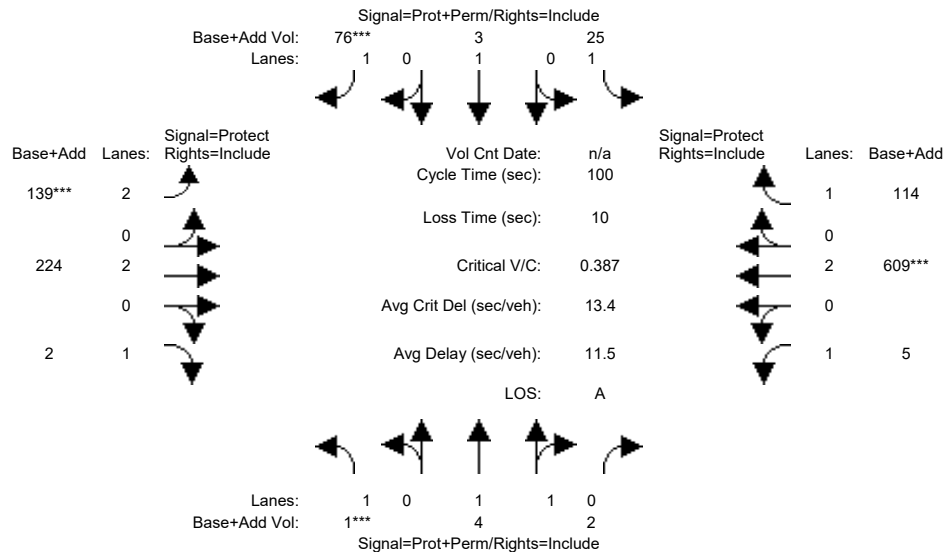
Intersection #3: Long Beach Blvd & Ocean Blvd



Street Name:	Long Beach Blvd						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	108	0	154	171	1642	0	0	817	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	108	0	154	171	1642	0	0	817	122
Added Vol:	0	0	0	0	0	6	8	51	0	0	61	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	108	0	160	179	1693	0	0	878	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	108	0	160	179	1693	0	0	878	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	108	0	160	179	1693	0	0	878	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	108	0	160	179	1693	0	0	878	122
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.21	xxxx	1.79	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1934	0	2866	1600	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.06	0.11	0.35	0.00	0.00	0.18	0.08
Crit Moves:				****				****			****	

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
 Existing AM

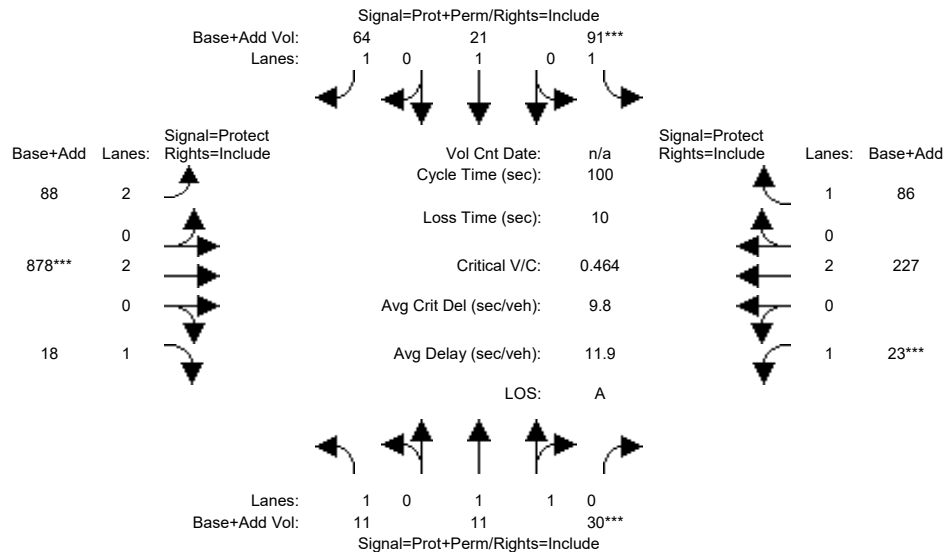
Intersection #4: Pine Ave & Shoreline Dr



Street Name:	Pine Ave						Shoreline Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	1	4	2	25	3	76	139	224	2	5	609	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	4	2	25	3	76	139	224	2	5	609	114
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	4	2	25	3	76	139	224	2	5	609	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	4	2	25	3	76	139	224	2	5	609	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	4	2	25	3	76	139	224	2	5	609	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1	4	2	25	3	76	139	224	2	5	609	114
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.33	0.67	1.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	2133	1067	1600	1600	1600	2880	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.05	0.05	0.07	0.00	0.00	0.19	0.07
Crit Moves:	****					****	****				****	

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
 Existing PM

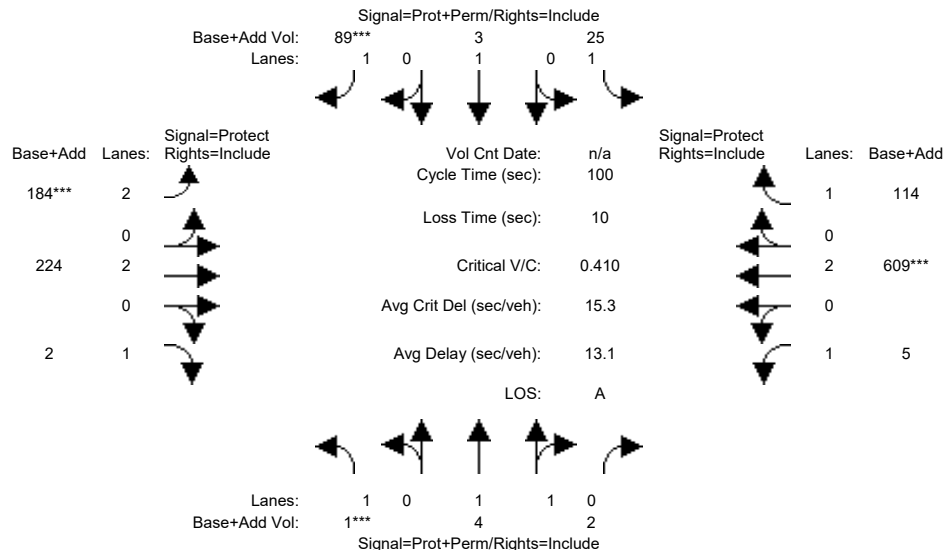
Intersection #4: Pine Ave & Shoreline Dr



Street Name:	Pine Ave						Shoreline Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	11	11	30	91	21	64	88	878	18	23	227	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:	11	11	30	91	21	64	88	878	18	23	227	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:	11	11	30	91	21	64	88	878	18	23	227	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	11	30	91	21	64	88	878	18	23	227	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	11	30	91	21	64	88	878	18	23	227	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	11	11	30	91	21	64	88	878	18	23	227	86
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	1600	1600	1600	1600	1600	2880	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.02	0.06	0.01	0.04	0.03	0.27	0.01	0.01	0.07	0.05
Crit Moves:			****	****				****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
Existing PP AM

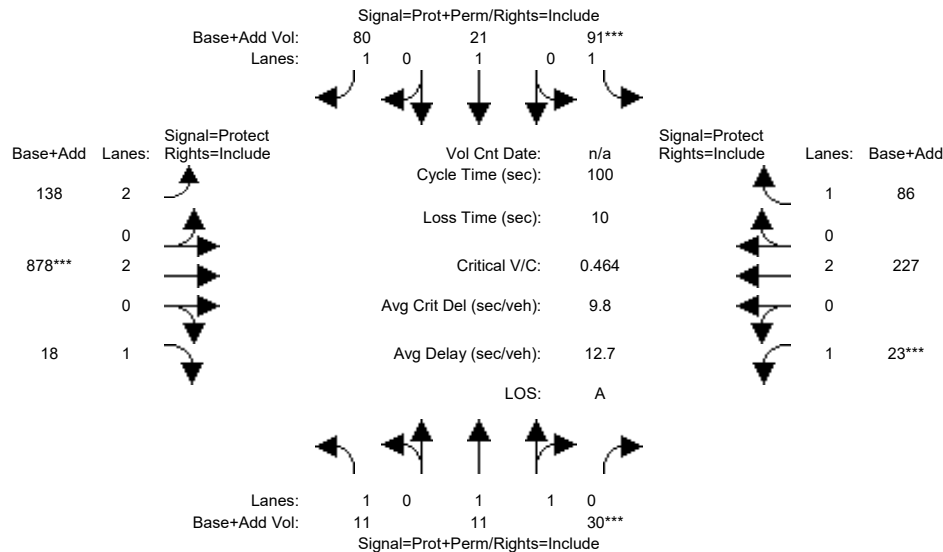
Intersection #4: Pine Ave & Shoreline Dr



Street Name:	Pine Ave						Shoreline Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	1	4	2	25	3	76	139	224	2	5	609	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	4	2	25	3	76	139	224	2	5	609	114
Added Vol:	0	0	0	0	0	13	45	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	4	2	25	3	89	184	224	2	5	609	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	4	2	25	3	89	184	224	2	5	609	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	4	2	25	3	89	184	224	2	5	609	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1	4	2	25	3	89	184	224	2	5	609	114
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.33	0.67	1.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	2133	1067	1600	1600	1600	2880	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.06	0.06	0.07	0.00	0.00	0.19	0.07
Crit Moves:	****					****	****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
Existing PP PM

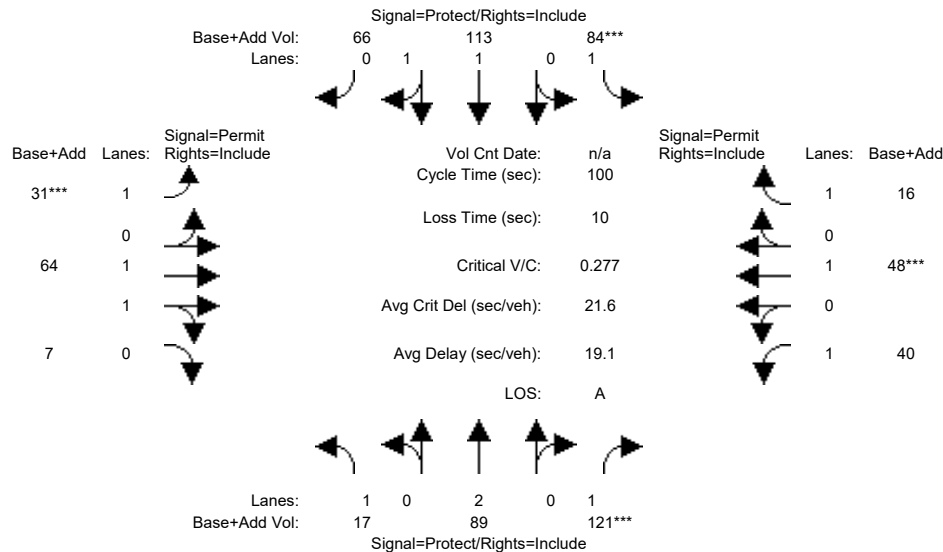
Intersection #4: Pine Ave & Shoreline Dr



Street Name:	Pine Ave						Shoreline Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	11	11	30	91	21	64	88	878	18	23	227	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:	11	11	30	91	21	64	88	878	18	23	227	86
Added Vol:	0	0	0	0	0	16	50	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	11	30	91	21	80	138	878	18	23	227	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	11	30	91	21	80	138	878	18	23	227	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	11	30	91	21	80	138	878	18	23	227	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	11	11	30	91	21	80	138	878	18	23	227	86
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	1600	1600	1600	1600	1600	2880	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.02	0.06	0.01	0.05	0.05	0.27	0.01	0.01	0.07	0.05
Crit Moves:			****	****				****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
Existing AM

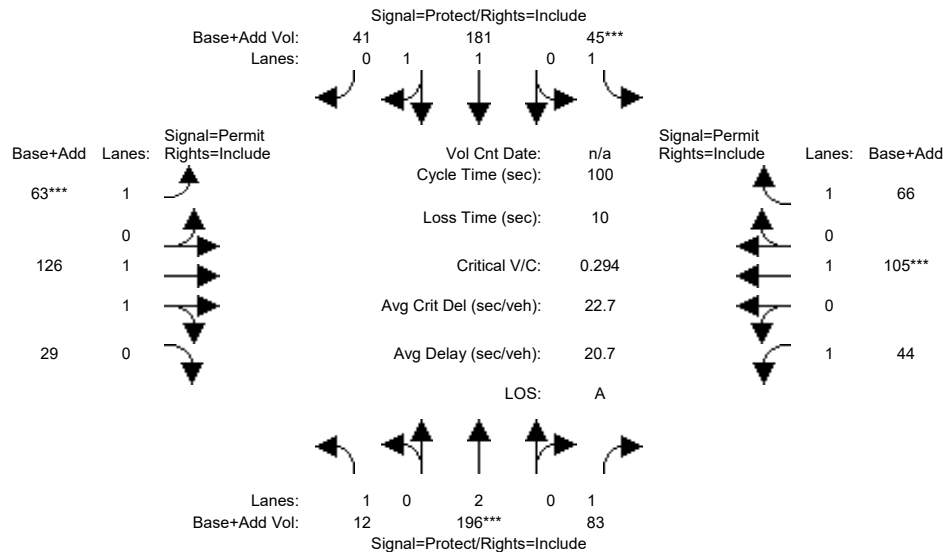
Intersection #5: Pine Ave & Seaside Way



Street Name:	Pine Ave						Seaside Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	17	89	121	84	113	66	31	64	7	40	48	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	89	121	84	113	66	31	64	7	40	48	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	89	121	84	113	66	31	64	7	40	48	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	89	121	84	113	66	31	64	7	40	48	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	89	121	84	113	66	31	64	7	40	48	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	17	89	121	84	113	66	31	64	7	40	48	16
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.26	0.74	1.00	1.80	0.20	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	2020	1180	1600	2885	315	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.08	0.05	0.06	0.06	0.02	0.02	0.02	0.03	0.03	0.01
Crit Moves:			****		****		****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
Existing PM

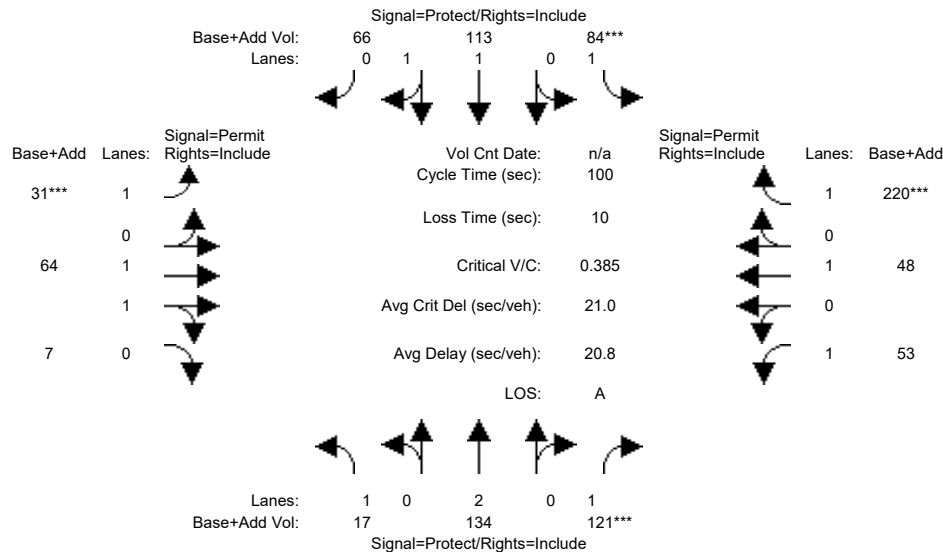
Intersection #5: Pine Ave & Seaside Way



Street Name:	Pine Ave						Seaside Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	12	196	83	45	181	41	63	126	29	44	105	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	196	83	45	181	41	63	126	29	44	105	66
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	196	83	45	181	41	63	126	29	44	105	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	196	83	45	181	41	63	126	29	44	105	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	196	83	45	181	41	63	126	29	44	105	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	12	196	83	45	181	41	63	126	29	44	105	66
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.63	0.37	1.00	1.63	0.37	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	2609	591	1600	2601	599	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.06	0.05	0.03	0.07	0.07	0.04	0.05	0.05	0.03	0.07	0.04
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
Existing PP AM

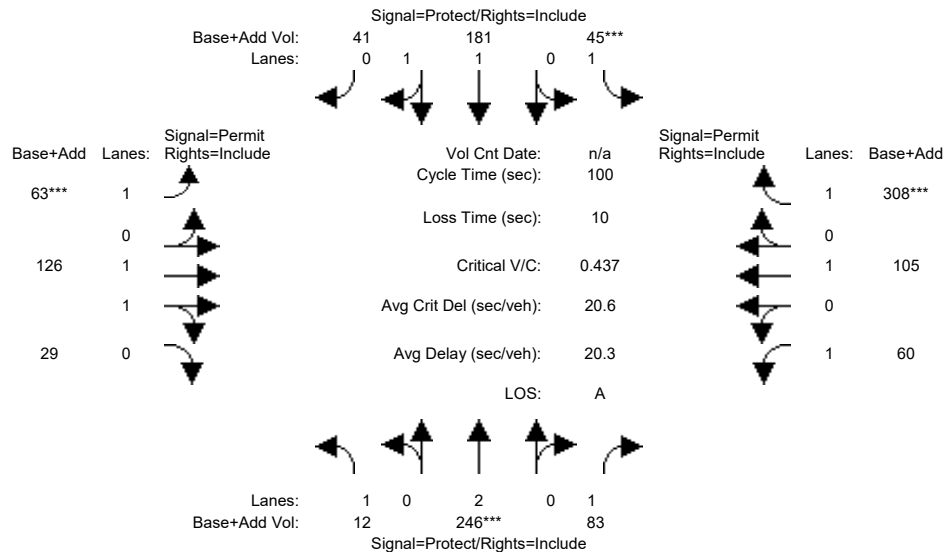
Intersection #5: Pine Ave & Seaside Way



Street Name:	Pine Ave						Seaside Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	17	89	121	84	113	66	31	64	7	40	48	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	89	121	84	113	66	31	64	7	40	48	9
Added Vol:	0	45	0	0	0	0	0	0	0	13	0	211
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	134	121	84	113	66	31	64	7	53	48	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	134	121	84	113	66	31	64	7	53	48	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	134	121	84	113	66	31	64	7	53	48	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	17	134	121	84	113	66	31	64	7	53	48	220
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.26	0.74	1.00	1.80	0.20	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	2020	1180	1600	2885	315	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.04	0.08	0.05	0.06	0.06	0.02	0.02	0.02	0.03	0.03	0.14
Crit Moves:			****		****		****					****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
Existing PP PM

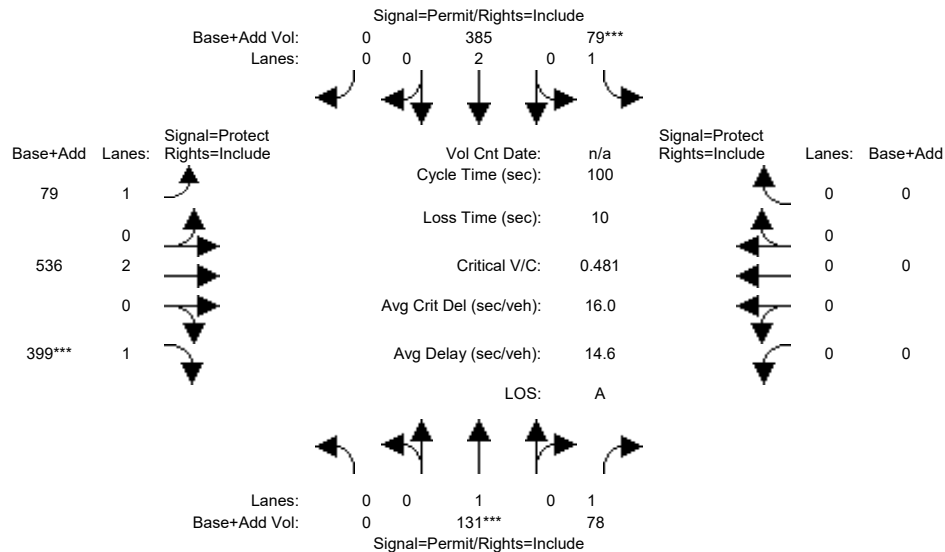
Intersection #5: Pine Ave & Seaside Way



Street Name:	Pine Ave						Seaside Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	12	196	83	45	181	41	63	126	29	44	105	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:	12	196	83	45	181	41	63	126	29	44	105	46
Added Vol:	0	50	0	0	0	0	0	0	0	16	0	262
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	246	83	45	181	41	63	126	29	60	105	308
User Adj:	1.00	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:	12	246	83	45	181	41	63	126	29	60	105	308
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	246	83	45	181	41	63	126	29	60	105	308
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	12	246	83	45	181	41	63	126	29	60	105	308
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.63	0.37	1.00	1.63	0.37	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	2609	591	1600	2601	599	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.08	0.05	0.03	0.07	0.07	0.04	0.05	0.05	0.04	0.07	0.19
Crit Moves:	****			****			****					****

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
 Existing AM

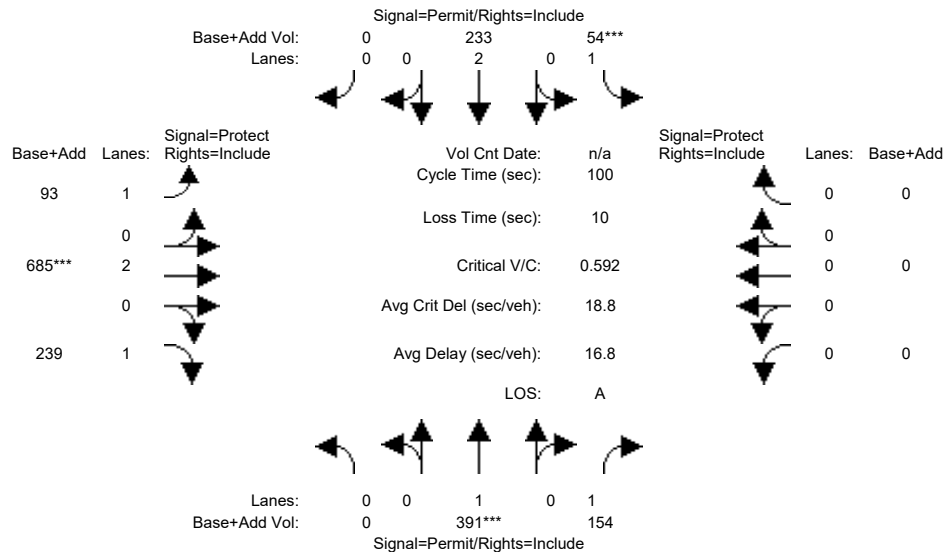
Intersection #6: Magnolia Ave & Broadway



Street Name:	Magnolia Ave						Broadway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	131	78	79	385	0	79	536	399	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	131	78	79	385	0	79	536	399	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	131	78	79	385	0	79	536	399	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	131	78	79	385	0	79	536	399	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	131	78	79	385	0	79	536	399	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	131	78	79	385	0	79	536	399	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.00	2.00	0.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1600	1600	1600	3200	0	1600	3200	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.05	0.05	0.12	0.00	0.05	0.17	0.25	0.00	0.00	0.00
Crit Moves:	****			****					****			

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
Existing PM

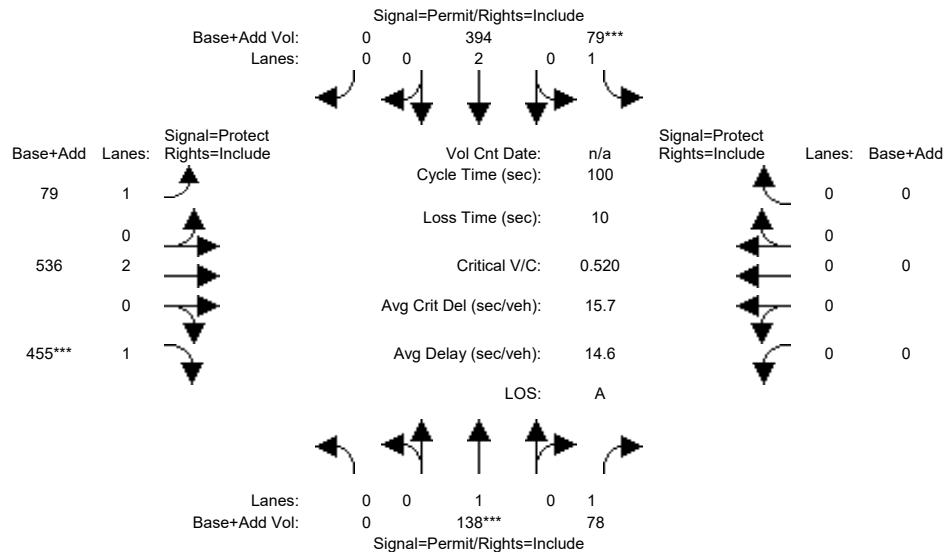
Intersection #6: Magnolia Ave & Broadway



Street Name:	Magnolia Ave						Broadway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	391	154	54	233	0	93	685	239	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	391	154	54	233	0	93	685	239	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	391	154	54	233	0	93	685	239	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	391	154	54	233	0	93	685	239	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	391	154	54	233	0	93	685	239	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	391	154	54	233	0	93	685	239	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.00	2.00	0.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1600	1600	1600	3200	0	1600	3200	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.10	0.03	0.07	0.00	0.06	0.21	0.15	0.00	0.00	0.00
Crit Moves:	****			****			****					

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
Existing PP AM

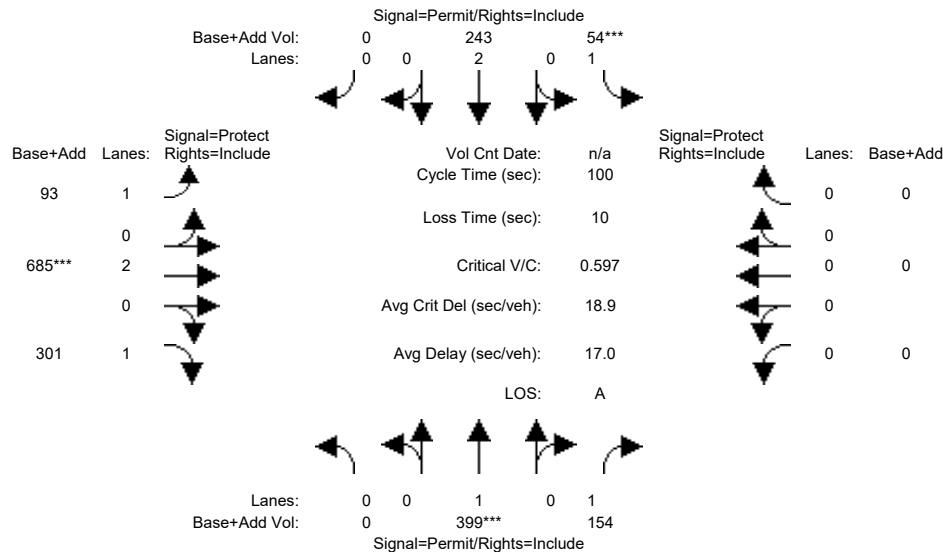
Intersection #6: Magnolia Ave & Broadway



Street Name:	Magnolia Ave						Broadway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	131	78	79	385	0	79	536	399	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	131	78	79	385	0	79	536	399	0	0	0
Added Vol:	0	7	0	0	9	0	0	0	56	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	138	78	79	394	0	79	536	455	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	138	78	79	394	0	79	536	455	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	138	78	79	394	0	79	536	455	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	138	78	79	394	0	79	536	455	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.00	2.00	0.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1600	1600	1600	3200	0	1600	3200	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.05	0.05	0.12	0.00	0.05	0.17	0.28	0.00	0.00	0.00
Crit Moves:	****			****					****			

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
 Existing PP PM

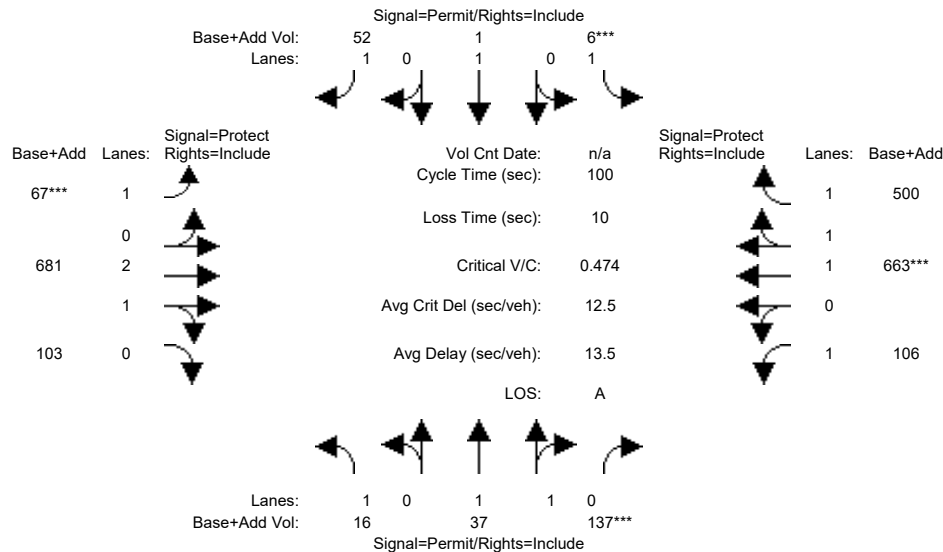
Intersection #6: Magnolia Ave & Broadway



Street Name:	Magnolia Ave						Broadway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	391	154	54	233	0	93	685	239	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	391	154	54	233	0	93	685	239	0	0	0
Added Vol:	0	8	0	0	10	0	0	0	62	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	399	154	54	243	0	93	685	301	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	399	154	54	243	0	93	685	301	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	399	154	54	243	0	93	685	301	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	399	154	54	243	0	93	685	301	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.00	2.00	0.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1600	1600	1600	3200	0	1600	3200	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.10	0.03	0.08	0.00	0.06	0.21	0.19	0.00	0.00	0.00
Crit Moves:	****			****			****					

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
 Existing AM

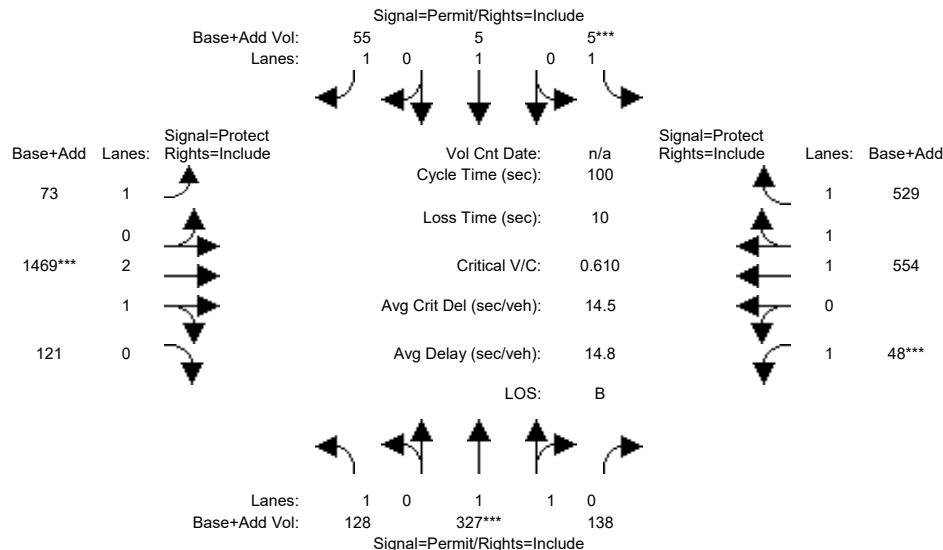
Intersection #7: Golden Shore Dr & Ocean Blvd



Street Name:	Golden Shore Dr						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	16	37	137	6	1	52	67	681	103	106	663	500
Growth Adj:	1.00	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	37	137	6	1	52	67	681	103	106	663	500
Added Vol:	0	0	0	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	37	137	6	1	52	67	681	103	106	663	500
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	37	137	6	1	52	67	681	103	106	663	500
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	37	137	6	1	52	67	681	103	106	663	500
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	37	137	6	1	52	67	681	103	106	663	500
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.61	0.39	1.00	1.71	1.29
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	4169	631	1600	2736	2064
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.09	0.00	0.00	0.03	0.04	0.16	0.16	0.07	0.24	0.24
Crit Moves:			****			****			****			****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
Existing PM

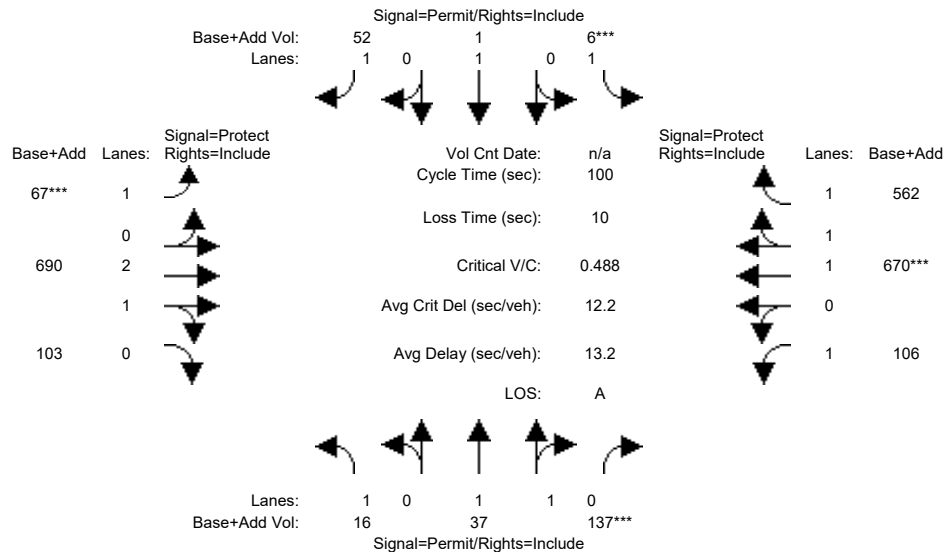
Intersection #7: Golden Shore Dr & Ocean Blvd



Street Name:	Golden Shore Dr						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	128	327	138	5	5	55	73	1469	121	48	554	529
Growth Adj:	1.00	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	327	138	5	5	55	73	1469	121	48	554	529
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	128	327	138	5	5	55	73	1469	121	48	554	529
User Adj:	1.00	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:	128	327	138	5	5	55	73	1469	121	48	554	529
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	327	138	5	5	55	73	1469	121	48	554	529
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	128	327	138	5	5	55	73	1469	121	48	554	529
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.41	0.59	1.00	1.00	1.00	1.00	2.77	0.23	1.00	1.53	1.47
Final Sat.:	1600	2250	950	1600	1600	1600	1600	4435	365	1600	2455	2345
Capacity Analysis Module:												
Vol/Sat:	0.08	0.15	0.15	0.00	0.00	0.03	0.05	0.33	0.33	0.03	0.23	0.23
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
Existing PP AM

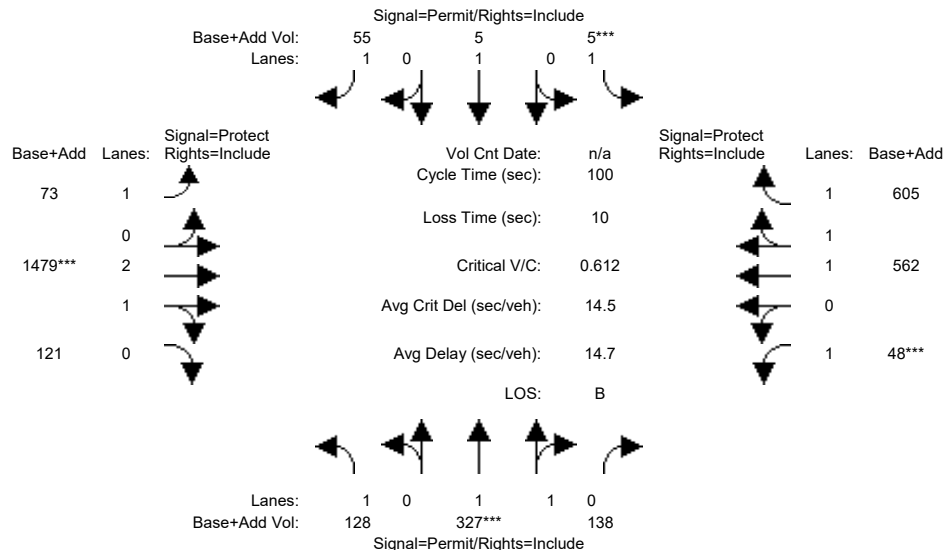
Intersection #7: Golden Shore Dr & Ocean Blvd



Street Name:	Golden Shore Dr						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	16	37	137	6	1	52	67	681	103	106	663	500
Growth Adj:	1.00	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	37	137	6	1	52	67	681	103	106	663	500
Added Vol:	0	0	0	0	0	0	0	9	0	0	7	62
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	37	137	6	1	52	67	690	103	106	670	562
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	37	137	6	1	52	67	690	103	106	670	562
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	37	137	6	1	52	67	690	103	106	670	562
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	16	37	137	6	1	52	67	690	103	106	670	562
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.61	0.39	1.00	1.63	1.37
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	4177	623	1600	2610	2190
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.09	0.00	0.00	0.03	0.04	0.17	0.17	0.07	0.26	0.26
Crit Moves:			****			****			****			****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
Existing PP PM

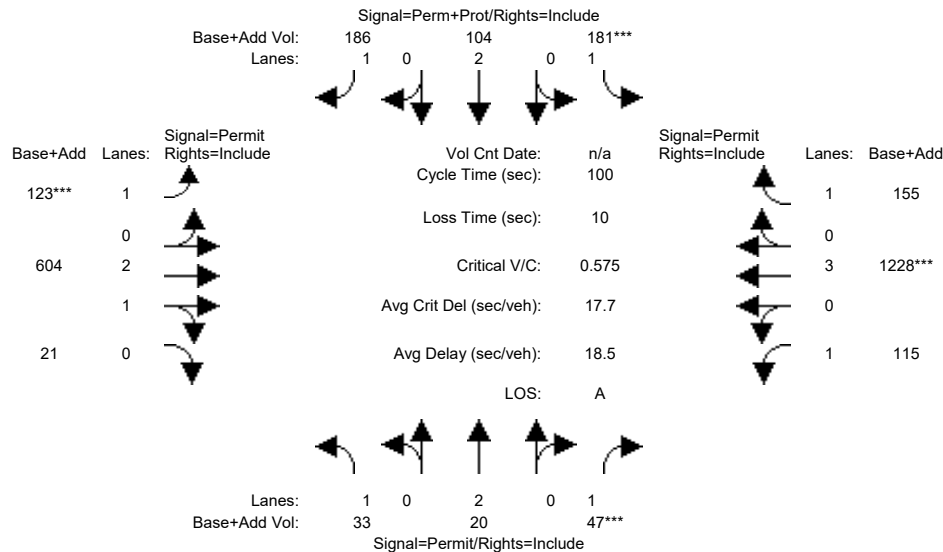
Intersection #7: Golden Shore Dr & Ocean Blvd



Street Name:	Golden Shore Dr						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	128	327	138	5	5	55	73	1469	121	48	554	529
Growth Adj:	1.00	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	327	138	5	5	55	73	1469	121	48	554	529
Added Vol:	0	0	0	0	0	0	0	10	0	0	8	76
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	128	327	138	5	5	55	73	1479	121	48	562	605
User Adj:	1.00	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:	128	327	138	5	5	55	73	1479	121	48	562	605
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	327	138	5	5	55	73	1479	121	48	562	605
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	128	327	138	5	5	55	73	1479	121	48	562	605
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.41	0.59	1.00	1.00	1.00	1.00	2.77	0.23	1.00	1.44	1.56
Final Sat.:	1600	2250	950	1600	1600	1600	1600	4437	363	1600	2312	2488
Capacity Analysis Module:												
Vol/Sat:	0.08	0.15	0.15	0.00	0.00	0.03	0.05	0.33	0.33	0.03	0.24	0.24
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
Existing AM

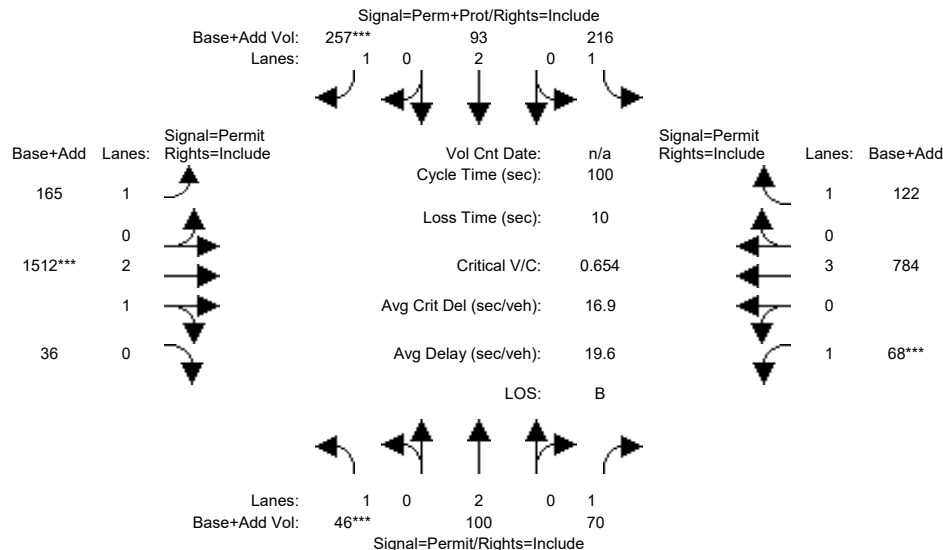
Intersection #8: Magnolia Ave & Ocean Blvd



Street Name:	Magnolia Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R		L	-	T	-	R	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	33	20	47	181	104	186	123	604	21	115	1228	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	20	47	181	104	186	123	604	21	115	1228	155
Added Vol:	0	0	0	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	20	47	181	104	186	123	604	21	115	1228	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	20	47	181	104	186	123	604	21	115	1228	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	20	47	181	104	186	123	604	21	115	1228	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	33	20	47	181	104	186	123	604	21	115	1228	155
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.90	0.10	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4639	161	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.03	0.11	0.03	0.12	0.08	0.13	0.13	0.07	0.26	0.10
Crit Moves:			****	****			****			****		

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
 Existing PM

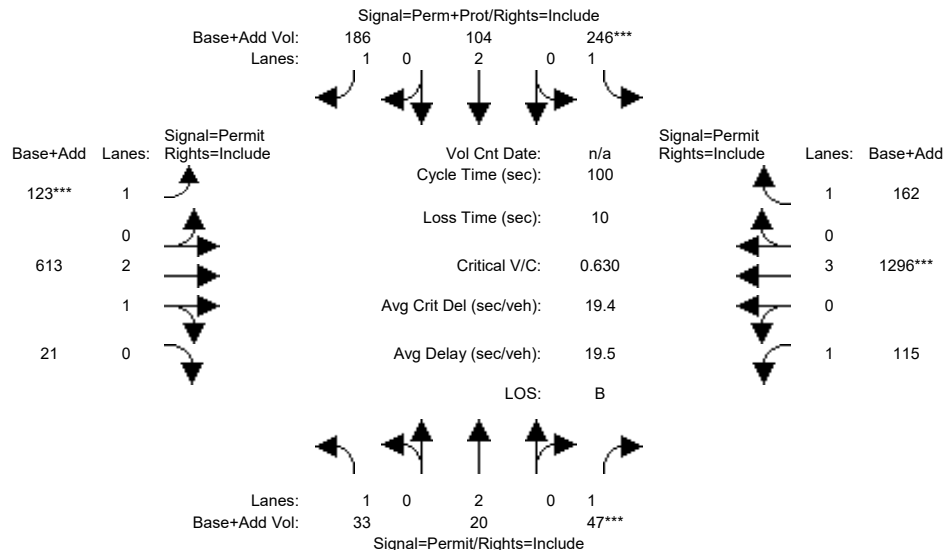
Intersection #8: Magnolia Ave & Ocean Blvd



Street Name:	Magnolia Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	46	100	70	216	93	257	165	1512	36	68	784	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	100	70	216	93	257	165	1512	36	68	784	122
Added Vol:	0	0	0	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	100	70	216	93	257	165	1512	36	68	784	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	100	70	216	93	257	165	1512	36	68	784	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	100	70	216	93	257	165	1512	36	68	784	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	46	100	70	216	93	257	165	1512	36	68	784	122
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.93	0.07	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4688	112	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.04	0.14	0.03	0.16	0.10	0.32	0.32	0.04	0.16	0.08
Crit Moves:	***					***		***		***		

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
 Existing PP AM

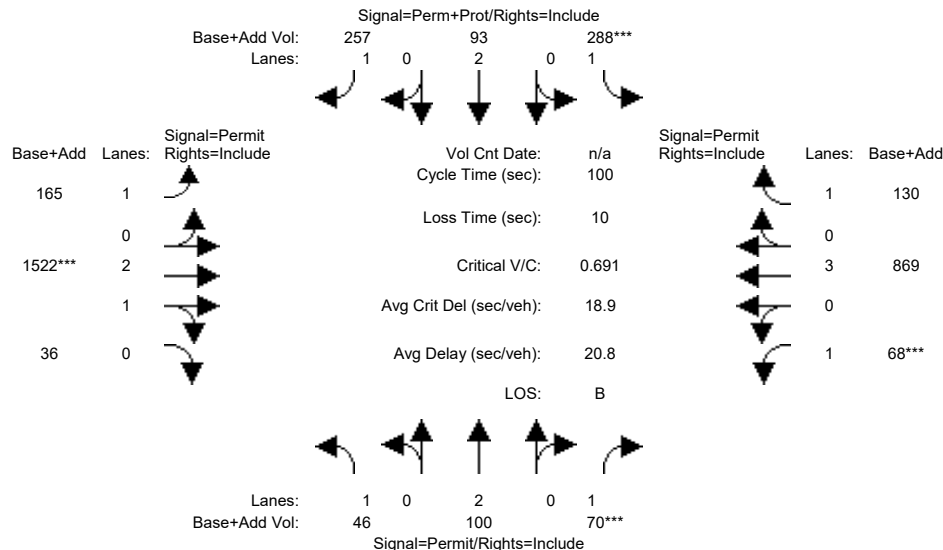
Intersection #8: Magnolia Ave & Ocean Blvd



Street Name:	Magnolia Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	33	20	47	181	104	186	123	604	21	115	1228	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	20	47	181	104	186	123	604	21	115	1228	155
Added Vol:	0	0	0	65	0	0	0	9	0	0	68	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	20	47	246	104	186	123	613	21	115	1296	162
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	20	47	246	104	186	123	613	21	115	1296	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	20	47	246	104	186	123	613	21	115	1296	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	33	20	47	246	104	186	123	613	21	115	1296	162
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.90	0.10	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4641	159	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.03	0.15	0.03	0.12	0.08	0.13	0.13	0.07	0.27	0.10
Crit Moves:			****		****			****			****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
Existing PP PM

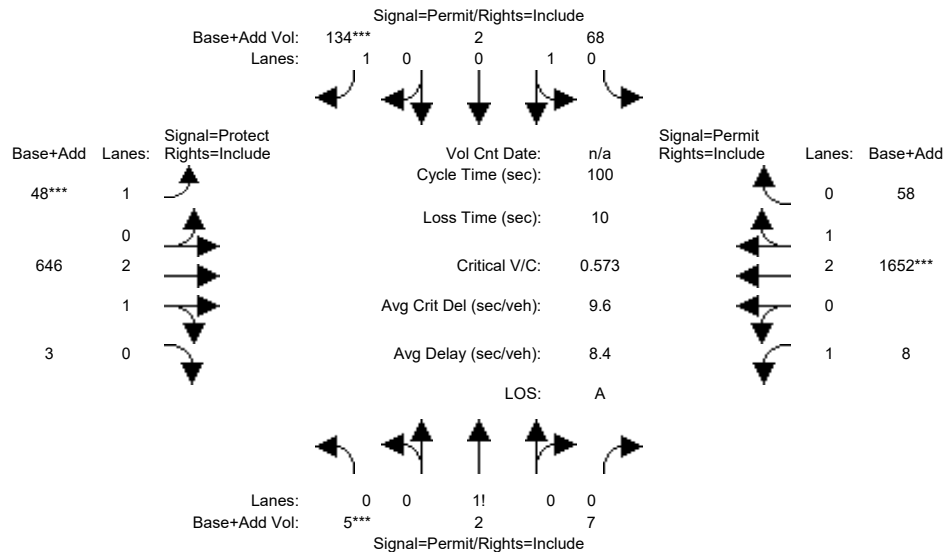
Intersection #8: Magnolia Ave & Ocean Blvd



Street Name:	Magnolia Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	46	100	70	216	93	257	165	1512	36	68	784	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	100	70	216	93	257	165	1512	36	68	784	122
Added Vol:	0	0	0	72	0	0	0	10	0	0	85	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	100	70	288	93	257	165	1522	36	68	869	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	100	70	288	93	257	165	1522	36	68	869	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	100	70	288	93	257	165	1522	36	68	869	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	46	100	70	288	93	257	165	1522	36	68	869	130
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.93	0.07	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4689	111	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.04	0.18	0.03	0.16	0.10	0.32	0.32	0.04	0.18	0.08
Crit Moves:			****		****			****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
Existing AM

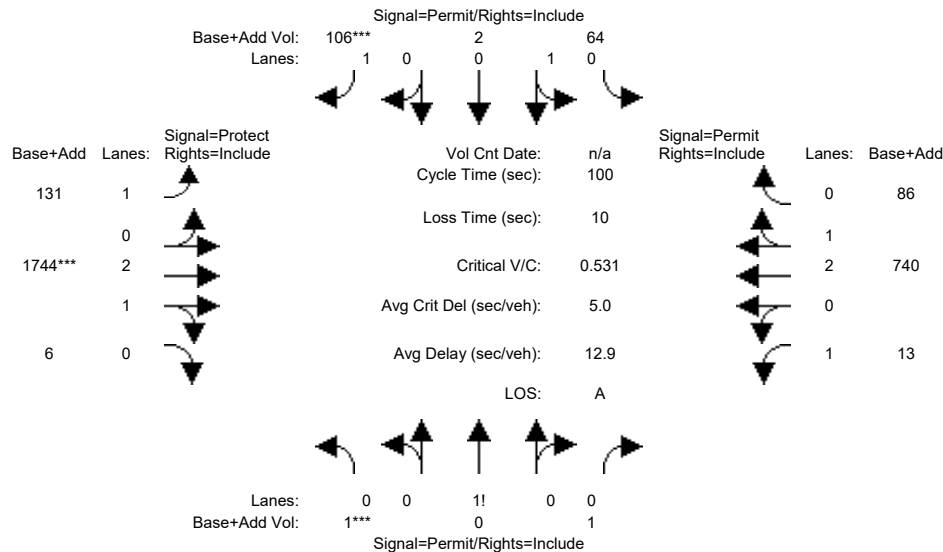
Intersection #9: Atlantic Ave & Ocean Blvd



Street Name:	Atlantic Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	5	2	7	68	2	134	48	646	3	8	1652	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	2	7	68	2	134	48	646	3	8	1652	58
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	2	7	68	2	134	48	646	3	8	1652	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	2	7	68	2	134	48	646	3	8	1652	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	2	7	68	2	134	48	646	3	8	1652	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	5	2	7	68	2	134	48	646	3	8	1652	58
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.36	0.14	0.50	0.97	0.03	1.00	1.00	2.99	0.01	1.00	2.90	0.10
Final Sat.:	571	229	800	1554	46	1600	1600	4778	22	1600	4637	163
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.01	0.04	0.04	0.08	0.03	0.14	0.14	0.01	0.36	0.36
Crit Moves:	****					****	****			****		

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
 Existing PM

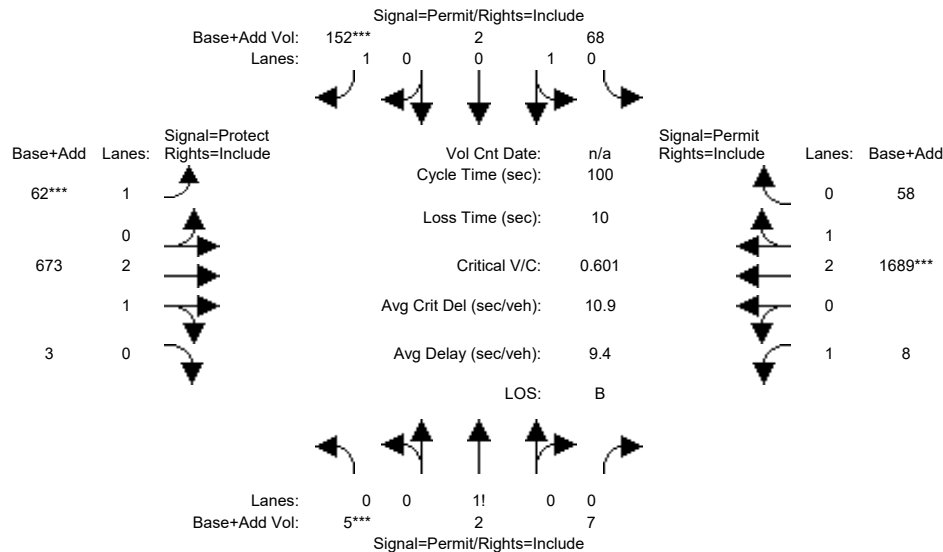
Intersection #9: Atlantic Ave & Ocean Blvd



Street Name:	Atlantic Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	1	0	1	64	2	106	131	1744	6	13	740	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:	1	0	1	64	2	106	131	1744	6	13	740	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:	1	0	1	64	2	106	131	1744	6	13	740	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	0	1	64	2	106	131	1744	6	13	740	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	1	64	2	106	131	1744	6	13	740	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:	1	0	1	64	2	106	131	1744	6	13	740	86
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.50	0.00	0.50	0.97	0.03	1.00	1.00	2.99	0.01	1.00	2.69	0.31
Final Sat.:	800	0	800	1552	48	1600	1600	4784	16	1600	4300	500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.04	0.07	0.08	0.36	0.36	0.01	0.17	0.17
Crit Moves:	***					***		***				

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
 Existing PP AM

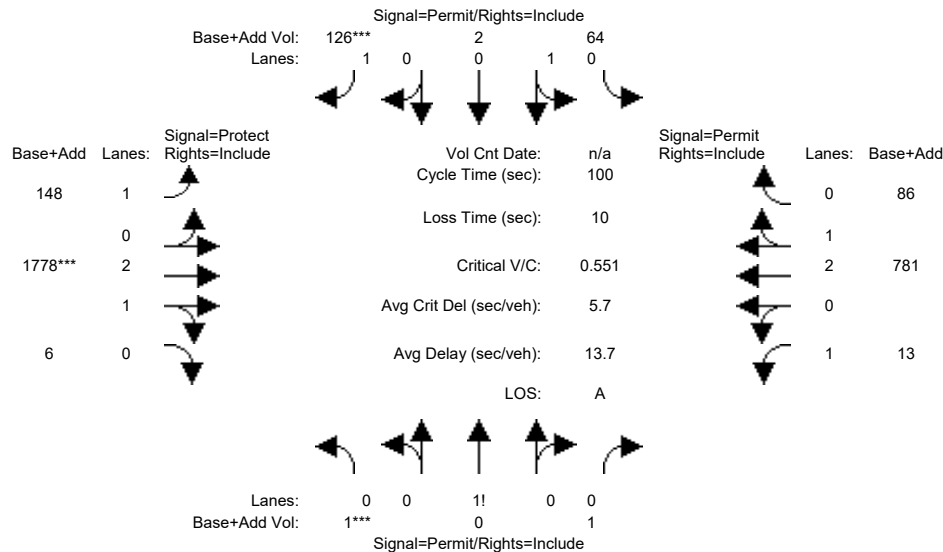
Intersection #9: Atlantic Ave & Ocean Blvd



Street Name:	Atlantic Ave						Ocean Blvd								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----			-----			-----			-----					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0		
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
-----	-----			-----			-----			-----					
Volume Module:															
Base Vol:	5	2	7	68	2	134	48	646	3	8	1652	58			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	5	2	7	68	2	134	48	646	3	8	1652	58			
Added Vol:	0	0	0	0	0	18	14	27	0	0	37	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	5	2	7	68	2	152	62	673	3	8	1689	58			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	5	2	7	68	2	152	62	673	3	8	1689	58			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	5	2	7	68	2	152	62	673	3	8	1689	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:	5	2	7	68	2	152	62	673	3	8	1689	58			
-----	-----			-----			-----			-----					
Saturation Flow Module:															
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	0.36	0.14	0.50	0.97	0.03	1.00	1.00	2.99	0.01	1.00	2.90	0.10			
Final Sat.:	571	229	800	1554	46	1600	1600	4779	21	1600	4641	159			
-----	-----			-----			-----			-----					
Capacity Analysis Module:															
Vol/Sat:	0.00	0.01	0.01	0.04	0.04	0.10	0.04	0.14	0.14	0.01	0.36	0.36			
Crit Moves:	****					****	****			****					

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
Existing PP PM

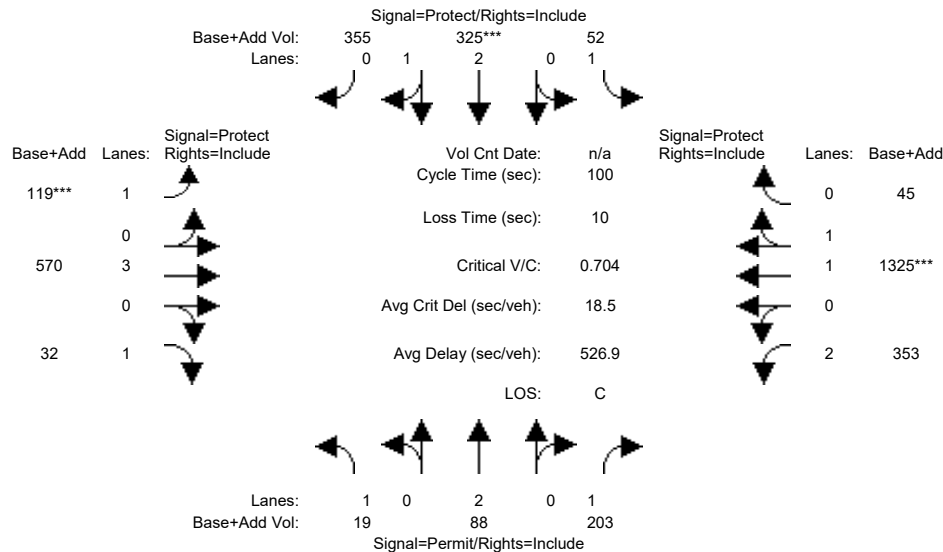
Intersection #9: Atlantic Ave & Ocean Blvd



Street Name:	Atlantic Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	1	0	1	64	2	106	131	1744	6	13	740	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:	1	0	1	64	2	106	131	1744	6	13	740	86
Added Vol:	0	0	0	0	0	20	17	34	0	0	41	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	0	1	64	2	126	148	1778	6	13	781	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	0	1	64	2	126	148	1778	6	13	781	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	1	64	2	126	148	1778	6	13	781	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:	1	0	1	64	2	126	148	1778	6	13	781	86
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.50	0.00	0.50	0.97	0.03	1.00	1.00	2.99	0.01	1.00	2.70	0.30
Final Sat.:	800	0	800	1552	48	1600	1600	4784	16	1600	4324	476
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.04	0.08	0.09	0.37	0.37	0.01	0.18	0.18
Crit Moves:	***					***		***				

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
 Existing AM

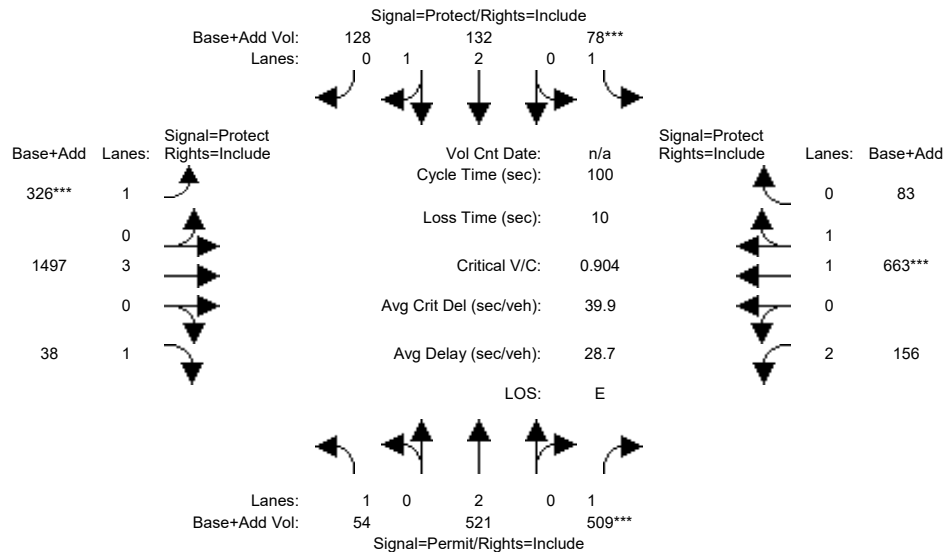
Intersection #10: Alamitos Ave & Ocean Blvd



Street Name:	Alamitos Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	19	88	203	52	325	355	119	570	32	353	1325	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:	19	88	203	52	325	355	119	570	32	353	1325	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:	19	88	203	52	325	355	119	570	32	353	1325	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	88	203	52	325	355	119	570	32	353	1325	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	88	203	52	325	355	119	570	32	353	1325	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	19	88	203	52	325	355	119	570	32	353	1325	45
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	2.00	1.93	0.07
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4800	1600	3200	3095	105
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.13	0.03	0.10	0.22	0.07	0.12	0.02	0.11	0.43	0.43
Crit Moves:					****		****			****		

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
 Existing PM

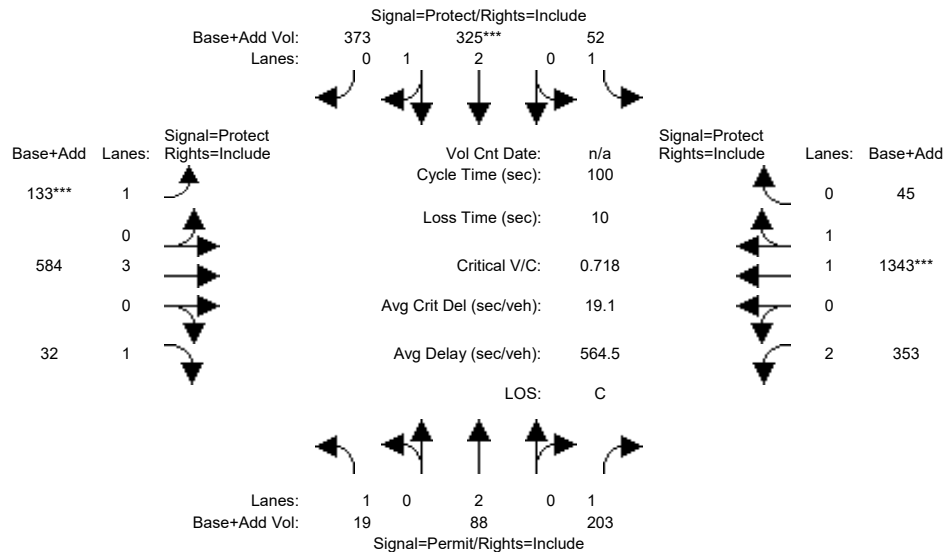
Intersection #10: Alamos Ave & Ocean Blvd



Street Name:	Alamos Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	54	521	509	78	132	128	326	1497	38	156	663	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:	54	521	509	78	132	128	326	1497	38	156	663	83
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	521	509	78	132	128	326	1497	38	156	663	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	521	509	78	132	128	326	1497	38	156	663	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	521	509	78	132	128	326	1497	38	156	663	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
Final Volume:	54	521	509	78	132	128	326	1497	38	156	663	83
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	2.00	1.78	0.22
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4800	1600	3200	2844	356
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.32	0.05	0.04	0.08	0.20	0.31	0.02	0.05	0.23	0.23
Crit Moves:			****		****		****				****	

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
 Existing PP AM

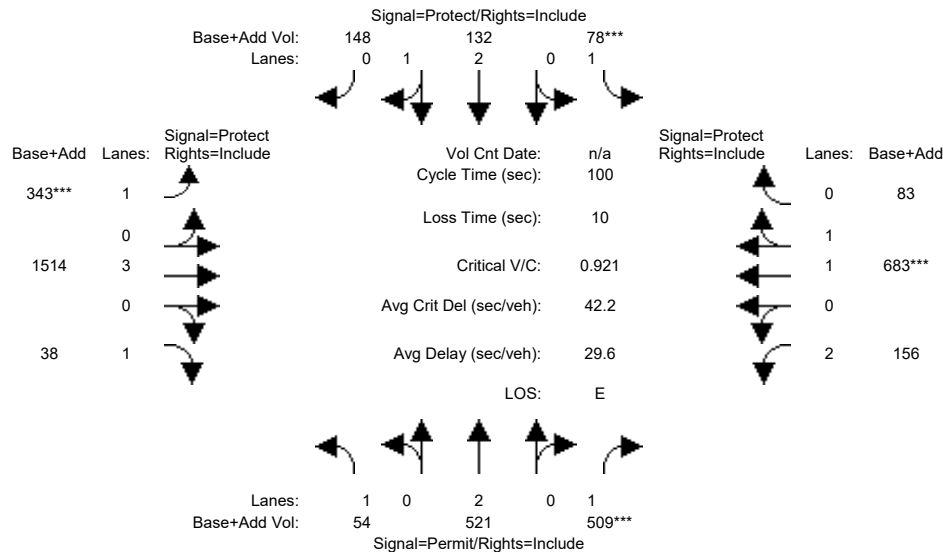
Intersection #10: Alamos Ave & Ocean Blvd



Street Name:	Alamitos Ave						Ocean Blvd								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----			-----			-----			-----					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0		
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
-----	-----			-----			-----			-----					
Volume Module:															
Base Vol:	19	88	203	52	325	355	119	570	32	353	1325	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:	19	88	203	52	325	355	119	570	32	353	1325	45			
Added Vol:	0	0	0	0	0	18	14	14	0	0	18	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	19	88	203	52	325	373	133	584	32	353	1343	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	19	88	203	52	325	373	133	584	32	353	1343	45			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	19	88	203	52	325	373	133	584	32	353	1343	45			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	19	88	203	52	325	373	133	584	32	353	1343	45			
-----	-----			-----			-----			-----					
Saturation Flow Module:															
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	2.00	1.94	0.06			
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4800	1600	3200	3096	104			
-----	-----			-----			-----			-----					
Capacity Analysis Module:															
Vol/Sat:	0.01	0.03	0.13	0.03	0.10	0.23	0.08	0.12	0.02	0.11	0.43	0.43			
Crit Moves:					****		****				****				

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
 Existing PP PM

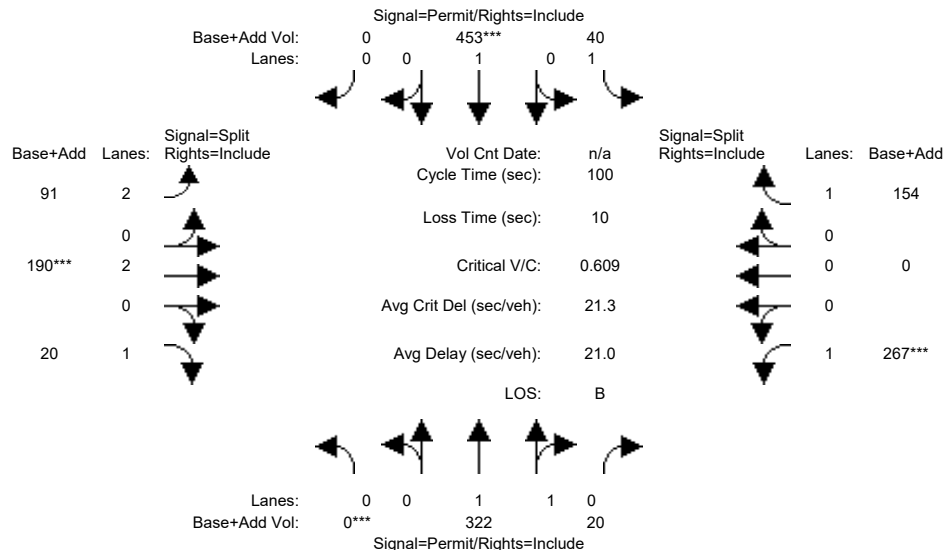
Intersection #10: Alamos Ave & Ocean Blvd



Street Name:	Alamos Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	54	521	509	78	132	128	326	1497	38	156	663	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:	54	521	509	78	132	128	326	1497	38	156	663	83
Added Vol:	0	0	0	0	0	0	17	17	0	0	20	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	521	509	78	132	148	343	1514	38	156	683	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	521	509	78	132	148	343	1514	38	156	683	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	521	509	78	132	148	343	1514	38	156	683	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
Final Volume:	54	521	509	78	132	148	343	1514	38	156	683	83
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	2.00	1.78	0.22
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4800	1600	3200	2853	347
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.32	0.05	0.04	0.09	0.21	0.32	0.02	0.05	0.24	0.24
Crit Moves:			****		****		****				****	

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
 Existing AM

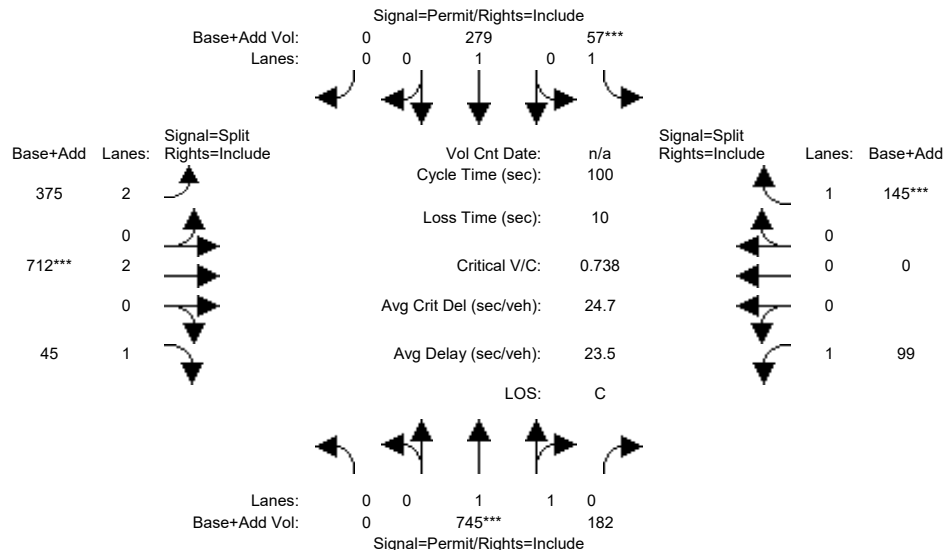
Intersection #11: Alamitos Ave & Broadway



Street Name:	Alamitos Ave						Broadway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	322	20	40	453	0	91	190	20	267	0	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:	0	322	20	40	453	0	91	190	20	267	0	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:	0	322	20	40	453	0	91	190	20	267	0	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:	1.00	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	322	20	40	453	0	91	190	20	267	0	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	322	20	40	453	0	91	190	20	267	0	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	322	20	40	453	0	91	190	20	267	0	154
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.88	0.12	1.00	1.00	0.00	2.00	2.00	1.00	1.00	0.00	1.00
Final Sat.:	0	3013	187	1600	1600	0	3200	3200	1600	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.11	0.03	0.28	0.00	0.03	0.06	0.01	0.17	0.00	0.10
Crit Moves:	***				***			***		***		

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
 Existing PM

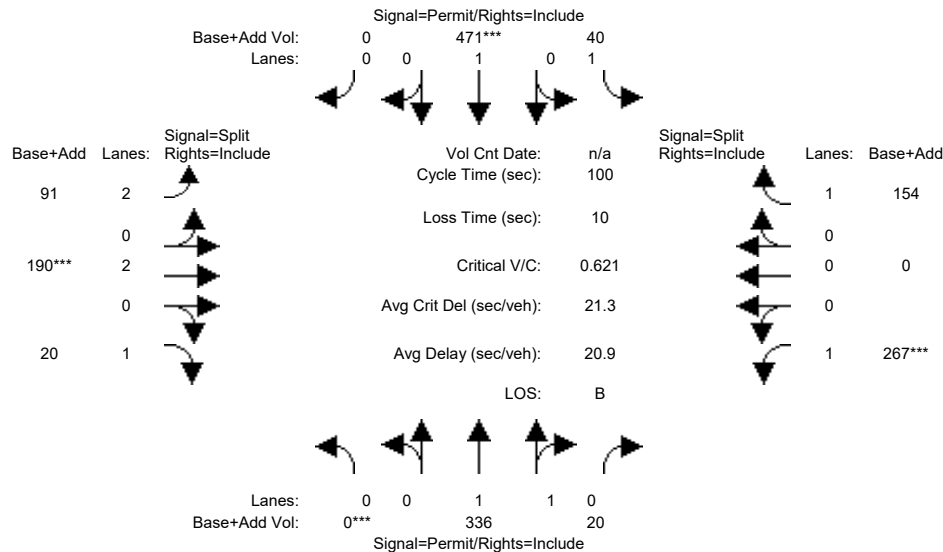
Intersection #11: Alamitos Ave & Broadway



Street Name:	Alamitos Ave						Broadway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	745	182	57	279	0	375	712	45	99	0	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:	0	745	182	57	279	0	375	712	45	99	0	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:	0	745	182	57	279	0	375	712	45	99	0	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:	1.00	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	745	182	57	279	0	375	712	45	99	0	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	745	182	57	279	0	375	712	45	99	0	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
Final Volume:	0	745	182	57	279	0	375	712	45	99	0	145
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.61	0.39	1.00	1.00	0.00	2.00	2.00	1.00	1.00	0.00	1.00
Final Sat.:	0	2572	628	1600	1600	0	3200	3200	1600	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.29	0.04	0.17	0.00	0.12	0.22	0.03	0.06	0.00	0.09
Crit Moves:	****			****			****				****	

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
 Existing PP AM

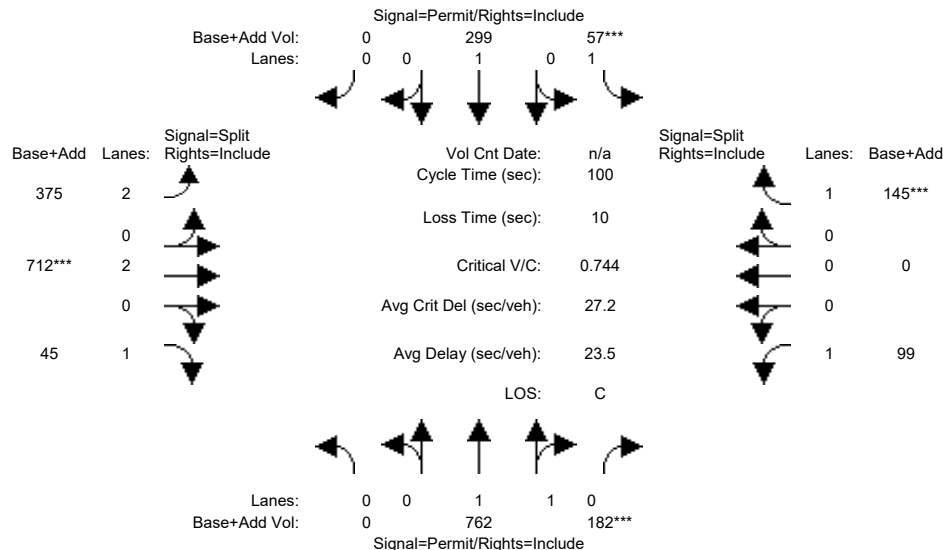
Intersection #11: Alamos Ave & Broadway



Street Name:	Alamitos Ave						Broadway								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Min. Green:	0		0		0	0		0		0	0		0		0
Y+R:	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0		4.0
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Volume Module:															
Base Vol:	0		322		20	40		453		0	91		190		20
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	0		322		20	40		453		0	91		190		20
Added Vol:	0		14		0	0		18		0	0		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0
Initial Fut:	0		336		20	40		471		0	91		190		20
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	0		336		20	40		471		0	91		190		20
Reduct Vol:	0		0		0	0		0		0	0		0		0
Reduced Vol:	0		336		20	40		471		0	91		190		20
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
FinalVolume:	0		336		20	40		471		0	91		190		20
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Saturation Flow Module:															
Sat/Lane:	1600		1600		1600	1600		1600		1600	1600		1600		1600
Adjustment:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Lanes:	0.00		1.89		0.11	1.00		1.00		0.00	2.00		2.00		1.00
Final Sat.:	0		3020		180	1600		1600		0	3200		3200		1600
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Capacity Analysis Module:															
Vol/Sat:	0.00		0.11		0.11	0.03		0.29		0.00	0.03		0.06		0.01
Crit Moves:	****					****					****				****

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
 Existing PP PM

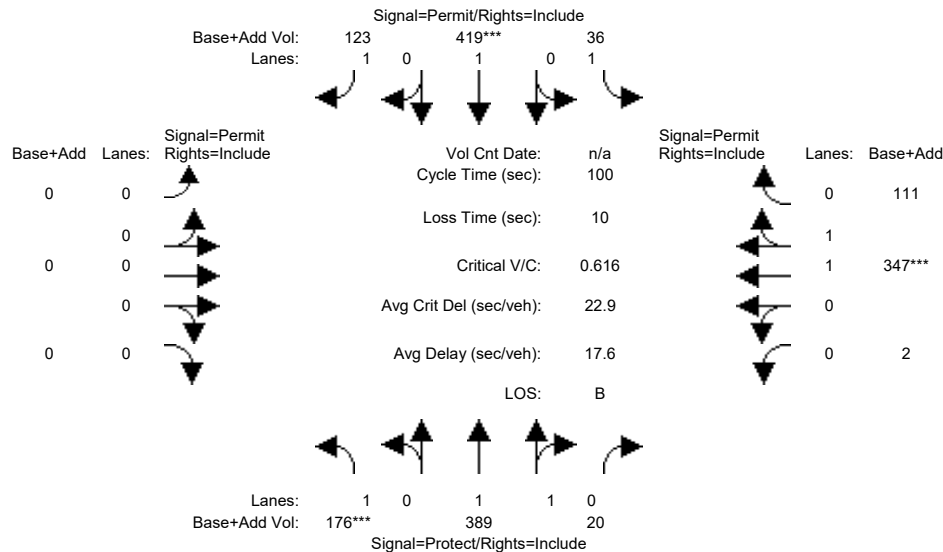
Intersection #11: Alamos Ave & Broadway



Street Name:	Alamos Ave						Broadway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	745	182	57	279	0	375	712	45	99	0	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:	0	745	182	57	279	0	375	712	45	99	0	145
Added Vol:	0	17	0	0	20	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	762	182	57	299	0	375	712	45	99	0	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:	1.00	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	762	182	57	299	0	375	712	45	99	0	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	762	182	57	299	0	375	712	45	99	0	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
Final Volume:	0	762	182	57	299	0	375	712	45	99	0	145
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.61	0.39	1.00	1.00	0.00	2.00	2.00	1.00	1.00	0.00	1.00
Final Sat.:	0	2583	617	1600	1600	0	3200	3200	1600	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.30	0.04	0.19	0.00	0.12	0.22	0.03	0.06	0.00	0.09
Crit Moves:		****		****				****				****

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
 Existing AM

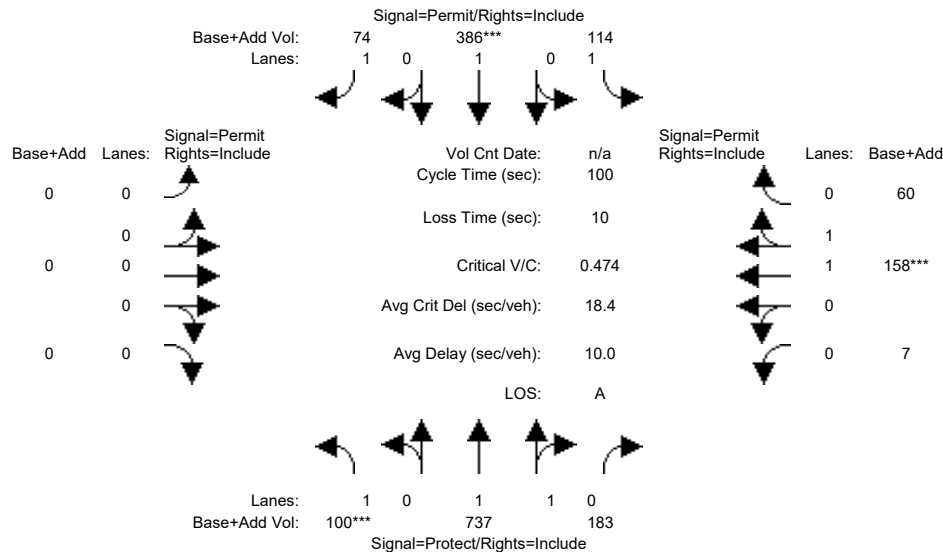
Intersection #12: Alamos Ave & 3rd Street



Street Name:	Alamos Ave						3rd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	176	389	20	36	419	123	0	0	0	2	347	111
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	176	389	20	36	419	123	0	0	0	2	347	111
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	176	389	20	36	419	123	0	0	0	2	347	111
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	176	389	20	36	419	123	0	0	0	2	347	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	389	20	36	419	123	0	0	0	2	347	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	176	389	20	36	419	123	0	0	0	2	347	111
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.90	0.10	1.00	1.00	1.00	0.00	0.00	0.00	0.01	1.51	0.48
Final Sat.:	1600	3044	156	1600	1600	1600	0	0	0	14	2414	772
Capacity Analysis Module:												
Vol/Sat:	0.11	0.13	0.13	0.02	0.26	0.08	0.00	0.00	0.00	0.00	0.14	0.14
Crit Moves:	****				****						****	

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
 Existing PM

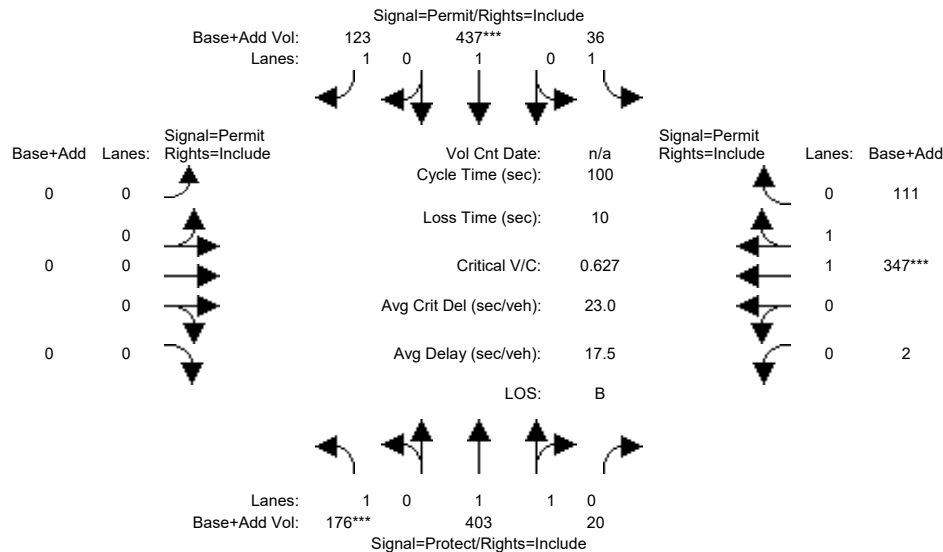
Intersection #12: Alamitos Ave & 3rd Street



Street Name:	Alamitos Ave						3rd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	100	737	183	114	386	74	0	0	0	7	158	60
Growth Adj:	1.00	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	737	183	114	386	74	0	0	0	7	158	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	737	183	114	386	74	0	0	0	7	158	60
User Adj:	1.00	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:	100	737	183	114	386	74	0	0	0	7	158	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	737	183	114	386	74	0	0	0	7	158	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	100	737	183	114	386	74	0	0	0	7	158	60
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.60	0.40	1.00	1.00	1.00	0.00	0.00	0.00	0.06	1.41	0.53
Final Sat.:	1600	2563	637	1600	1600	1600	0	0	0	100	2247	853
Capacity Analysis Module:												
Vol/Sat:	0.06	0.29	0.29	0.07	0.24	0.05	0.00	0.00	0.00	0.00	0.07	0.07
Crit Moves:	****				****						****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
Existing PP AM

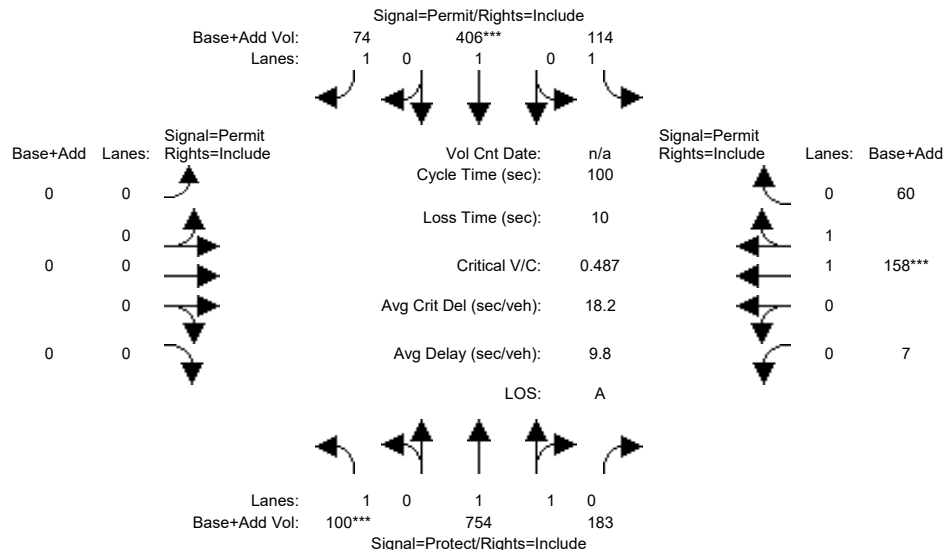
Intersection #12: Alamitos Ave & 3rd Street



Street Name:	Alamitos Ave						3rd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	176	389	20	36	419	123	0	0	0	2	347	111
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	176	389	20	36	419	123	0	0	0	2	347	111
Added Vol:	0	14	0	0	18	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	176	403	20	36	437	123	0	0	0	2	347	111
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	176	403	20	36	437	123	0	0	0	2	347	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	403	20	36	437	123	0	0	0	2	347	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	176	403	20	36	437	123	0	0	0	2	347	111
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.91	0.09	1.00	1.00	1.00	0.00	0.00	0.00	0.01	1.51	0.48
Final Sat.:	1600	3049	151	1600	1600	1600	0	0	0	14	2414	772
Capacity Analysis Module:												
Vol/Sat:	0.11	0.13	0.13	0.02	0.27	0.08	0.00	0.00	0.00	0.00	0.14	0.14
Crit Moves:	****				****						****	

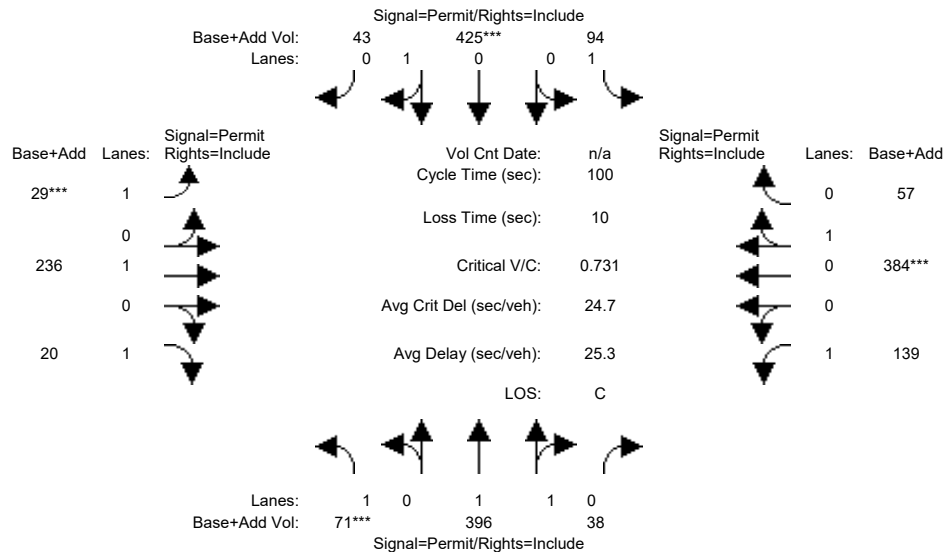
Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
 Existing PP PM

Intersection #12: Alamitos Ave & 3rd Street



Street Name:	Alamitos Ave						3rd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	100	737	183	114	386	74	0	0	0	7	158	60
Growth Adj:	1.00	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	737	183	114	386	74	0	0	0	7	158	60
Added Vol:	0	17	0	0	20	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	754	183	114	406	74	0	0	0	7	158	60
User Adj:	1.00	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:	100	754	183	114	406	74	0	0	0	7	158	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	754	183	114	406	74	0	0	0	7	158	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	754	183	114	406	74	0	0	0	7	158	60
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.61	0.39	1.00	1.00	1.00	0.00	0.00	0.00	0.06	1.41	0.53
Final Sat.:	1600	2575	625	1600	1600	1600	0	0	0	100	2247	853
Capacity Analysis Module:												
Vol/Sat:	0.06	0.29	0.29	0.07	0.25	0.05	0.00	0.00	0.00	0.00	0.07	0.07
Crit Moves:	****				****						****	

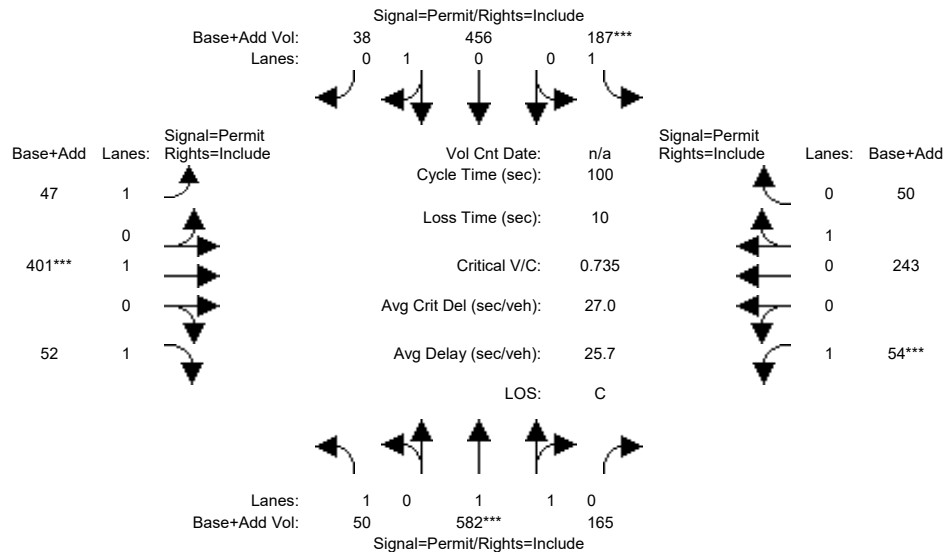
Intersection #13: Alamitos Ave & 4th Street



Licensed to FEHR & PEERS WALNUT CRK

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
Existing PM

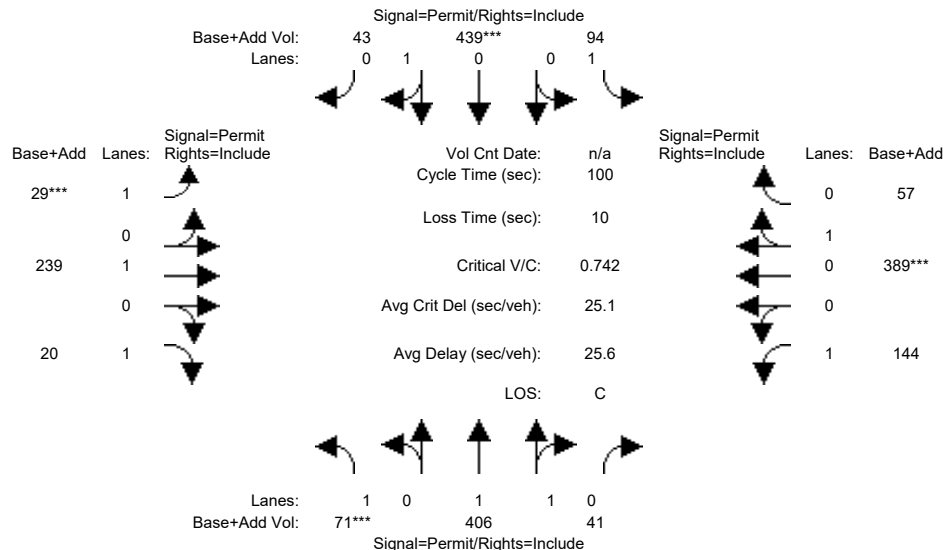
Intersection #13: Alamos Ave & 4th Street



Street Name:	Alamitos Ave						4th Street								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----			-----			-----			-----					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0		
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
-----	-----			-----			-----			-----					
Volume Module:															
Base Vol:	50	582	165	187	456	38	47	401	52	54	243	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:	50	582	165	187	456	38	47	401	52	54	243	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:	50	582	165	187	456	38	47	401	52	54	243	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	50	582	165	187	456	38	47	401	52	54	243	50			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	50	582	165	187	456	38	47	401	52	54	243	50			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	50	582	165	187	456	38	47	401	52	54	243	50			
-----	-----			-----			-----			-----					
Saturation Flow Module:															
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	1.00	1.56	0.44	1.00	0.92	0.08	1.00	1.00	1.00	1.00	0.83	0.17			
Final Sat.:	1600	2493	707	1600	1477	123	1600	1600	1600	1600	1327	273			
-----	-----			-----			-----			-----					
Capacity Analysis Module:															
Vol/Sat:	0.03	0.23	0.23	0.12	0.31	0.31	0.03	0.25	0.03	0.03	0.18	0.18			
Crit Moves:	****			****			****			****					

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
 Existing PP AM

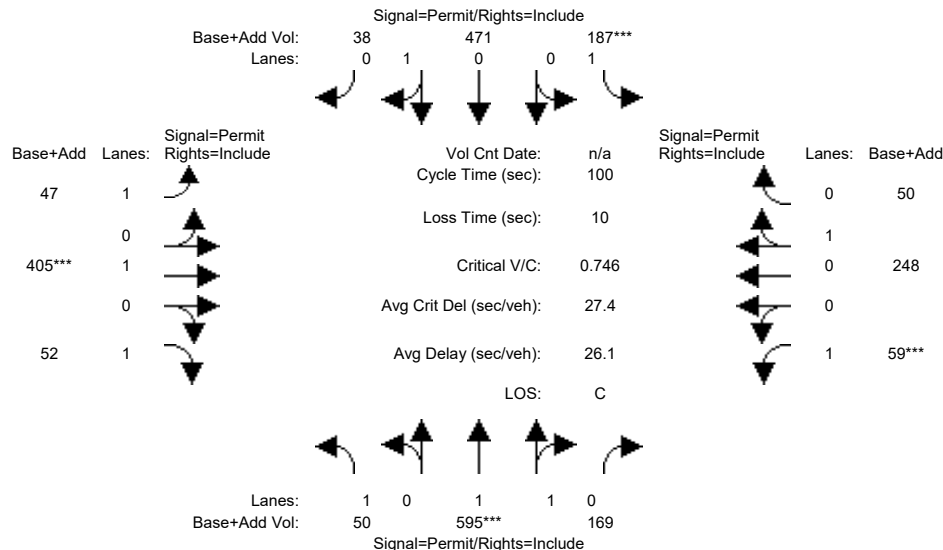
Intersection #13: Alamos Ave & 4th Street



Street Name:	Alamos Ave						4th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	71	396	38	94	425	43	29	236	20	139	384	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	396	38	94	425	43	29	236	20	139	384	57
Added Vol:	0	10	3	0	14	0	0	3	0	5	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	406	41	94	439	43	29	239	20	144	389	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	71	406	41	94	439	43	29	239	20	144	389	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	406	41	94	439	43	29	239	20	144	389	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:	71	406	41	94	439	43	29	239	20	144	389	57
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.82	0.18	1.00	0.91	0.09	1.00	1.00	1.00	1.00	0.87	0.13
Final Sat.:	1600	2906	294	1600	1457	143	1600	1600	1600	1600	1396	204
Capacity Analysis Module:												
Vol/Sat:	0.04	0.14	0.14	0.06	0.30	0.30	0.02	0.15	0.01	0.09	0.28	0.28
Crit Moves:	****				****		****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
Existing PP PM

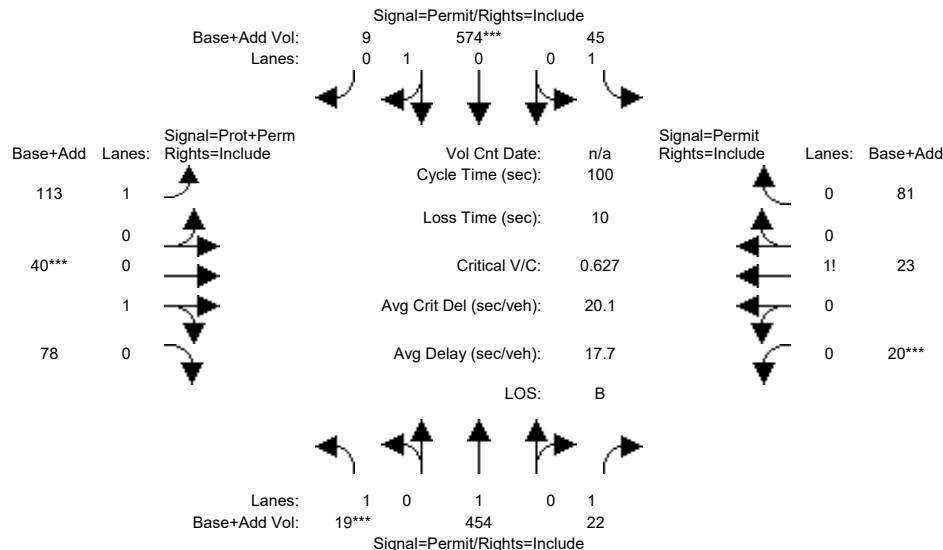
Intersection #13: Alamitos Ave & 4th Street



Street Name:	Alamitos Ave						4th Street								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----			-----			-----			-----					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0		
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
-----	-----			-----			-----			-----					
Volume Module:															
Base Vol:	50	582	165	187	456	38	47	401	52	54	243	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:	50	582	165	187	456	38	47	401	52	54	243	50			
Added Vol:	0	13	4	0	15	0	0	4	0	5	5	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	50	595	169	187	471	38	47	405	52	59	248	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	50	595	169	187	471	38	47	405	52	59	248	50			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	50	595	169	187	471	38	47	405	52	59	248	50			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	50	595	169	187	471	38	47	405	52	59	248	50			
-----	-----			-----			-----			-----					
Saturation Flow Module:															
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	1.00	1.56	0.44	1.00	0.93	0.07	1.00	1.00	1.00	1.00	0.83	0.17			
Final Sat.:	1600	2492	708	1600	1481	119	1600	1600	1600	1600	1332	268			
-----	-----			-----			-----			-----					
Capacity Analysis Module:															
Vol/Sat:	0.03	0.24	0.24	0.12	0.32	0.32	0.03	0.25	0.03	0.04	0.19	0.19			
Crit Moves:	****			****			****			****					

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
 Existing AM

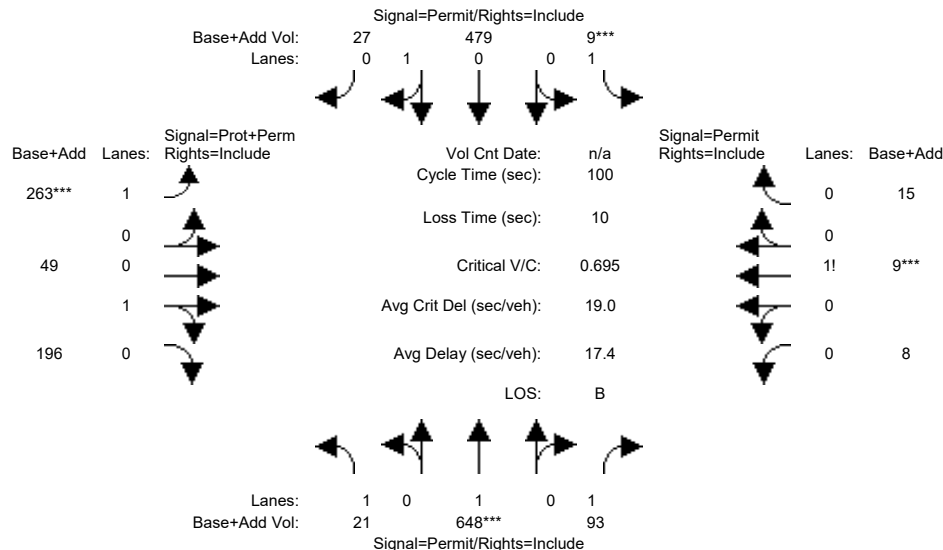
Intersection #14: Alamos Ave & 6th Street



Street Name:	Alamitos Ave						6th Street								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----			-----			-----			-----					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0		
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
-----	-----			-----			-----			-----					
Volume Module:															
Base Vol:	19	454	22	45	574	9	113	40	78	20	23	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:	19	454	22	45	574	9	113	40	78	20	23	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:	19	454	22	45	574	9	113	40	78	20	23	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	19	454	22	45	574	9	113	40	78	20	23	81			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	19	454	22	45	574	9	113	40	78	20	23	81			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	19	454	22	45	574	9	113	40	78	20	23	81			
-----	-----			-----			-----			-----					
Saturation Flow Module:															
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	1.00	1.00	1.00	1.00	0.98	0.02	1.00	0.34	0.66	0.16	0.19	0.65			
Final Sat.:	1600	1600	1600	1600	1575	25	1600	542	1058	258	297	1045			
-----	-----			-----			-----			-----					
Capacity Analysis Module:															
Vol/Sat:	0.01	0.28	0.01	0.03	0.36	0.36	0.07	0.07	0.07	0.08	0.08	0.08			
Crit Moves:	****				****			****		****					

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
 Existing PM

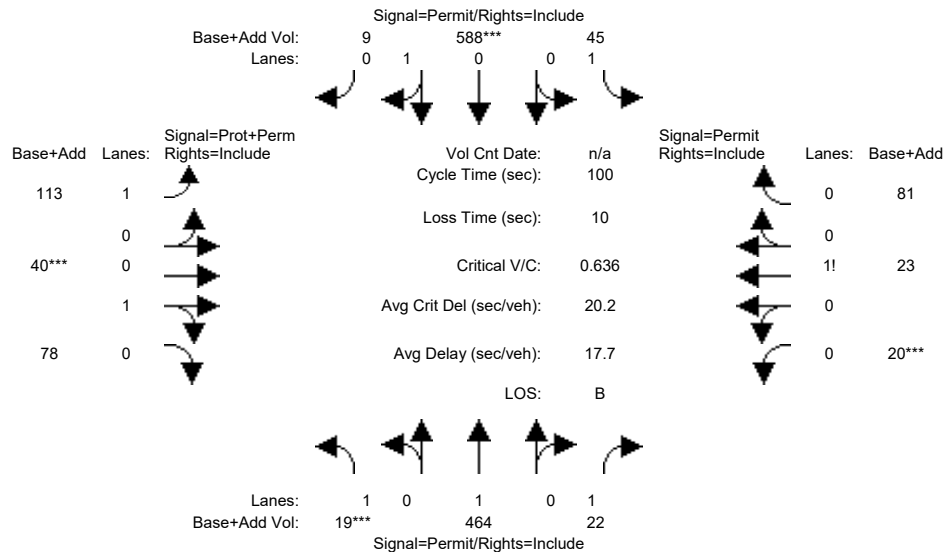
Intersection #14: Alamitos Ave & 6th Street



Street Name:	Alamitos Ave						6th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	21	648	93	9	479	27	263	49	196	8	9	15
Growth Adj:	1.00	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	648	93	9	479	27	263	49	196	8	9	15
Added Vol:	0	0	0	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	648	93	9	479	27	263	49	196	8	9	15
User Adj:	1.00	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:	21	648	93	9	479	27	263	49	196	8	9	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	648	93	9	479	27	263	49	196	8	9	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	21	648	93	9	479	27	263	49	196	8	9	15
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.95	0.05	1.00	0.20	0.80	0.25	0.28	0.47
Final Sat.:	1600	1600	1600	1600	1515	85	1600	320	1280	400	450	750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.41	0.06	0.01	0.32	0.32	0.16	0.15	0.15	0.02	0.02	0.02
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
 Existing PP AM

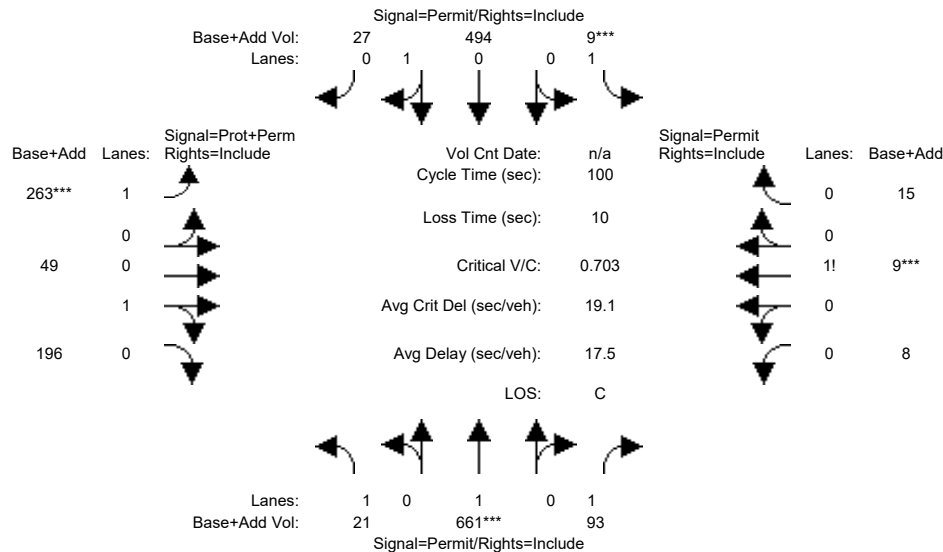
Intersection #14: Alamos Ave & 6th Street



Street Name:	Alamitos Ave						6th Street								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----			-----			-----			-----					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0		
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
-----	-----			-----			-----			-----					
Volume Module:															
Base Vol:	19	454	22	45	574	9	113	40	78	20	23	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:	19	454	22	45	574	9	113	40	78	20	23	81			
Added Vol:	0	10	0	0	14	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	19	464	22	45	588	9	113	40	78	20	23	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	19	464	22	45	588	9	113	40	78	20	23	81			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	19	464	22	45	588	9	113	40	78	20	23	81			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	19	464	22	45	588	9	113	40	78	20	23	81			
-----	-----			-----			-----			-----					
Saturation Flow Module:															
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	1.00	1.00	1.00	1.00	0.98	0.02	1.00	0.34	0.66	0.16	0.19	0.65			
Final Sat.:	1600	1600	1600	1600	1576	24	1600	542	1058	258	297	1045			
-----	-----			-----			-----			-----					
Capacity Analysis Module:															
Vol/Sat:	0.01	0.29	0.01	0.03	0.37	0.37	0.07	0.07	0.07	0.08	0.08	0.08			
Crit Moves:	****				****			****		****					

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
Existing PP PM

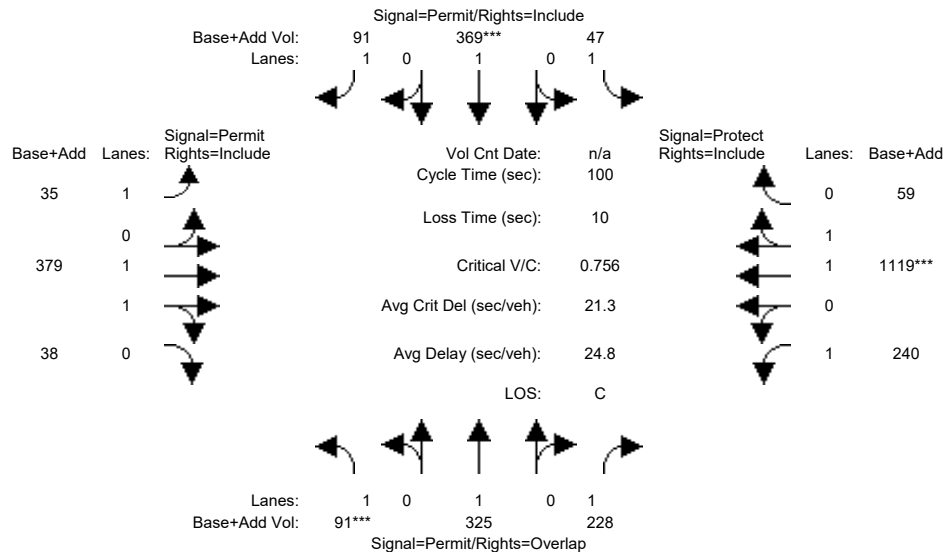
Intersection #14: Alamitos Ave & 6th Street



Street Name:	Alamitos Ave						6th Street								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----			-----			-----			-----					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0		
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
-----	-----			-----			-----			-----					
Volume Module:															
Base Vol:	21	648	93	9	479	27	263	49	196	8	9	15			
Growth Adj:	1.00	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	648	93	9	479	27	263	49	196	8	9	15			
Added Vol:	0	13	0	0	15	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	21	661	93	9	494	27	263	49	196	8	9	15			
User Adj:	1.00	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:	21	661	93	9	494	27	263	49	196	8	9	15			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	21	661	93	9	494	27	263	49	196	8	9	15			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	21	661	93	9	494	27	263	49	196	8	9	15			
-----	-----			-----			-----			-----					
Saturation Flow Module:															
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	1.00	1.00	1.00	1.00	0.95	0.05	1.00	0.20	0.80	0.25	0.28	0.47			
Final Sat.:	1600	1600	1600	1600	1517	83	1600	320	1280	400	450	750			
-----	-----			-----			-----			-----					
Capacity Analysis Module:															
Vol/Sat:	0.01	0.41	0.06	0.01	0.33	0.33	0.16	0.15	0.15	0.02	0.02	0.02			
Crit Moves:	****			****			****			****					

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
 Existing AM

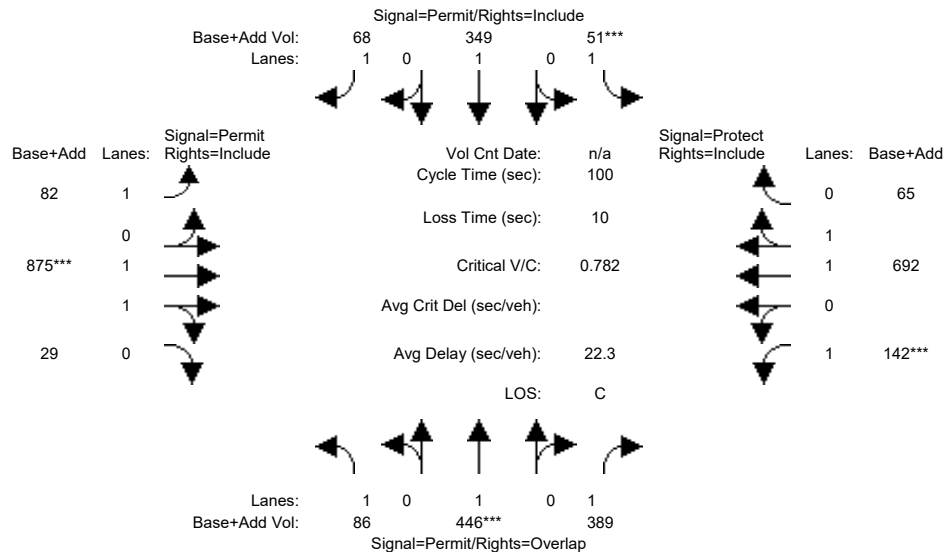
Intersection #15: Alamos Ave & 7th Street



Street Name:	Alamitos Ave						7th Street								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----			-----			-----			-----					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0		
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
-----	-----			-----			-----			-----					
Volume Module:															
Base Vol:	91	325	228	47	369	91	35	379	38	240	1119	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:	91	325	228	47	369	91	35	379	38	240	1119	59			
Added Vol:	0	0	0	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	325	228	47	369	91	35	379	38	240	1119	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	91	325	228	47	369	91	35	379	38	240	1119	59			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	91	325	228	47	369	91	35	379	38	240	1119	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:	91	325	228	47	369	91	35	379	38	240	1119	59			
-----	-----			-----			-----			-----					
Saturation Flow Module:															
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.82	0.18	1.00	1.90	0.10			
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	2908	292	1600	3040	160			
-----	-----			-----			-----			-----					
Capacity Analysis Module:															
Vol/Sat:	0.06	0.20	0.14	0.03	0.23	0.06	0.02	0.13	0.13	0.15	0.37	0.37			
Crit Moves:	****				****						****				

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
Existing PM

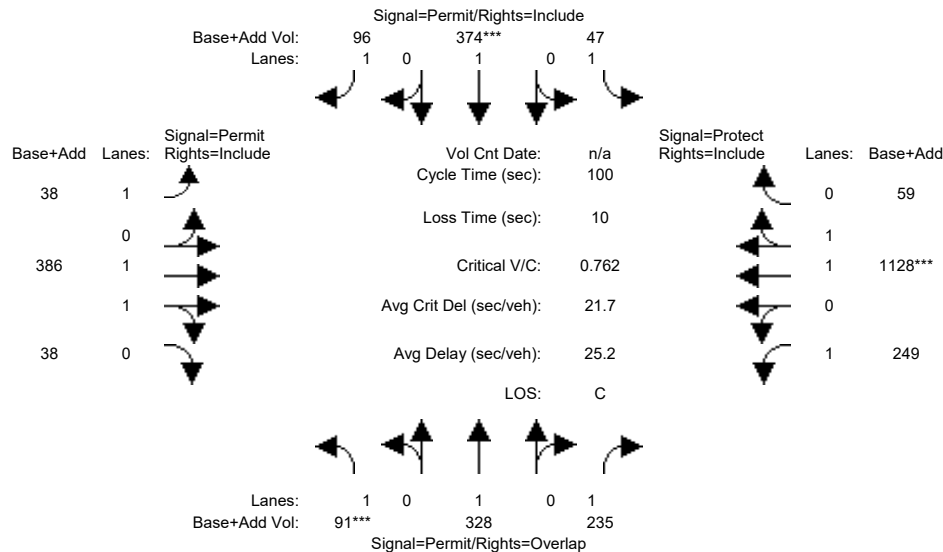
Intersection #15: Alamos Ave & 7th Street



Street Name:	Alamos Ave						7th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	86	446	389	51	349	68	82	875	29	142	692	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:	86	446	389	51	349	68	82	875	29	142	692	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:	86	446	389	51	349	68	82	875	29	142	692	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	86	446	389	51	349	68	82	875	29	142	692	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	446	389	51	349	68	82	875	29	142	692	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:	86	446	389	51	349	68	82	875	29	142	692	65
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.94	0.06	1.00	1.83	0.17
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	3097	103	1600	2925	275
Capacity Analysis Module:												
Vol/Sat:	0.05	0.28	0.24	0.03	0.22	0.04	0.05	0.28	0.28	0.09	0.24	0.24
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
Existing PP AM

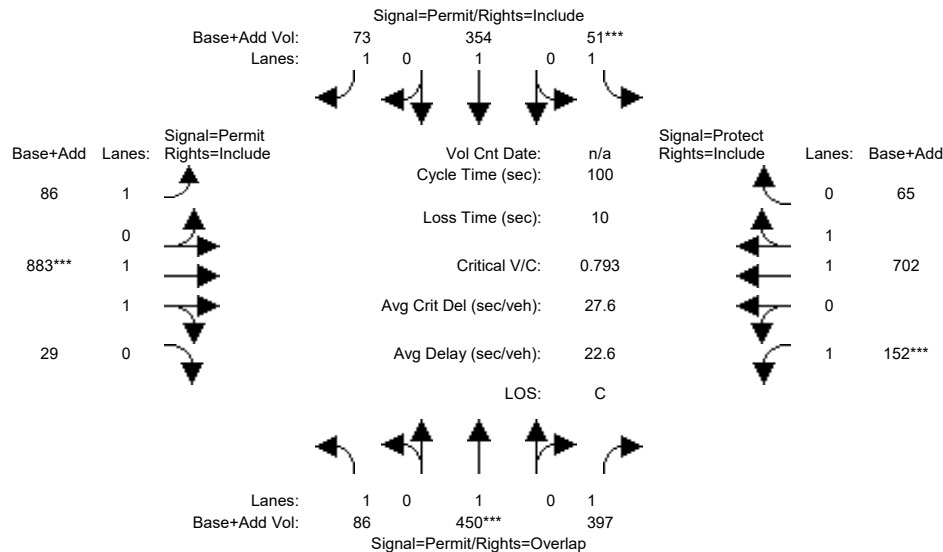
Intersection #15: Alamos Ave & 7th Street



Street Name:	Alamos Ave						7th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	91	325	228	47	369	91	35	379	38	240	1119	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:	91	325	228	47	369	91	35	379	38	240	1119	59
Added Vol:	0	3	7	0	5	5	3	7	0	9	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	328	235	47	374	96	38	386	38	249	1128	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	328	235	47	374	96	38	386	38	249	1128	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	328	235	47	374	96	38	386	38	249	1128	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	91	328	235	47	374	96	38	386	38	249	1128	59
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.82	0.18	1.00	1.90	0.10
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	2913	287	1600	3041	159
Capacity Analysis Module:												
Vol/Sat:	0.06	0.21	0.15	0.03	0.23	0.06	0.02	0.13	0.13	0.16	0.37	0.37
Crit Moves:	****				****						****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
Existing PP PM

Intersection #15: Alamos Ave & 7th Street



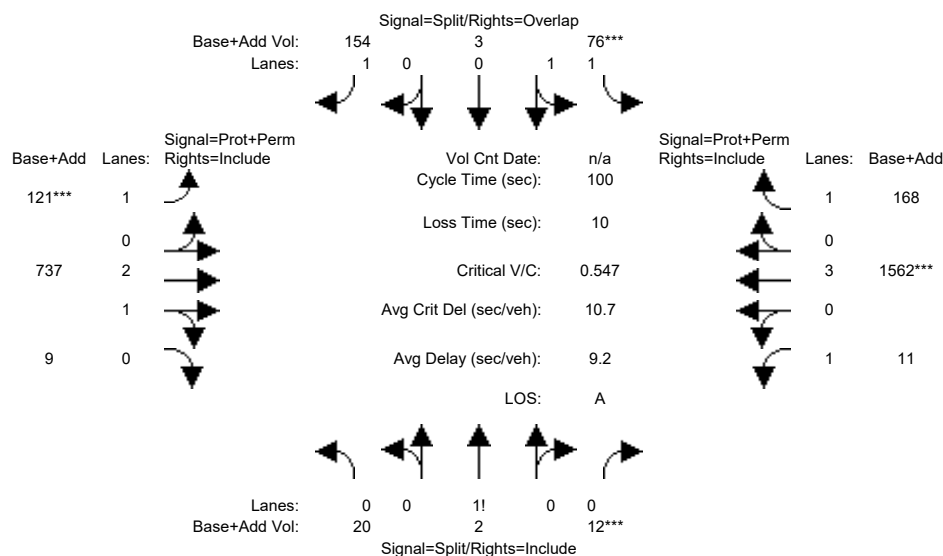
Street Name:	Alamos Ave						7th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	86	446	389	51	349	68	82	875	29	142	692	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:	86	446	389	51	349	68	82	875	29	142	692	65
Added Vol:	0	4	8	0	5	5	4	8	0	10	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	86	450	397	51	354	73	86	883	29	152	702	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	86	450	397	51	354	73	86	883	29	152	702	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	450	397	51	354	73	86	883	29	152	702	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	86	450	397	51	354	73	86	883	29	152	702	65
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.94	0.06	1.00	1.83	0.17
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	3098	102	1600	2929	271
Capacity Analysis Module:												
Vol/Sat:	0.05	0.28	0.25	0.03	0.22	0.05	0.05	0.29	0.28	0.10	0.24	0.24
Crit Moves:	****			****			****			****		

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		Existing AM				Existing PM				Existing PP AM						Existing PP PM			
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#1	Pacific Ave & Ocean Blvd	A	8.2	0.499	9.3	A	8.7	0.491	7.1	A	7.9	0.514	+ 0.023	9.1	+ 2.0	A	8.5	0.508	7.1
#2	Pine Ave & Ocean Blvd	A	10.7	0.511	8.2	B	16.5	0.674	16.8	A	14.7	0.545	- 0.129	10.7	- 6.1	C	20.7	0.782	23.0
#3	Long Beach Blvd & Ocean Blvd	A	8.9	0.577	10.9	A	9.5	0.497	7.0	A	9.0	0.595	+ 0.098	11.2	+ 4.2	A	9.6	0.509	7.0
#4	Pine Ave & Shoreline Dr	A	11.5	0.387	13.4	A	11.9	0.464	9.8	A	13.1	0.410	- 0.054	15.3	+ 5.5	A	12.7	0.464	9.8
#5	Pine Ave & Seaside Way	A	19.1	0.277	21.6	A	20.7	0.294	22.7	A	20.8	0.385	+ 0.091	21.0	- 1.6	A	20.3	0.437	20.6
#6	Magnolia Ave & Broadway	A	14.6	0.481	16.0	A	16.8	0.592	18.8	A	14.6	0.520	- 0.072	15.7	- 3.1	A	17.0	0.597	18.9
#7	Golden Shore Dr & Ocean Blvd	A	13.5	0.474	12.5	B	14.8	0.610	14.5	A	13.2	0.488	- 0.122	12.2	- 2.3	B	14.7	0.612	14.5
#8	Magnolia Ave & Ocean Blvd	A	18.5	0.575	17.7	B	19.6	0.654	16.9	B	19.5	0.630	- 0.024	19.4	+ 2.6	B	20.8	0.691	18.9
#9	Atlantic Ave & Ocean Blvd	A	8.4	0.573	9.6	A	12.9	0.531	5.0	B	9.4	0.601	+ 0.069	10.9	+ 6.0	A	13.7	0.551	5.7
#10	Alamitos Ave & Ocean Blvd	C	526.9	0.704	18.5	E	28.7	0.904	39.9	C	564.5	0.718	- 0.185	19.1	- 20.8	E	29.6	0.921	42.2
#11	Alamitos Ave & Broadway	B	21.0	0.609	21.3	C	23.5	0.738	24.7	B	20.9	0.621	- 0.118	21.3	- 3.4	C	23.5	0.744	27.2
#12	Alamitos Ave & 3rd Street	B	17.6	0.616	22.9	A	10.0	0.474	18.4	B	17.5	0.627	+ 0.153	23.0	+ 4.6	A	9.8	0.487	18.2
#13	Alamitos Ave & 4th Street	C	25.3	0.731	24.7	C	25.7	0.735	27.0	C	25.6	0.742	+ 0.008	25.1	- 1.9	C	26.1	0.746	27.4
#14	Alamitos Ave & 6th Street	B	17.7	0.627	20.1	B	17.4	0.695	19.0	B	17.7	0.636	- 0.059	20.2	+ 1.3	C	17.5	0.703	19.1
#15	Alamitos Ave & 7th Street	C	24.8	0.756	21.3	C	22.3	0.782	26.9	C	25.2	0.762	- 0.020	21.7	- 5.2	C	22.6	0.793	27.6

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
Opening AM

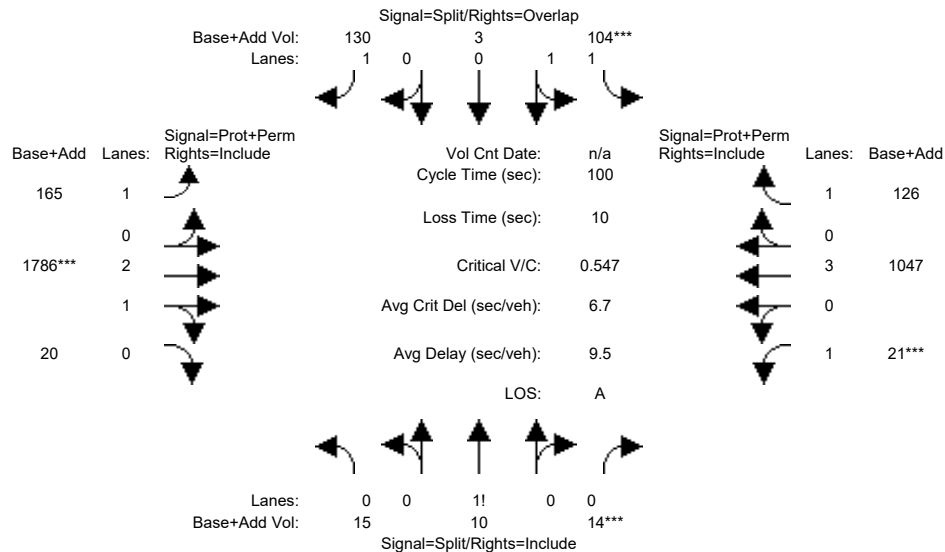
Intersection #1: Pacific Ave & Ocean Blvd



Street Name:	Pacific Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	3	1	2	76	2	154	121	640	3	7	1478	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:	3	1	2	76	2	154	121	640	3	7	1478	168
Added Vol:	17	1	10	0	1	0	0	97	6	4	84	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	2	12	76	3	154	121	737	9	11	1562	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	2	12	76	3	154	121	737	9	11	1562	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	2	12	76	3	154	121	737	9	11	1562	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:	20	2	12	76	3	154	121	737	9	11	1562	168
OvlAdjVol:	33											
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.59	0.06	0.35	1.92	0.08	1.00	1.00	2.96	0.04	1.00	3.00	1.00
Final Sat.:	941	94	565	3078	122	1600	1600	4742	58	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.02	0.02	0.10	0.08	0.16	0.16	0.01	0.33	0.11
OvlAdjV/S:	0.02											
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
Opening PM

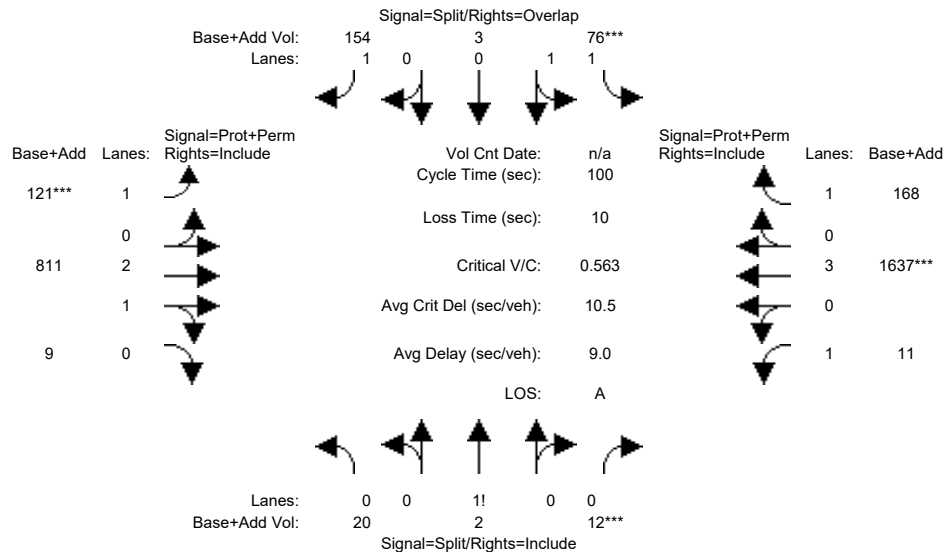
Intersection #1: Pacific Ave & Ocean Blvd



Street Name:	Pacific Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	4	9	8	104	2	130	165	1678	3	11	927	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:	4	9	8	104	2	130	165	1678	3	11	927	126
Added Vol:	11	1	6	0	1	0	0	108	17	10	120	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	10	14	104	3	130	165	1786	20	21	1047	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	10	14	104	3	130	165	1786	20	21	1047	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	10	14	104	3	130	165	1786	20	21	1047	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
Final Volume:	15	10	14	104	3	130	165	1786	20	21	1047	126
OvlAdjVol:	0											
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.38	0.26	0.36	1.94	0.06	1.00	1.00	2.97	0.03	1.00	3.00	1.00
Final Sat.:	615	410	574	3110	90	1600	1600	4747	53	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.03	0.03	0.08	0.10	0.38	0.38	0.01	0.22	0.08
OvlAdjV/S:	0.00											
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
Opening PP AM

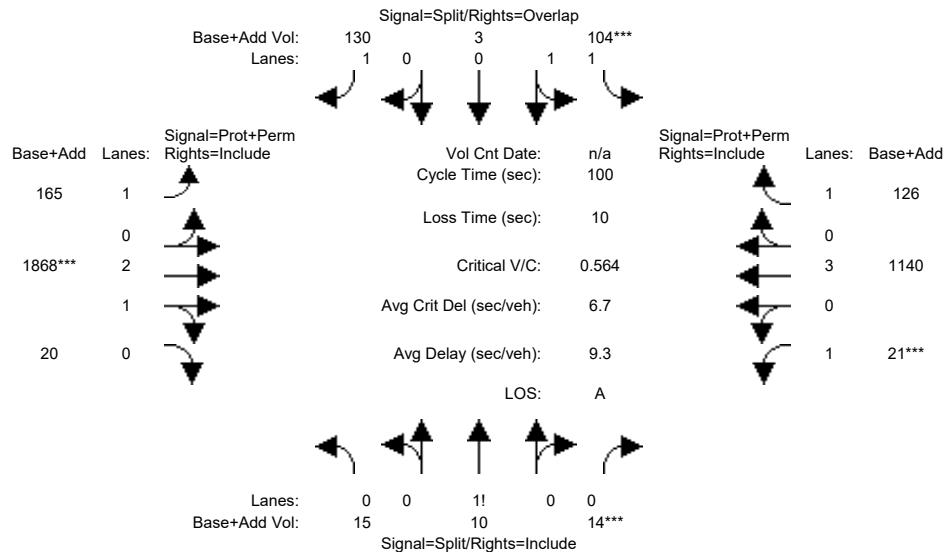
Intersection #1: Pacific Ave & Ocean Blvd



Street Name:	Pacific Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	3	1	2	76	2	154	121	640	3	7	1478	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:	3	1	2	76	2	154	121	640	3	7	1478	168
Added Vol:	17	1	10	0	1	0	0	171	6	4	159	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	2	12	76	3	154	121	811	9	11	1637	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	2	12	76	3	154	121	811	9	11	1637	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	2	12	76	3	154	121	811	9	11	1637	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
Final Volume:	20	2	12	76	3	154	121	811	9	11	1637	168
OvlAdjVol:	33											
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.59	0.06	0.35	1.92	0.08	1.00	1.00	2.97	0.03	1.00	3.00	1.00
Final Sat.:	941	94	565	3078	122	1600	1600	4747	53	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.02	0.02	0.10	0.08	0.17	0.17	0.01	0.34	0.11
OvlAdjV/S:	0.02											
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
Opening PP PM

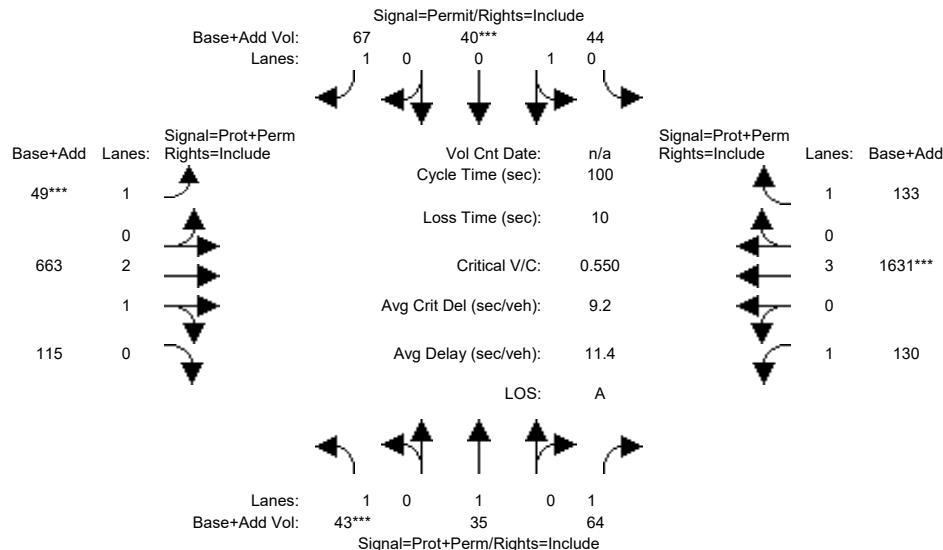
Intersection #1: Pacific Ave & Ocean Blvd



Street Name:	Pacific Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	4	9	8	104	2	130	165	1678	3	11	927	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:	4	9	8	104	2	130	165	1678	3	11	927	126
Added Vol:	11	1	6	0	1	0	0	190	17	10	213	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	10	14	104	3	130	165	1868	20	21	1140	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	10	14	104	3	130	165	1868	20	21	1140	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	10	14	104	3	130	165	1868	20	21	1140	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
Final Volume:	15	10	14	104	3	130	165	1868	20	21	1140	126
OvlAdjVol:	0											
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.38	0.26	0.36	1.94	0.06	1.00	1.00	2.97	0.03	1.00	3.00	1.00
Final Sat.:	615	410	574	3110	90	1600	1600	4749	51	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.03	0.03	0.08	0.10	0.39	0.39	0.01	0.24	0.08
OvlAdjV/S:	0.00											
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
 Opening AM

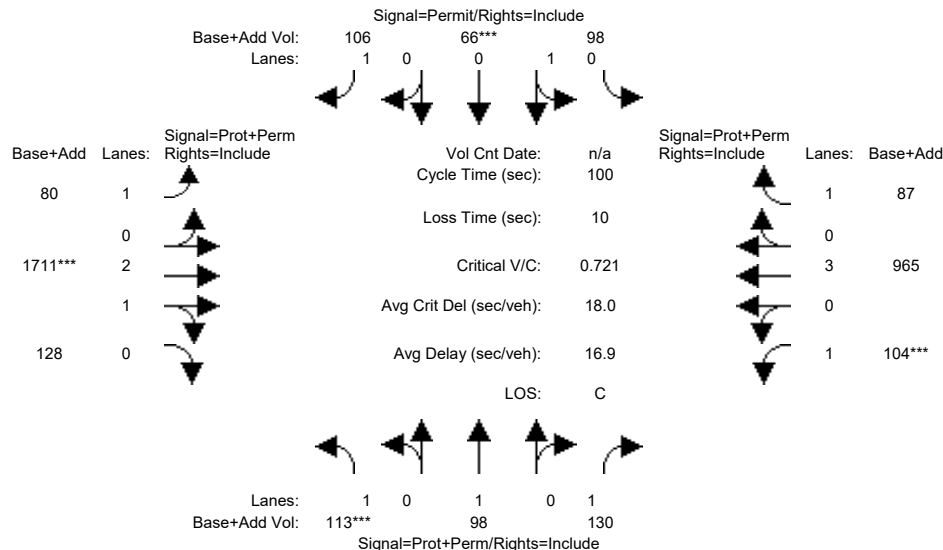
Intersection #2: Pine Ave & Ocean Blvd



Street Name:	Pine Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	34	31	59	24	38	47	34	573	113	128	1573	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	31	59	24	38	47	34	573	113	128	1573	119
Added Vol:	9	4	5	20	2	20	15	90	2	2	58	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	35	64	44	40	67	49	663	115	130	1631	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	35	64	44	40	67	49	663	115	130	1631	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	35	64	44	40	67	49	663	115	130	1631	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	43	35	64	44	40	67	49	663	115	130	1631	133
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.52	0.48	1.00	1.00	2.56	0.44	1.00	3.00	1.00
Final Sat.:	1600	1600	1600	838	762	1600	1600	4090	710	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.02	0.04	0.03	0.05	0.04	0.03	0.16	0.16	0.08	0.34	0.08
Crit Moves:	****				****		****				****	

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
 Opening PM

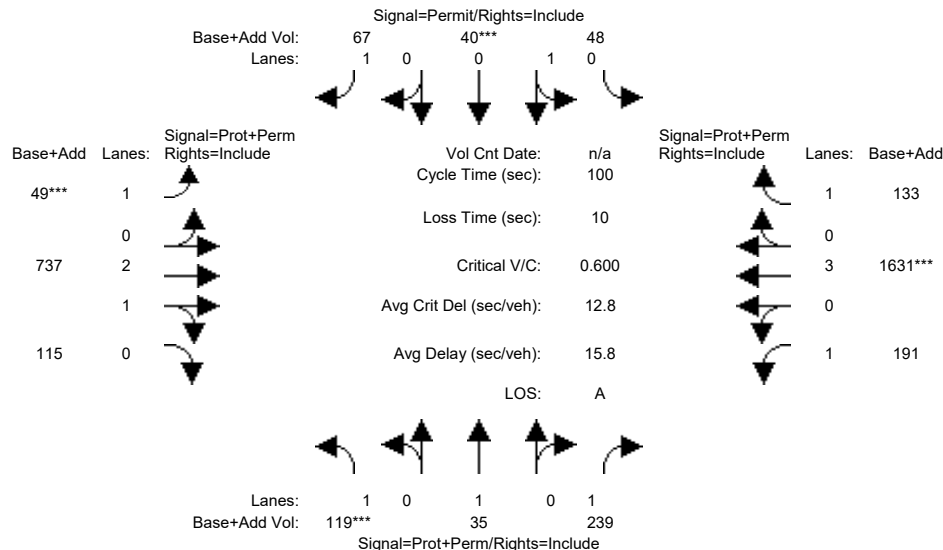
Intersection #2: Pine Ave & Ocean Blvd



Street Name:	Pine Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	107	95	127	76	62	83	53	1631	122	99	864	60
Growth Adj:	1.00	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	95	127	76	62	83	53	1631	122	99	864	60
Added Vol:	6	3	3	22	4	23	27	80	6	5	101	27
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	98	130	98	66	106	80	1711	128	104	965	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	98	130	98	66	106	80	1711	128	104	965	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	98	130	98	66	106	80	1711	128	104	965	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	113	98	130	98	66	106	80	1711	128	104	965	87
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.60	0.40	1.00	1.00	2.79	0.21	1.00	3.00	1.00
Final Sat.:	1600	1600	1600	956	644	1600	1600	4466	334	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.06	0.08	0.06	0.10	0.07	0.05	0.38	0.38	0.07	0.20	0.05
Crit Moves:	****				****			****			****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
Opening PP AM

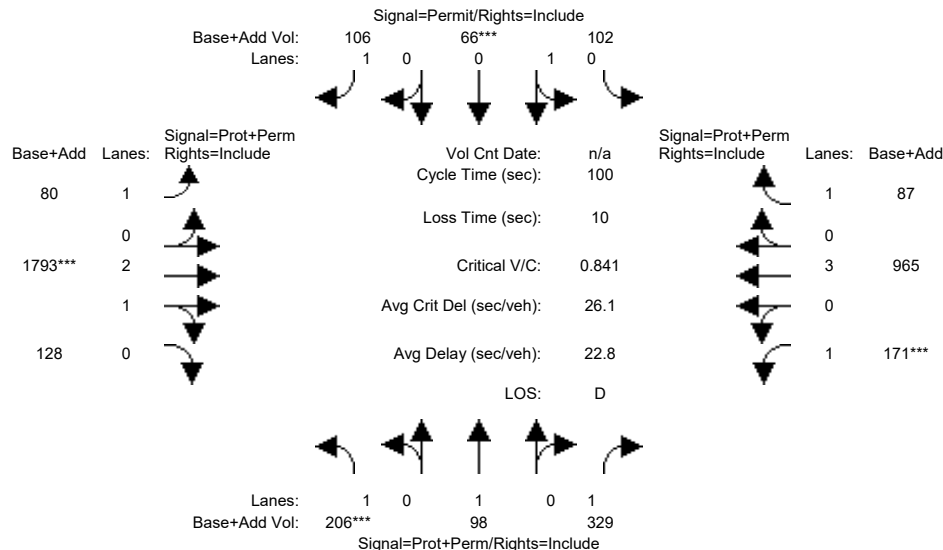
Intersection #2: Pine Ave & Ocean Blvd



Street Name:	Pine Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	34	31	52	24	38	47	34	573	113	128	1573	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	31	52	24	38	47	34	573	113	128	1573	119
Added Vol:	85	4	187	24	2	20	15	164	2	63	58	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	119	35	239	48	40	67	49	737	115	191	1631	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	119	35	239	48	40	67	49	737	115	191	1631	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	35	239	48	40	67	49	737	115	191	1631	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	119	35	239	48	40	67	49	737	115	191	1631	133
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.55	0.45	1.00	1.00	2.60	0.40	1.00	3.00	1.00
Final Sat.:	1600	1600	1600	873	727	1600	1600	4152	648	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.02	0.15	0.03	0.05	0.04	0.03	0.18	0.18	0.12	0.34	0.08
Crit Moves:	****				****		****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
Opening PP PM

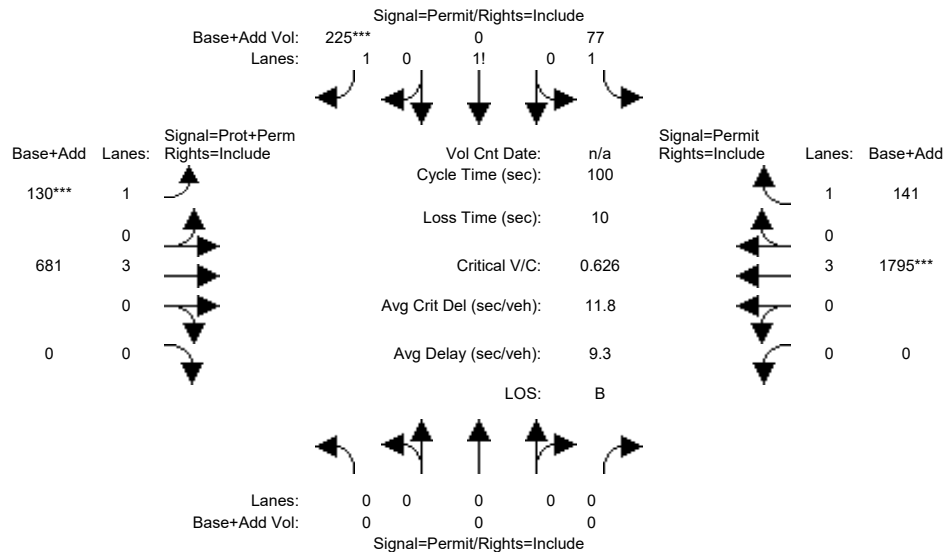
Intersection #2: Pine Ave & Ocean Blvd



Street Name:	Pine Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	107	95	107	76	62	83	53	1631	122	99	864	60
Growth Adj:	1.00	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	95	107	76	62	83	53	1631	122	99	864	60
Added Vol:	99	3	222	26	4	23	27	162	6	72	101	27
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	206	98	329	102	66	106	80	1793	128	171	965	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	206	98	329	102	66	106	80	1793	128	171	965	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	206	98	329	102	66	106	80	1793	128	171	965	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	206	98	329	102	66	106	80	1793	128	171	965	87
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.61	0.39	1.00	1.00	2.80	0.20	1.00	3.00	1.00
Final Sat.:	1600	1600	1600	971	629	1600	1600	4480	320	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.13	0.06	0.21	0.06	0.10	0.07	0.05	0.40	0.40	0.11	0.20	0.05
Crit Moves:	****				****			****		****		

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
 Opening AM

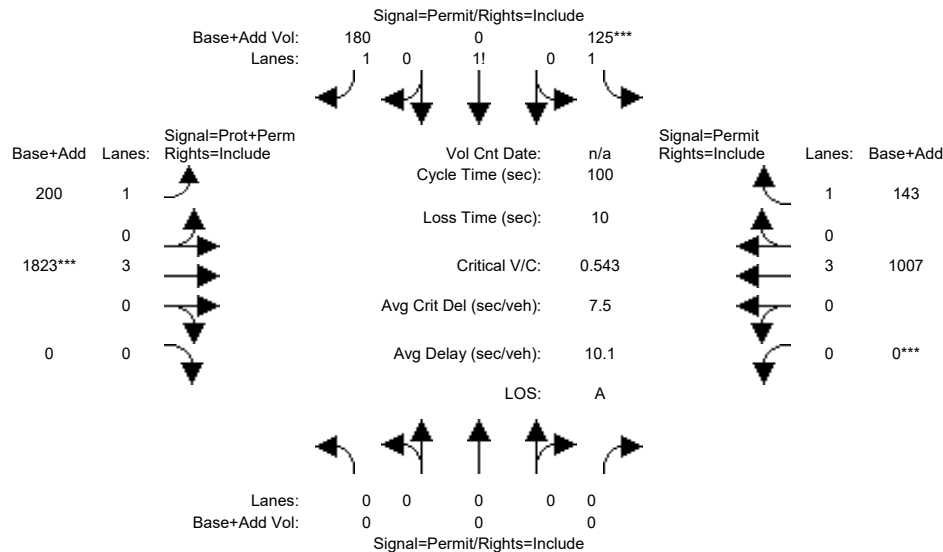
Intersection #3: Long Beach Blvd & Ocean Blvd



Street Name:	Long Beach Blvd						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	64	0	206	116	534	0	0	1711	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:	0	0	0	64	0	206	116	534	0	0	1711	134
Added Vol:	0	0	0	13	0	19	14	147	0	0	84	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	77	0	225	130	681	0	0	1795	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	77	0	225	130	681	0	0	1795	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	77	0	225	130	681	0	0	1795	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:	0	0	0	77	0	225	130	681	0	0	1795	141
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.00	0.00	2.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1600	0	3200	1600	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.07	0.08	0.14	0.00	0.00	0.37	0.09
Crit Moves:						****	****				****	

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
 Opening PM

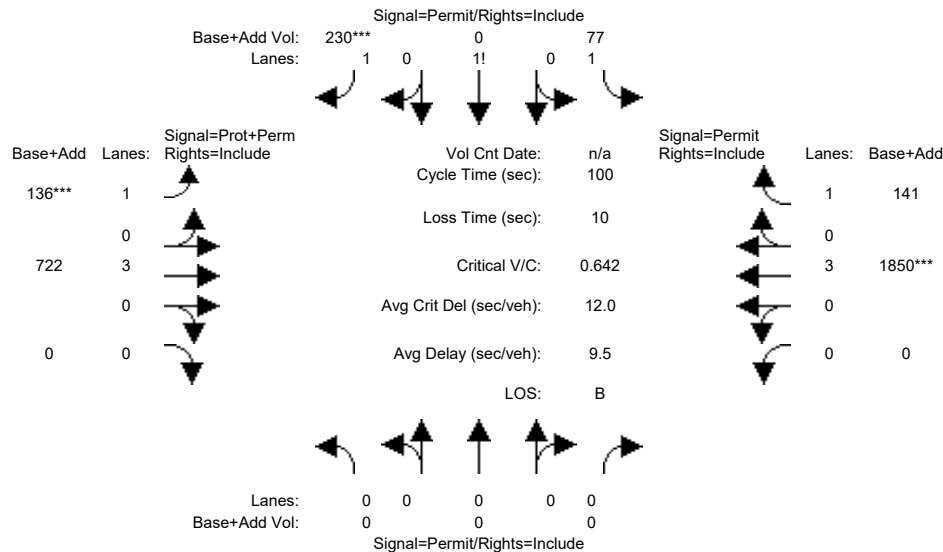
Intersection #3: Long Beach Blvd & Ocean Blvd



Street Name:	Long Beach Blvd						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	112	0	159	177	1697	0	0	844	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	112	0	159	177	1697	0	0	844	126
Added Vol:	0	0	0	13	0	21	23	126	0	0	163	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	125	0	180	200	1823	0	0	1007	143
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	125	0	180	200	1823	0	0	1007	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	125	0	180	200	1823	0	0	1007	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	125	0	180	200	1823	0	0	1007	143
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.22	0.01	1.77	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1967	0	2833	1600	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.06	0.13	0.38	0.00	0.00	0.21	0.09
Crit Moves:				****			****			****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
Opening PP AM

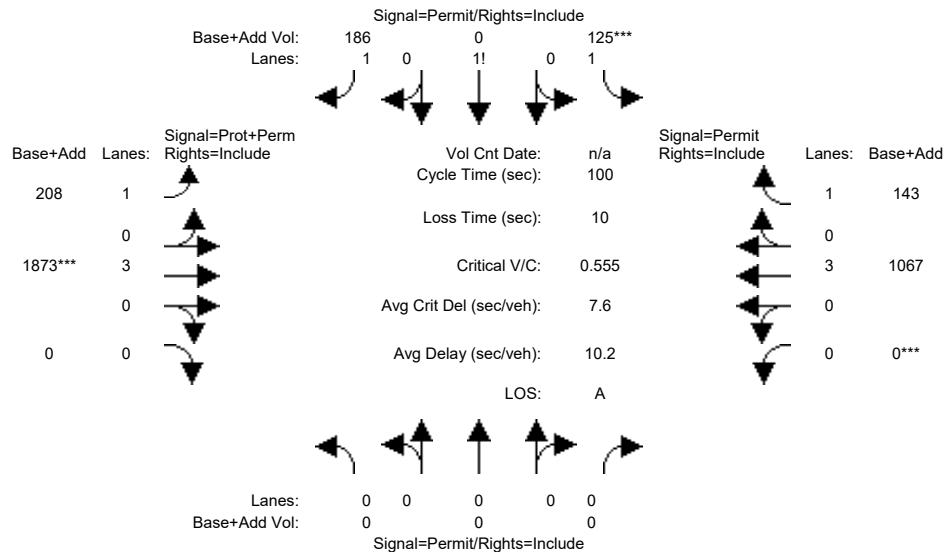
Intersection #3: Long Beach Blvd & Ocean Blvd



Street Name:	Long Beach Blvd						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	64	0	206	116	534	0	0	1711	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:	0	0	0	64	0	206	116	534	0	0	1711	134
Added Vol:	0	0	0	13	0	24	20	188	0	0	139	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	77	0	230	136	722	0	0	1850	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	77	0	230	136	722	0	0	1850	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	77	0	230	136	722	0	0	1850	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:	0	0	0	77	0	230	136	722	0	0	1850	141
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.00	0.00	2.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1600	0	3200	1600	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.07	0.09	0.15	0.00	0.00	0.39	0.09
Crit Moves:						****	****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
Opening PP PM

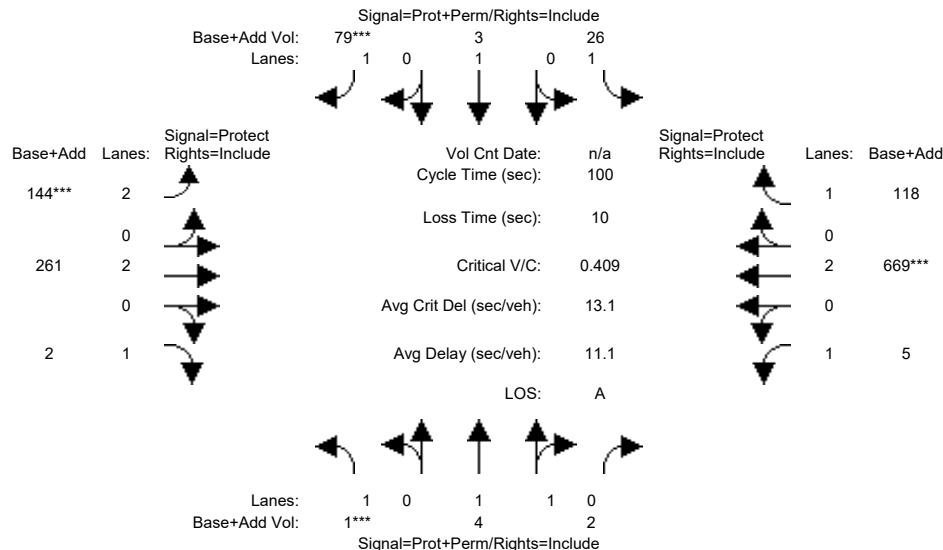
Intersection #3: Long Beach Blvd & Ocean Blvd



Street Name:	Long Beach Blvd						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	112	0	159	177	1697	0	0	844	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	112	0	159	177	1697	0	0	844	126
Added Vol:	0	0	0	13	0	27	31	176	0	0	223	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	125	0	186	208	1873	0	0	1067	143
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	125	0	186	208	1873	0	0	1067	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	125	0	186	208	1873	0	0	1067	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	125	0	186	208	1873	0	0	1067	143
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.20	0.01	1.79	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1929	0	2871	1600	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.06	0.13	0.39	0.00	0.00	0.22	0.09
Crit Moves:				****				****			****	

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
 Opening AM

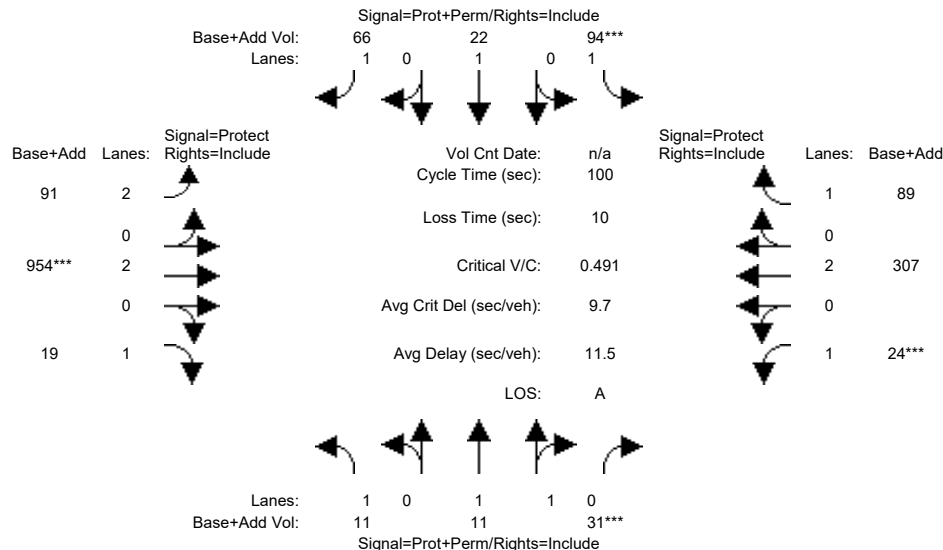
Intersection #4: Pine Ave & Shoreline Dr



Street Name:	Pine Ave						Shoreline Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	1	4	2	26	3	79	144	232	2	5	629	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:	1	4	2	26	3	79	144	232	2	5	629	118
Added Vol:	0	0	0	0	0	0	0	29	0	0	40	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	4	2	26	3	79	144	261	2	5	669	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	4	2	26	3	79	144	261	2	5	669	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	4	2	26	3	79	144	261	2	5	669	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1	4	2	26	3	79	144	261	2	5	669	118
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.33	0.67	1.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	2133	1067	1600	1600	1600	2880	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.05	0.05	0.08	0.00	0.00	0.21	0.07
Crit Moves:	****					****	****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
Opening PM

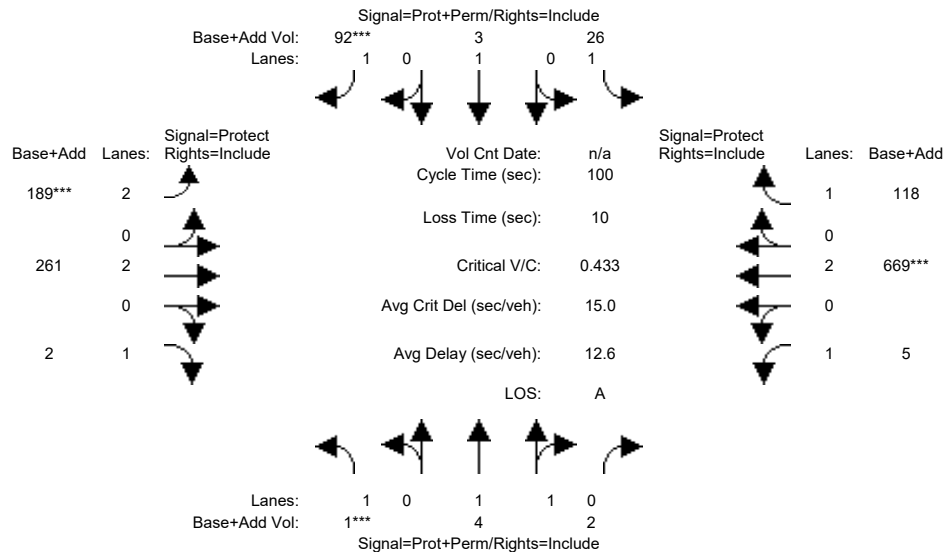
Intersection #4: Pine Ave & Shoreline Dr



Street Name:	Pine Ave						Shoreline Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	11	11	31	94	22	66	91	908	19	24	235	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:	11	11	31	94	22	66	91	908	19	24	235	89
Added Vol:	0	0	0	0	0	0	0	46	0	0	72	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	11	31	94	22	66	91	954	19	24	307	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	11	31	94	22	66	91	954	19	24	307	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	11	31	94	22	66	91	954	19	24	307	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	11	11	31	94	22	66	91	954	19	24	307	89
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	1600	1600	1600	1600	1600	2880	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.02	0.06	0.01	0.04	0.03	0.30	0.01	0.02	0.10	0.06
Crit Moves:			****	****				****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
Opening PP AM

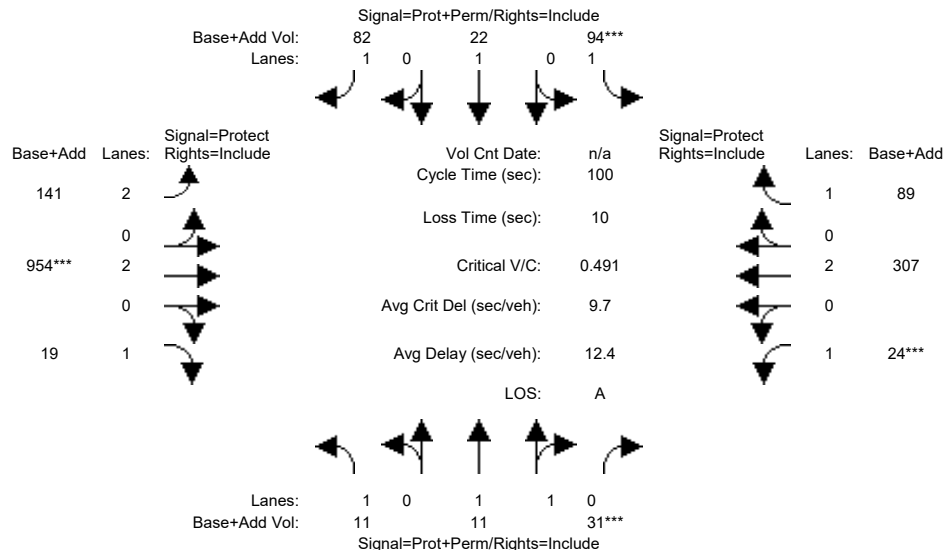
Intersection #4: Pine Ave & Shoreline Dr



Street Name:	Pine Ave						Shoreline Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	1	4	2	26	3	79	144	232	2	5	629	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:	1	4	2	26	3	79	144	232	2	5	629	118
Added Vol:	0	0	0	0	0	13	45	29	0	0	40	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	4	2	26	3	92	189	261	2	5	669	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	4	2	26	3	92	189	261	2	5	669	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	4	2	26	3	92	189	261	2	5	669	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1	4	2	26	3	92	189	261	2	5	669	118
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.33	0.67	1.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	2133	1067	1600	1600	1600	2880	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.06	0.07	0.08	0.00	0.00	0.21	0.07
Crit Moves:	****					****	****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
Opening PP PM

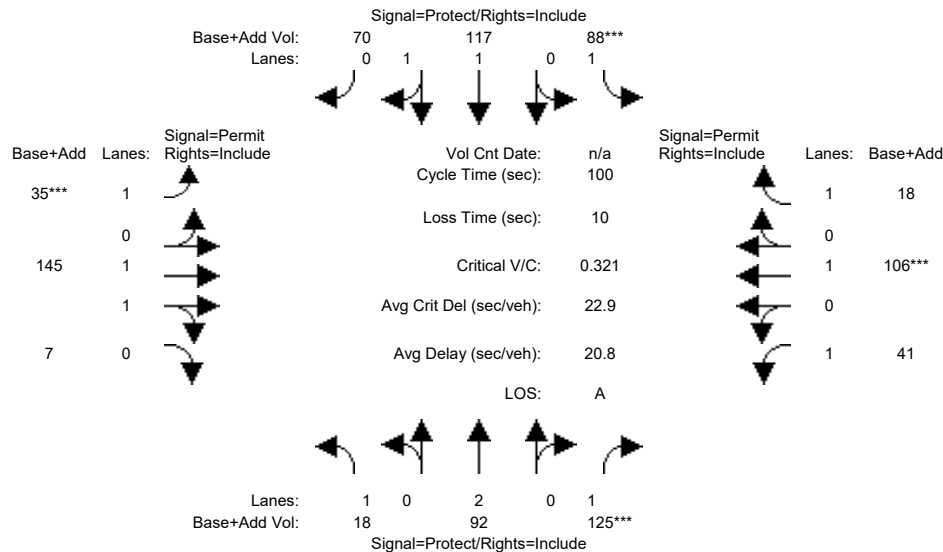
Intersection #4: Pine Ave & Shoreline Dr



Street Name:	Pine Ave						Shoreline Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	11	11	31	94	22	66	91	908	19	24	235	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:	11	11	31	94	22	66	91	908	19	24	235	89
Added Vol:	0	0	0	0	0	16	50	46	0	0	72	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	11	31	94	22	82	141	954	19	24	307	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	11	31	94	22	82	141	954	19	24	307	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	11	31	94	22	82	141	954	19	24	307	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	11	11	31	94	22	82	141	954	19	24	307	89
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	1600	1600	1600	1600	1600	2880	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.02	0.06	0.01	0.05	0.05	0.30	0.01	0.02	0.10	0.06
Crit Moves:			****	****				****		****		

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
 Opening AM

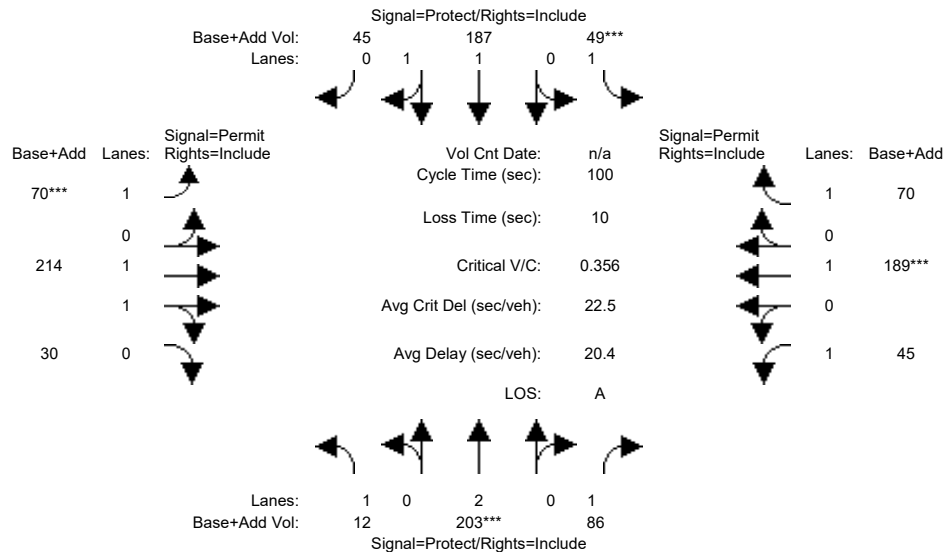
Intersection #5: Pine Ave & Seaside Way



Street Name:	Pine Ave						Seaside Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	18	92	125	87	117	68	32	66	7	41	50	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	92	125	87	117	68	32	66	7	41	50	17
Added Vol:	0	0	0	1	0	2	3	79	0	0	56	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	92	125	88	117	70	35	145	7	41	106	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	92	125	88	117	70	35	145	7	41	106	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	92	125	88	117	70	35	145	7	41	106	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	18	92	125	88	117	70	35	145	7	41	106	18
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.25	0.75	1.00	1.91	0.09	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	2002	1198	1600	3053	147	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.08	0.06	0.06	0.06	0.02	0.05	0.05	0.03	0.07	0.01
Crit Moves:			****		****			****			****	

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
 Opening PM

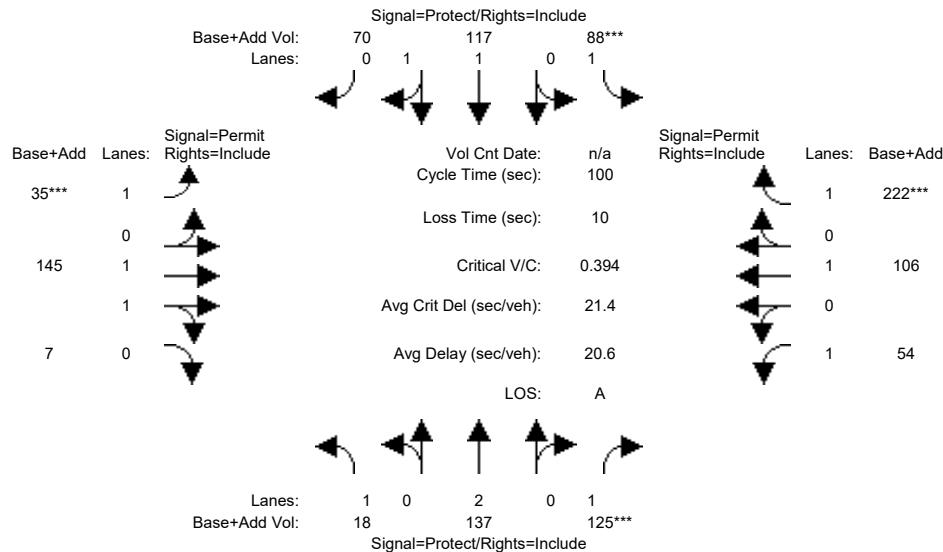
Intersection #5: Pine Ave & Seaside Way



Street Name:	Pine Ave						Seaside Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	12	203	86	47	187	42	65	130	30	45	109	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	203	86	47	187	42	65	130	30	45	109	68
Added Vol:	0	0	0	2	0	3	5	84	0	0	80	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	203	86	49	187	45	70	214	30	45	189	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	203	86	49	187	45	70	214	30	45	189	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	203	86	49	187	45	70	214	30	45	189	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	12	203	86	49	187	45	70	214	30	45	189	70
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.61	0.39	1.00	1.75	0.25	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	2579	621	1600	2807	393	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.06	0.05	0.03	0.07	0.07	0.04	0.08	0.08	0.03	0.12	0.04
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
 Opening PP AM

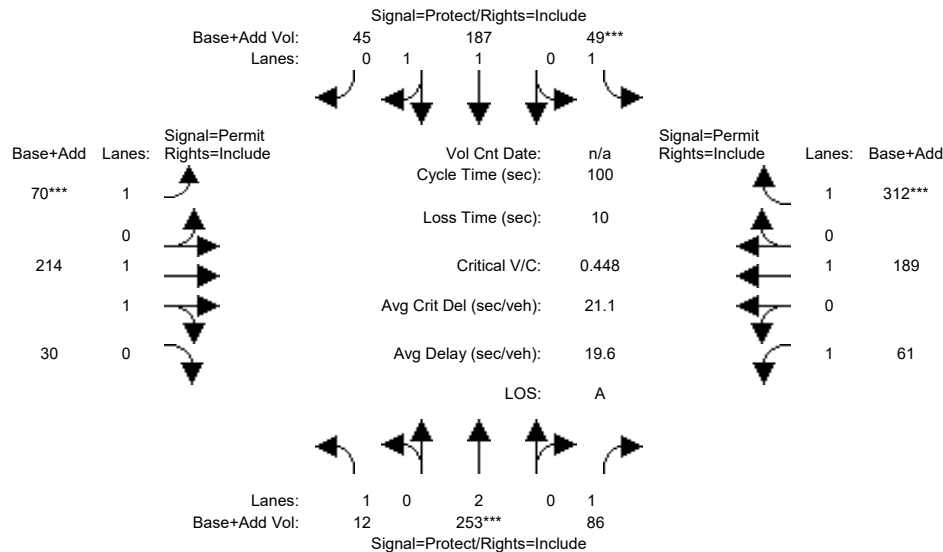
Intersection #5: Pine Ave & Seaside Way



Street Name:	Pine Ave						Seaside Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	18	92	125	87	117	68	32	66	7	41	50	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:	18	92	125	87	117	68	32	66	7	41	50	10
Added Vol:	0	45	0	1	0	2	3	79	0	13	56	212
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	137	125	88	117	70	35	145	7	54	106	222
User Adj:	1.00	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:	18	137	125	88	117	70	35	145	7	54	106	222
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	137	125	88	117	70	35	145	7	54	106	222
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	18	137	125	88	117	70	35	145	7	54	106	222
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.25	0.75	1.00	1.91	0.09	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	2002	1198	1600	3053	147	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.04	0.08	0.06	0.06	0.06	0.02	0.05	0.05	0.03	0.07	0.14
Crit Moves:			****		****			****				****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
Opening PP PM

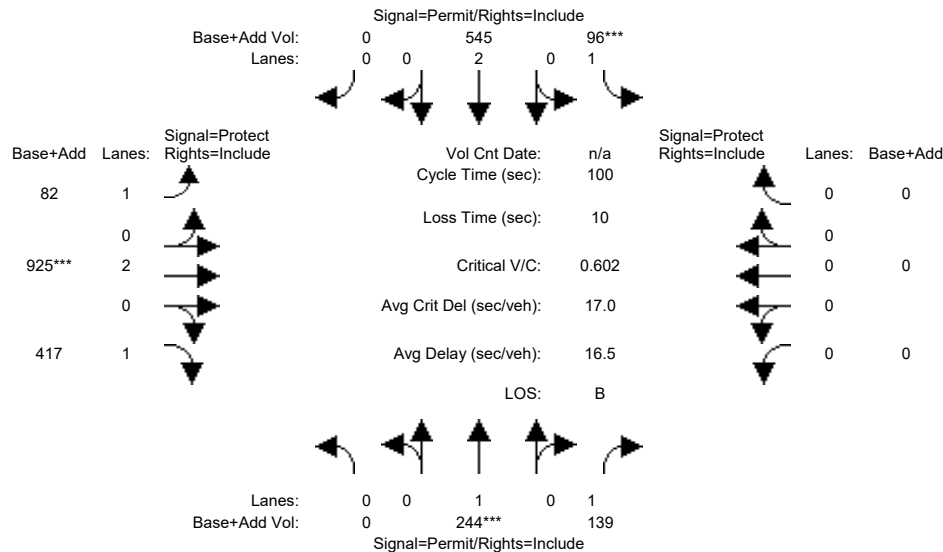
Intersection #5: Pine Ave & Seaside Way



Street Name:	Pine Ave						Seaside Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	12	203	86	47	187	42	65	130	30	45	109	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:	12	203	86	47	187	42	65	130	30	45	109	48
Added Vol:	0	50	0	2	0	3	5	84	0	16	80	264
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	253	86	49	187	45	70	214	30	61	189	312
User Adj:	1.00	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:	12	253	86	49	187	45	70	214	30	61	189	312
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	253	86	49	187	45	70	214	30	61	189	312
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	12	253	86	49	187	45	70	214	30	61	189	312
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.61	0.39	1.00	1.75	0.25	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	2579	621	1600	2807	393	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.08	0.05	0.03	0.07	0.07	0.04	0.08	0.08	0.04	0.12	0.20
Crit Moves:	****			****			****					****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
Opening AM

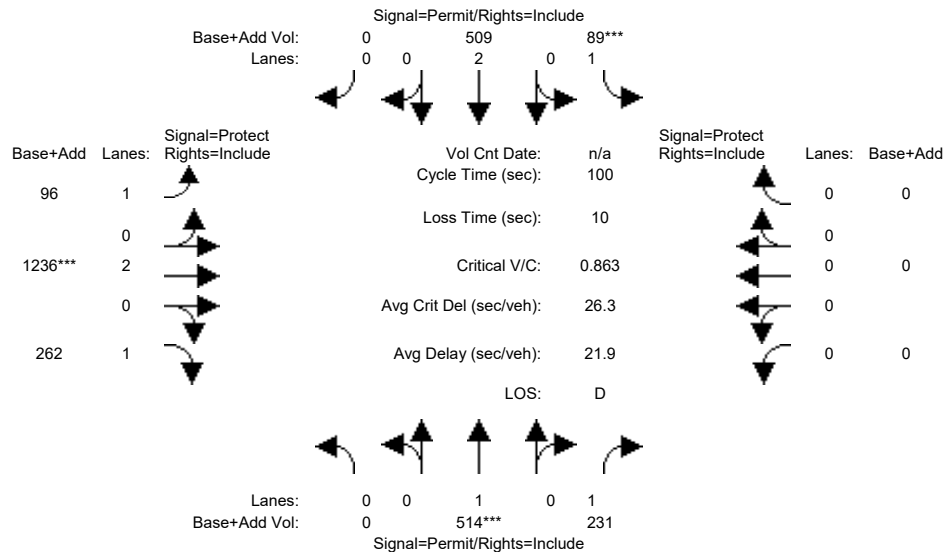
Intersection #6: Magnolia Ave & Broadway



Street Name:	Magnolia Ave						Broadway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	135	81	82	398	0	82	554	412	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	135	81	82	398	0	82	554	412	0	0	0
Added Vol:	0	109	58	14	147	0	0	371	5	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	244	139	96	545	0	82	925	417	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	244	139	96	545	0	82	925	417	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	244	139	96	545	0	82	925	417	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	244	139	96	545	0	82	925	417	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.00	2.00	0.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1600	1600	1600	3200	0	1600	3200	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.09	0.06	0.17	0.00	0.05	0.29	0.26	0.00	0.00	0.00
Crit Moves:	****			****			****					

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
Opening PM

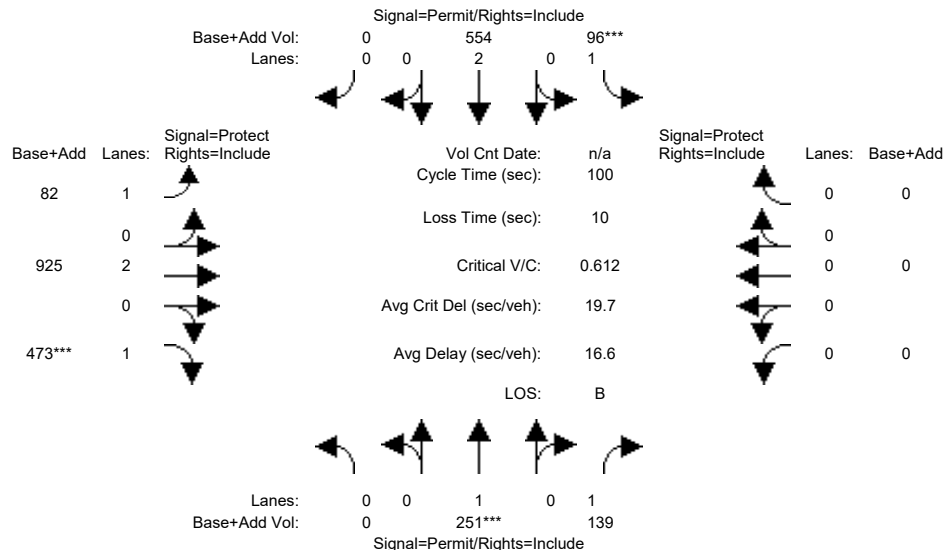
Intersection #6: Magnolia Ave & Broadway



Street Name:	Magnolia Ave						Broadway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	404	159	56	241	0	96	708	247	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	404	159	56	241	0	96	708	247	0	0	0
Added Vol:	0	110	72	33	268	0	0	528	15	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	514	231	89	509	0	96	1236	262	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	514	231	89	509	0	96	1236	262	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	514	231	89	509	0	96	1236	262	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	514	231	89	509	0	96	1236	262	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.00	2.00	0.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1600	1600	1600	3200	0	1600	3200	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.14	0.06	0.16	0.00	0.06	0.39	0.16	0.00	0.00	0.00
Crit Moves:	****			****			****					

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
 Opening PP AM

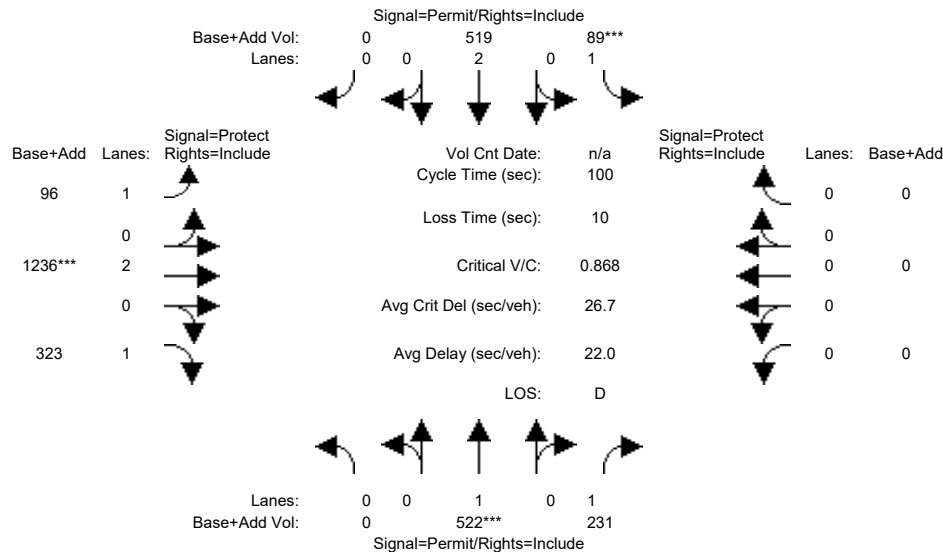
Intersection #6: Magnolia Ave & Broadway



Street Name:	Magnolia Ave						Broadway								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Min. Green:	0		0		0	0		0		0	0		0		0
Y+R:	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0		4.0
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Volume Module:															
Base Vol:	0		135		81	82		398		0	82		554		412
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	0		135		81	82		398		0	82		554		412
Added Vol:	0		116		58	14		156		0	0		371		61
PasserByVol:	0		0		0	0		0		0	0		0		0
Initial Fut:	0		251		139	96		554		0	82		925		473
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	0		251		139	96		554		0	82		925		473
Reduct Vol:	0		0		0	0		0		0	0		0		0
Reduced Vol:	0		251		139	96		554		0	82		925		473
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
FinalVolume:	0		251		139	96		554		0	82		925		473
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Saturation Flow Module:															
Sat/Lane:	1600		1600		1600	1600		1600		1600	1600		1600		1600
Adjustment:	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	1.00		2.00		0.00	1.00		2.00		1.00
Final Sat.:	0		1600		1600	1600		3200		0	1600		3200		1600
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Capacity Analysis Module:															
Vol/Sat:	0.00		0.16		0.09	0.06		0.17		0.00	0.05		0.29		0.30
Crit Moves:			****			****							****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
Opening PP PM

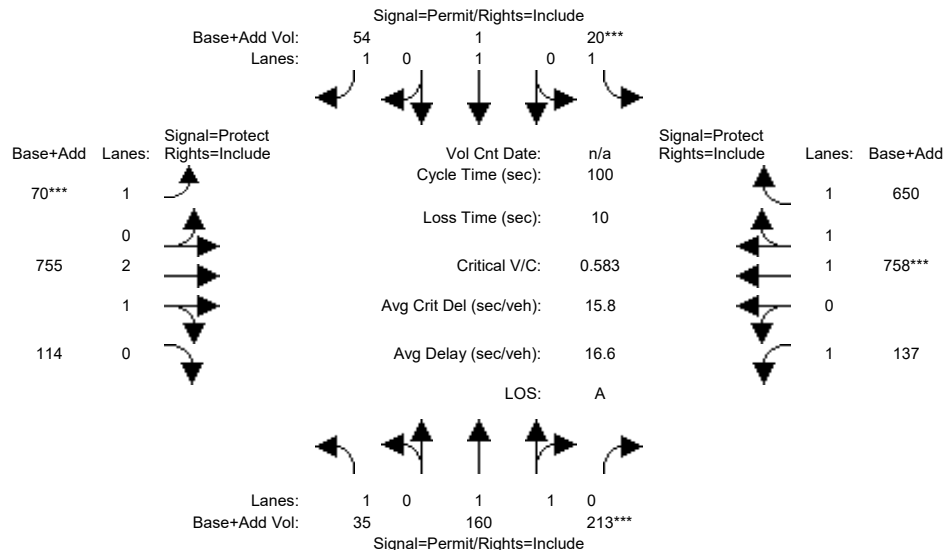
Intersection #6: Magnolia Ave & Broadway



Street Name:	Magnolia Ave						Broadway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	404	159	56	241	0	96	708	247	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	404	159	56	241	0	96	708	247	0	0	0
Added Vol:	0	118	72	33	278	0	0	528	76	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	522	231	89	519	0	96	1236	323	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	522	231	89	519	0	96	1236	323	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	522	231	89	519	0	96	1236	323	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	522	231	89	519	0	96	1236	323	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.00	2.00	0.00	1.00	2.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1600	1600	1600	3200	0	1600	3200	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.14	0.06	0.16	0.00	0.06	0.39	0.20	0.00	0.00	0.00
Crit Moves:	****			****			****					

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
 Opening AM

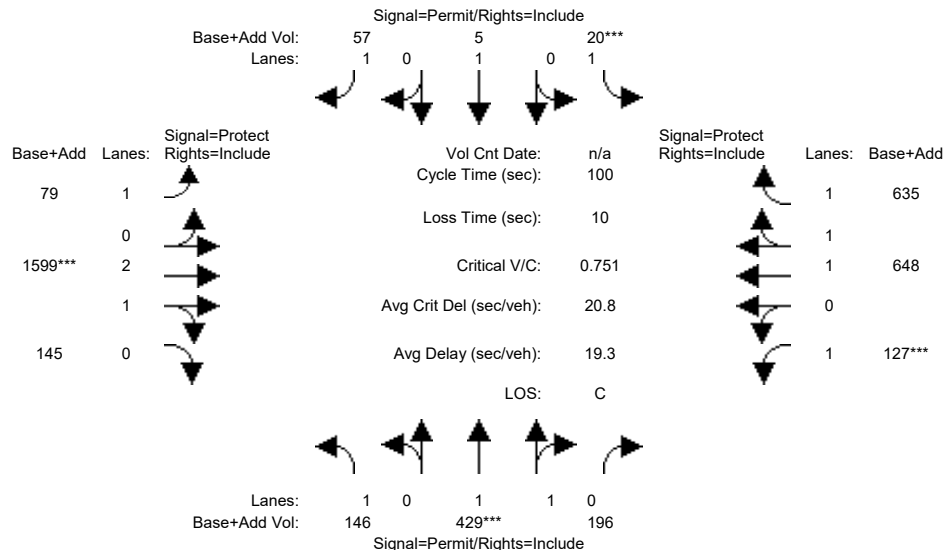
Intersection #7: Golden Shore Dr & Ocean Blvd



Street Name:	Golden Shore Dr						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	17	38	142	6	1	54	69	704	106	110	685	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	1.00
Initial Bse:	17	38	142	6	1	54	69	704	106	110	685	517
Added Vol:	18	122	71	14	0	0	1	51	8	27	73	133
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	160	213	20	1	54	70	755	114	137	758	650
User Adj:	1.00	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:	35	160	213	20	1	54	70	755	114	137	758	650
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	160	213	20	1	54	70	755	114	137	758	650
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	35	160	213	20	1	54	70	755	114	137	758	650
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.61	0.39	1.00	1.62	1.38
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	4170	630	1600	2584	2216
Capacity Analysis Module:												
Vol/Sat:	0.02	0.10	0.13	0.01	0.00	0.03	0.04	0.18	0.18	0.09	0.29	0.29
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
 Opening PM

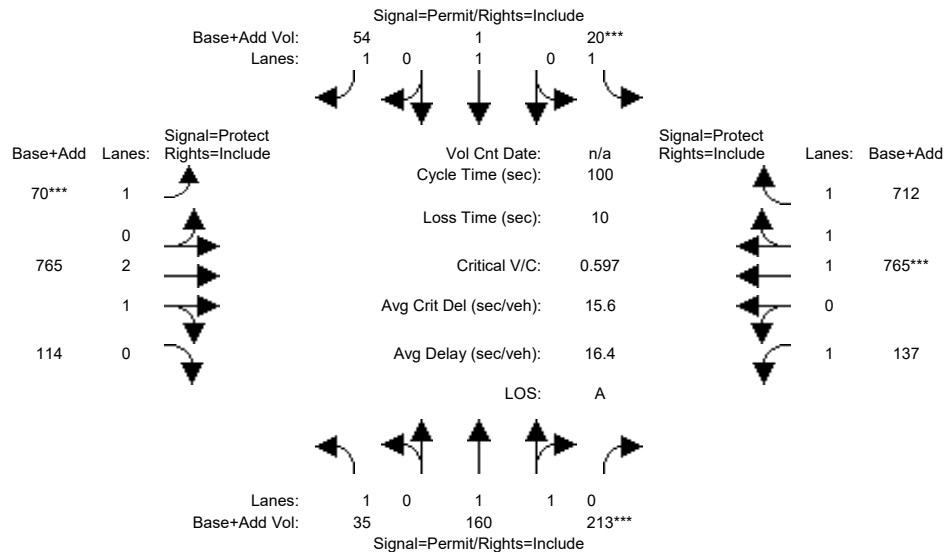
Intersection #7: Golden Shore Dr & Ocean Blvd



Street Name:	Golden Shore Dr						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	132	338	143	5	5	57	75	1518	125	50	573	547
Growth Adj:	1.00	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	338	143	5	5	57	75	1518	125	50	573	547
Added Vol:	14	91	53	15	0	0	4	81	20	77	75	88
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	146	429	196	20	5	57	79	1599	145	127	648	635
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	146	429	196	20	5	57	79	1599	145	127	648	635
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	429	196	20	5	57	79	1599	145	127	648	635
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	146	429	196	20	5	57	79	1599	145	127	648	635
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.37	0.63	1.00	1.00	1.00	1.00	2.75	0.25	1.00	1.52	1.48
Final Sat.:	1600	2196	1004	1600	1600	1600	1600	4401	399	1600	2424	2376
Capacity Analysis Module:												
Vol/Sat:	0.09	0.20	0.20	0.01	0.00	0.04	0.05	0.36	0.36	0.08	0.27	0.27
Crit Moves:	****			****				****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
Opening PP AM

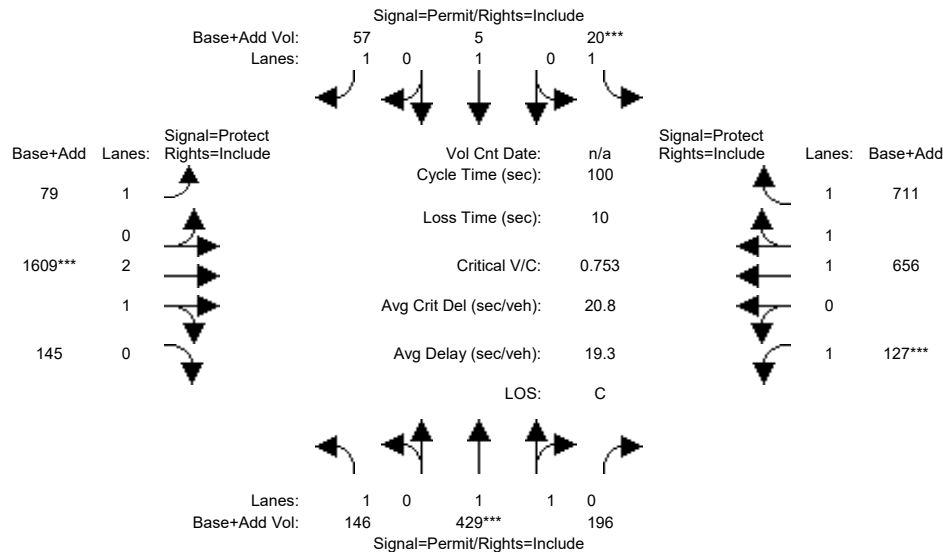
Intersection #7: Golden Shore Dr & Ocean Blvd



Street Name:	Golden Shore Dr						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	17	38	142	6	1	54	69	704	106	110	685	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	1.00
Initial Bse:	17	38	142	6	1	54	69	704	106	110	685	517
Added Vol:	18	122	71	14	0	0	1	61	8	27	80	195
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	160	213	20	1	54	70	765	114	137	765	712
User Adj:	1.00	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:	35	160	213	20	1	54	70	765	114	137	765	712
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	160	213	20	1	54	70	765	114	137	765	712
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	35	160	213	20	1	54	70	765	114	137	765	712
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.61	0.39	1.00	1.55	1.45
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	4177	623	1600	2486	2314
Capacity Analysis Module:												
Vol/Sat:	0.02	0.10	0.13	0.01	0.00	0.03	0.04	0.18	0.18	0.09	0.31	0.31
Crit Moves:			****		****			****			****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
Opening PP PM

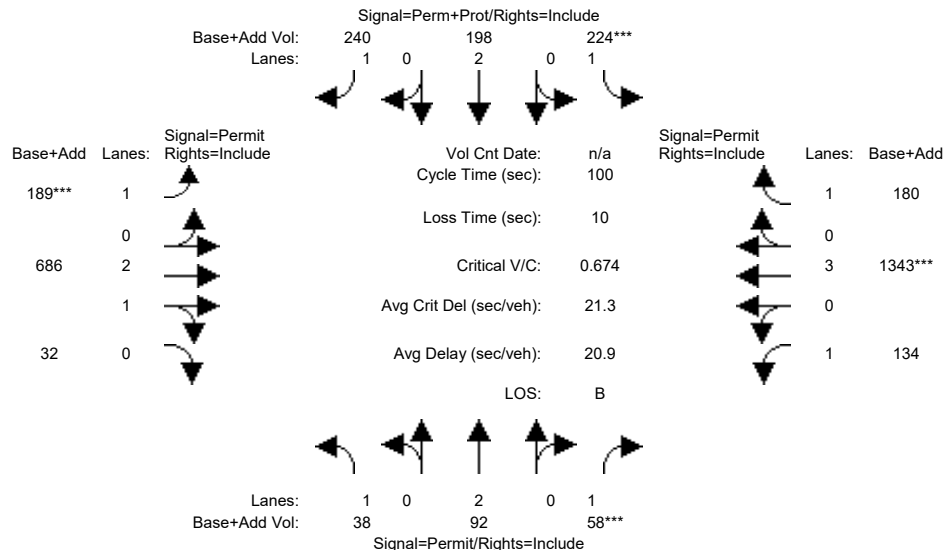
Intersection #7: Golden Shore Dr & Ocean Blvd



Street Name:	Golden Shore Dr						Ocean Blvd								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----			-----			-----			-----					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0		
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
-----	-----			-----			-----			-----					
Volume Module:															
Base Vol:	132	338	143	5	5	57	75	1518	125	50	573	547			
Growth Adj:	1.00	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	338	143	5	5	57	75	1518	125	50	573	547			
Added Vol:	14	91	53	15	0	0	4	91	20	77	83	164			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	146	429	196	20	5	57	79	1609	145	127	656	711			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	146	429	196	20	5	57	79	1609	145	127	656	711			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	146	429	196	20	5	57	79	1609	145	127	656	711			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	146	429	196	20	5	57	79	1609	145	127	656	711			
-----	-----			-----			-----			-----					
Saturation Flow Module:															
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	1.00	1.37	0.63	1.00	1.00	1.00	1.00	2.75	0.25	1.00	1.44	1.56			
Final Sat.:	1600	2196	1004	1600	1600	1600	1600	4403	397	1600	2303	2497			
-----	-----			-----			-----			-----					
Capacity Analysis Module:															
Vol/Sat:	0.09	0.20	0.20	0.01	0.00	0.04	0.05	0.37	0.37	0.08	0.28	0.28			
Crit Moves:	****			****			****			****					

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
 Opening AM

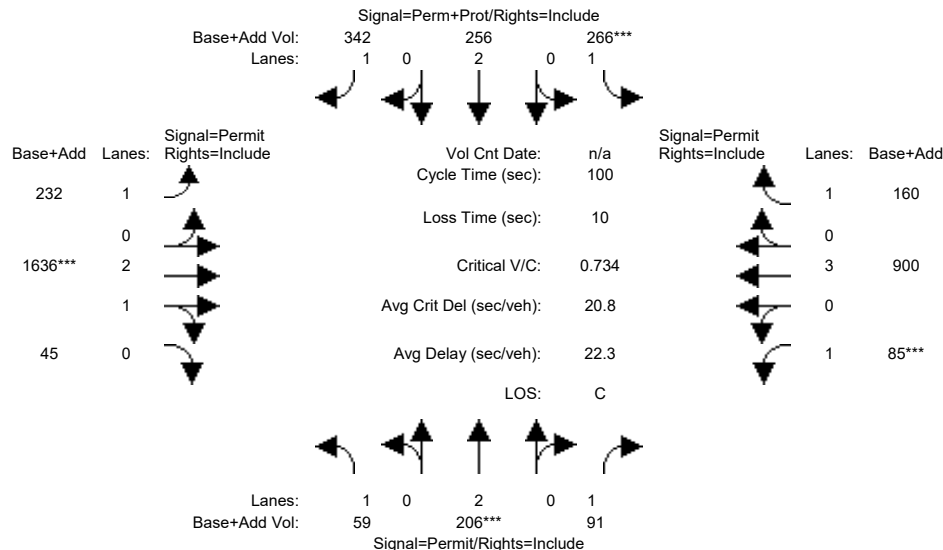
Intersection #8: Magnolia Ave & Ocean Blvd



Street Name:	Magnolia Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	34	21	49	187	107	192	127	624	22	119	1269	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:	34	21	49	187	107	192	127	624	22	119	1269	160
Added Vol:	4	71	9	37	91	48	62	62	10	15	74	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	92	58	224	198	240	189	686	32	134	1343	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	92	58	224	198	240	189	686	32	134	1343	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	92	58	224	198	240	189	686	32	134	1343	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
Final Volume:	38	92	58	224	198	240	189	686	32	134	1343	180
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.87	0.13	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4586	214	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.04	0.14	0.06	0.15	0.12	0.15	0.15	0.08	0.28	0.11
Crit Moves:			****		****		****				****	

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
 Opening PM

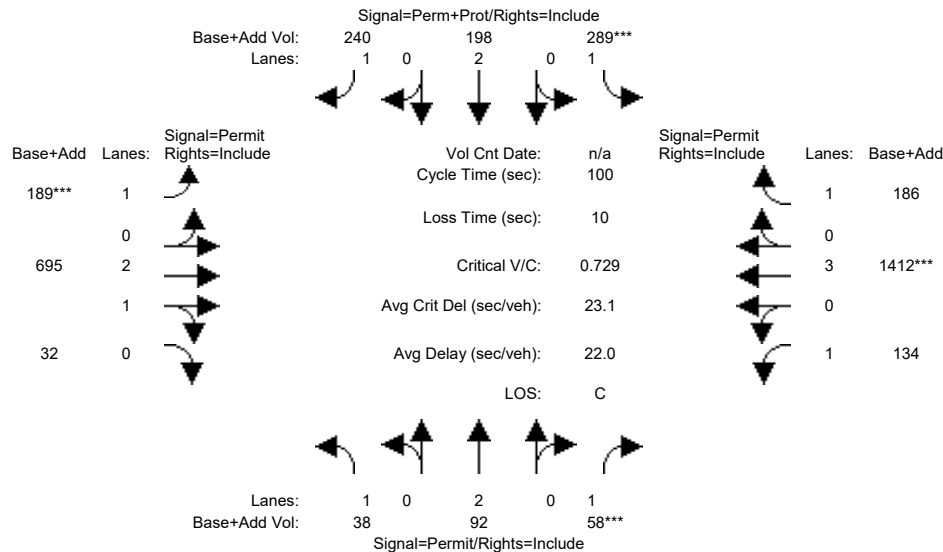
Intersection #8: Magnolia Ave & Ocean Blvd



Street Name:	Magnolia Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	48	103	72	223	96	266	171	1563	37	70	810	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:	48	103	72	223	96	266	171	1563	37	70	810	126
Added Vol:	11	103	19	43	160	76	61	73	8	15	90	34
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	206	91	266	256	342	232	1636	45	85	900	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	59	206	91	266	256	342	232	1636	45	85	900	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	206	91	266	256	342	232	1636	45	85	900	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	59	206	91	266	256	342	232	1636	45	85	900	160
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.92	0.08	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4672	128	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.06	0.06	0.17	0.08	0.21	0.15	0.35	0.35	0.05	0.19	0.10
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
Opening PP AM

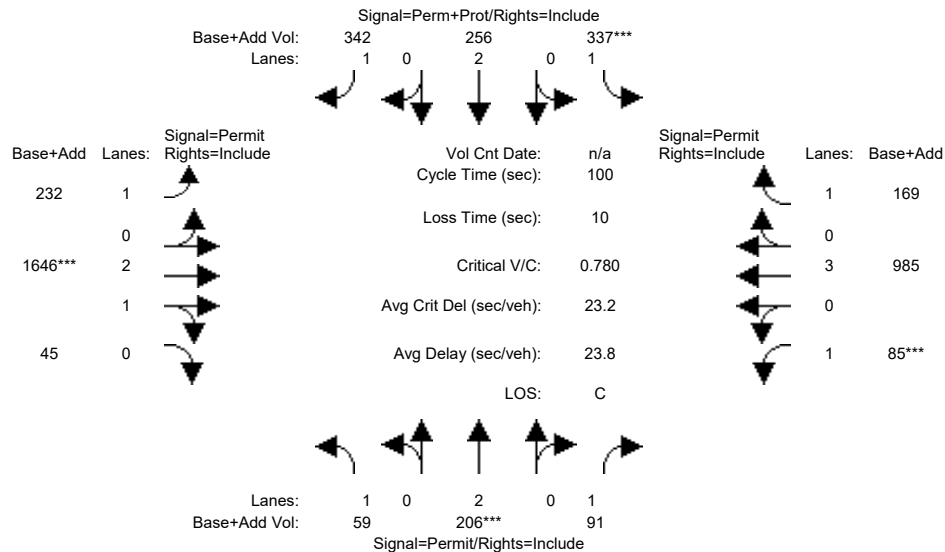
Intersection #8: Magnolia Ave & Ocean Blvd



Street Name:	Magnolia Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	34	21	49	187	107	192	127	624	22	119	1269	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:	34	21	49	187	107	192	127	624	22	119	1269	160
Added Vol:	4	71	9	102	91	48	62	71	10	15	143	26
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	92	58	289	198	240	189	695	32	134	1412	186
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	92	58	289	198	240	189	695	32	134	1412	186
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	92	58	289	198	240	189	695	32	134	1412	186
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	38	92	58	289	198	240	189	695	32	134	1412	186
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.87	0.13	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4589	211	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.04	0.18	0.06	0.15	0.12	0.15	0.15	0.08	0.29	0.12
Crit Moves:			****		****		****				****	

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
 Opening PP PM

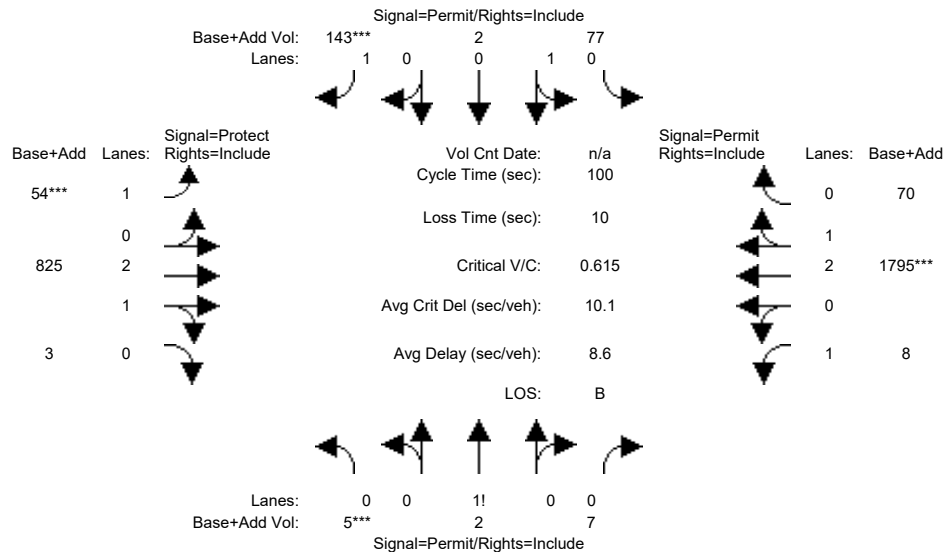
Intersection #8: Magnolia Ave & Ocean Blvd



Street Name:	Magnolia Ave						Ocean Blvd								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----			-----			-----			-----					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
-----	-----			-----			-----			-----					
Volume Module:															
Base Vol:	48	103	72	223	96	266	171	1563	37	70	810	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	1.00	1.00	1.00
Initial Bse:	48	103	72	223	96	266	171	1563	37	70	810	126			
Added Vol:	11	103	19	114	160	76	61	83	8	15	175	43			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	206	91	337	256	342	232	1646	45	85	985	169			
User Adj:	1.00	1.00	1.00	1.00	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	1.00	1.00	1.00
PHF Volume:	59	206	91	337	256	342	232	1646	45	85	985	169			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	206	91	337	256	342	232	1646	45	85	985	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	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	206	91	337	256	342	232	1646	45	85	985	169			
-----	-----			-----			-----			-----					
Saturation Flow Module:															
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.92	0.08	1.00	3.00	1.00			
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4672	128	1600	4800	1600			
-----	-----			-----			-----			-----					
Capacity Analysis Module:															
Vol/Sat:	0.04	0.06	0.06	0.21	0.08	0.21	0.15	0.35	0.35	0.05	0.21	0.11			
Crit Moves:	****			****			****			****					

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
Opening AM

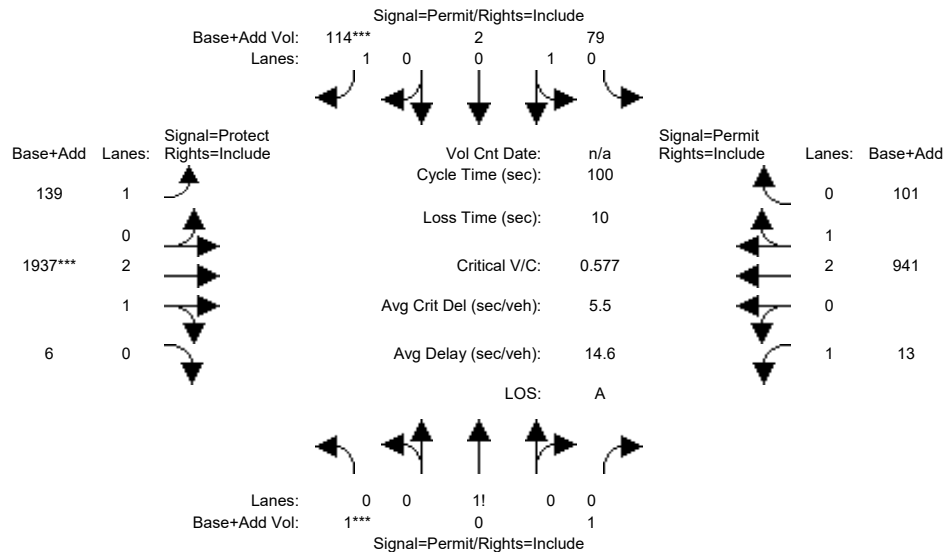
Intersection #9: Atlantic Ave & Ocean Blvd



Street Name:	Atlantic Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	5	2	7	70	2	139	50	668	3	8	1708	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	2	7	70	2	139	50	668	3	8	1708	60
Added Vol:	0	0	0	7	0	4	4	157	0	0	87	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	2	7	77	2	143	54	825	3	8	1795	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	2	7	77	2	143	54	825	3	8	1795	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	2	7	77	2	143	54	825	3	8	1795	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	5	2	7	77	2	143	54	825	3	8	1795	70
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.36	0.14	0.50	0.97	0.03	1.00	1.00	2.99	0.01	1.00	2.89	0.11
Final Sat.:	571	229	800	1559	41	1600	1600	4783	17	1600	4620	180
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.01	0.05	0.05	0.09	0.03	0.17	0.17	0.01	0.39	0.39
Crit Moves:	****					****	****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
Opening PM

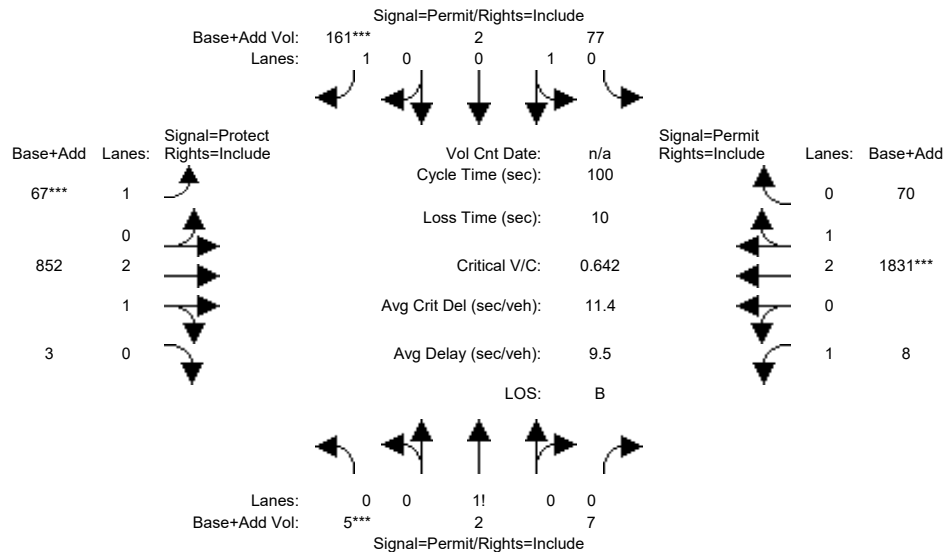
Intersection #9: Atlantic Ave & Ocean Blvd



Street Name:	Atlantic Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	1	0	1	66	2	110	135	1803	6	13	765	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:	1	0	1	66	2	110	135	1803	6	13	765	89
Added Vol:	0	0	0	13	0	4	4	134	0	0	176	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	0	1	79	2	114	139	1937	6	13	941	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	0	1	79	2	114	139	1937	6	13	941	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	1	79	2	114	139	1937	6	13	941	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:	1	0	1	79	2	114	139	1937	6	13	941	101
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.50	0.00	0.50	0.98	0.02	1.00	1.00	2.99	0.01	1.00	2.71	0.29
Final Sat.:	800	0	800	1560	40	1600	1600	4785	15	1600	4335	465
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.05	0.07	0.09	0.40	0.40	0.01	0.22	0.22
Crit Moves:	***					***		***				

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
Opening PP AM

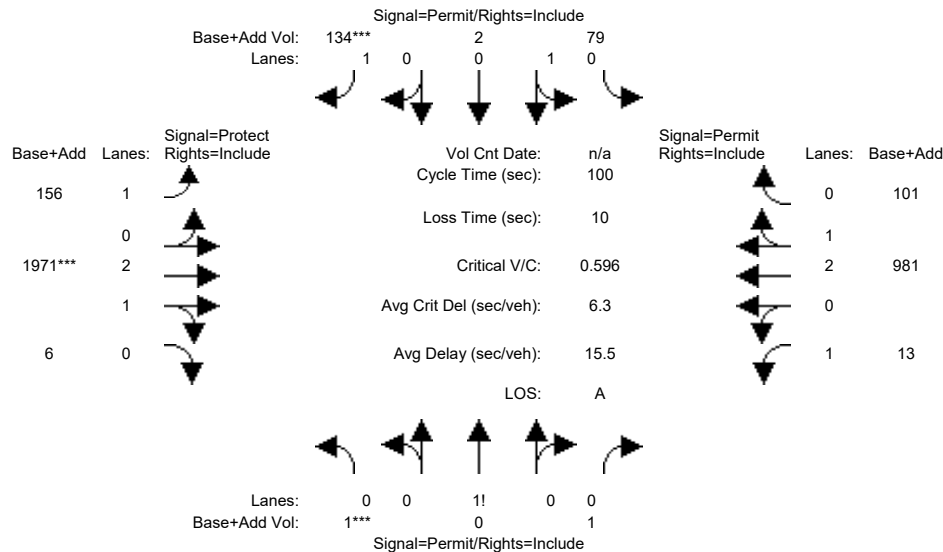
Intersection #9: Atlantic Ave & Ocean Blvd



Street Name:	Atlantic Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	5	2	7	70	2	139	50	668	3	8	1708	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	2	7	70	2	139	50	668	3	8	1708	60
Added Vol:	0	0	0	7	0	22	17	184	0	0	123	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	2	7	77	2	161	67	852	3	8	1831	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	2	7	77	2	161	67	852	3	8	1831	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	2	7	77	2	161	67	852	3	8	1831	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	2	7	77	2	161	67	852	3	8	1831	70
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.36	0.14	0.50	0.97	0.03	1.00	1.00	2.99	0.01	1.00	2.89	0.11
Final Sat.:	571	229	800	1559	41	1600	1600	4783	17	1600	4623	177
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.01	0.05	0.05	0.10	0.04	0.18	0.18	0.01	0.40	0.40
Crit Moves:	****					****	****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
Opening PP PM

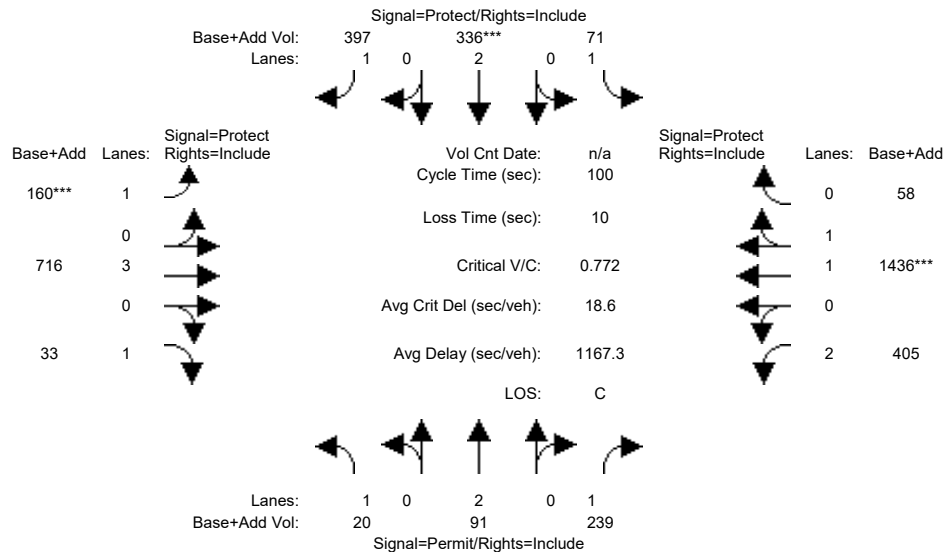
Intersection #9: Atlantic Ave & Ocean Blvd



Street Name:	Atlantic Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	1	0	1	66	2	110	135	1803	6	13	765	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:	1	0	1	66	2	110	135	1803	6	13	765	89
Added Vol:	0	0	0	13	0	24	21	168	0	0	216	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	0	1	79	2	134	156	1971	6	13	981	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	0	1	79	2	134	156	1971	6	13	981	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	1	79	2	134	156	1971	6	13	981	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:	1	0	1	79	2	134	156	1971	6	13	981	101
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.50	0.00	0.50	0.98	0.02	1.00	1.00	2.99	0.01	1.00	2.72	0.28
Final Sat.:	800	0	800	1560	40	1600	1600	4785	15	1600	4352	448
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.05	0.08	0.10	0.41	0.41	0.01	0.23	0.23
Crit Moves:	***					***		***				

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
Opening AM

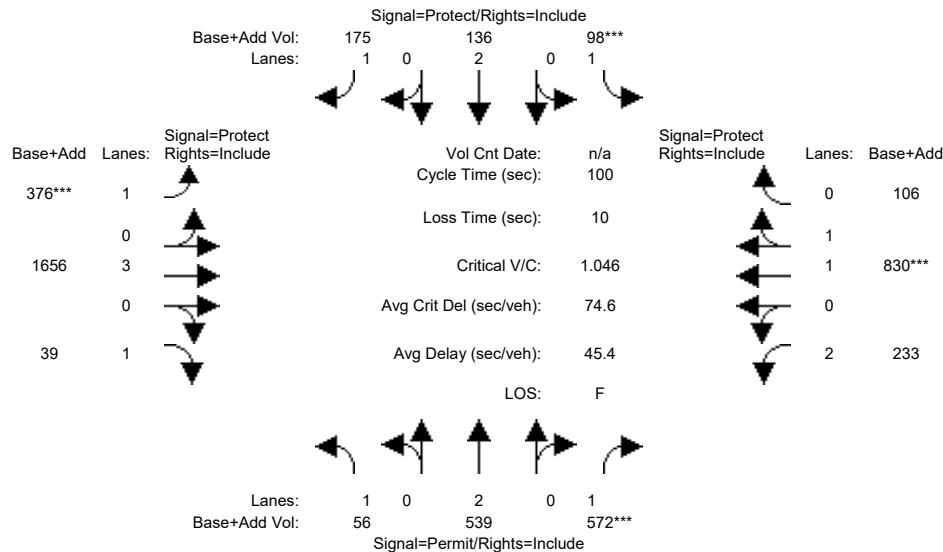
Intersection #10: Alamos Ave & Ocean Blvd



Street Name:	Alamos Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	91	210	54	336	367	123	589	33	365	1370	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:	20	91	210	54	336	367	123	589	33	365	1370	47
Added Vol:	0	0	29	17	0	30	37	127	0	40	66	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	91	239	71	336	397	160	716	33	405	1436	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	91	239	71	336	397	160	716	33	405	1436	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	91	239	71	336	397	160	716	33	405	1436	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	20	91	239	71	336	397	160	716	33	405	1436	58
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	2.00	1.92	0.08
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4800	1600	3200	3076	124
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.15	0.04	0.11	0.25	0.10	0.15	0.02	0.13	0.47	0.47
Crit Moves:					****		****			****		

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
 Opening PM

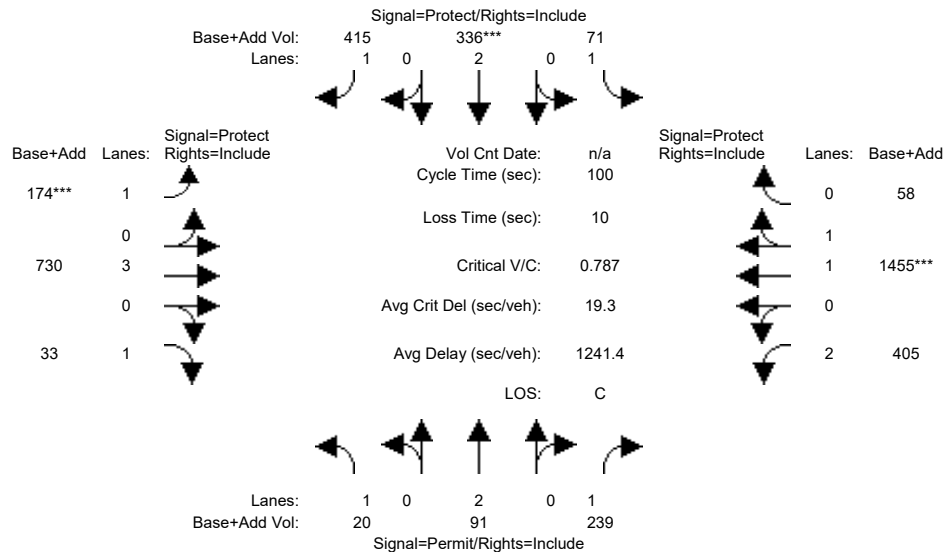
Intersection #10: Alamos Ave & Ocean Blvd



Street Name:	Alamos Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	56	539	526	81	136	132	337	1547	39	161	685	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:	56	539	526	81	136	132	337	1547	39	161	685	86
Added Vol:	0	0	46	17	0	43	39	109	0	72	145	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	539	572	98	136	175	376	1656	39	233	830	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	539	572	98	136	175	376	1656	39	233	830	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	539	572	98	136	175	376	1656	39	233	830	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	56	539	572	98	136	175	376	1656	39	233	830	106
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	2.00	1.77	0.23
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4800	1600	3200	2838	362
Capacity Analysis Module:												
Vol/Sat:	0.04	0.17	0.36	0.06	0.04	0.11	0.24	0.34	0.02	0.07	0.29	0.29
Crit Moves:			****			****			****			****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
Opening PP AM

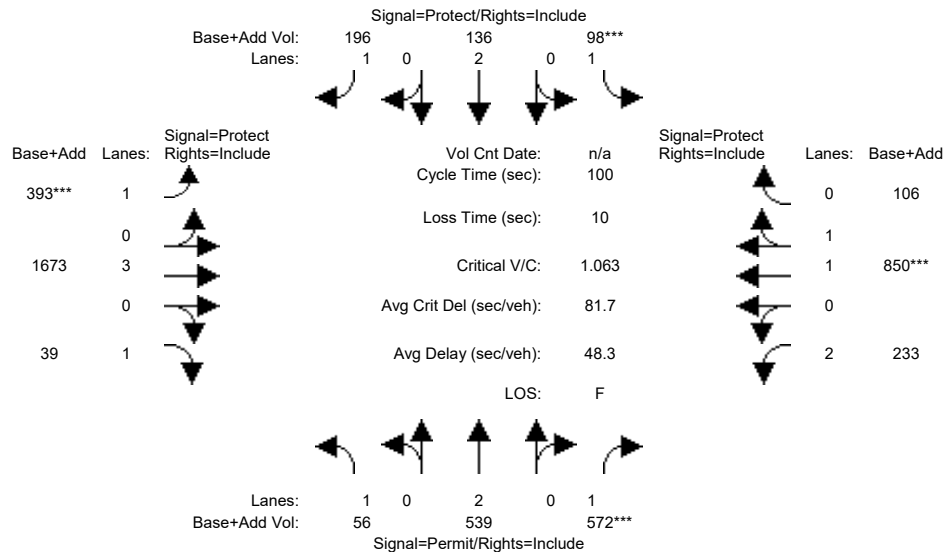
Intersection #10: Alamos Ave & Ocean Blvd



Street Name:	Alamitos Ave						Ocean Blvd								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----			-----			-----			-----					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0		
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
-----	-----			-----			-----			-----					
Volume Module:															
Base Vol:	20	91	210	54	336	367	123	589	33	365	1370	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:	20	91	210	54	336	367	123	589	33	365	1370	47			
Added Vol:	0	0	29	17	0	48	51	141	0	40	85	11			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	20	91	239	71	336	415	174	730	33	405	1455	58			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	20	91	239	71	336	415	174	730	33	405	1455	58			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	20	91	239	71	336	415	174	730	33	405	1455	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:	20	91	239	71	336	415	174	730	33	405	1455	58			
-----	-----			-----			-----			-----					
Saturation Flow Module:															
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	2.00	1.92	0.08			
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4800	1600	3200	3077	123			
-----	-----			-----			-----			-----					
Capacity Analysis Module:															
Vol/Sat:	0.01	0.03	0.15	0.04	0.11	0.26	0.11	0.15	0.02	0.13	0.47	0.47			
Crit Moves:					****		****			****					

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
 Opening PP PM

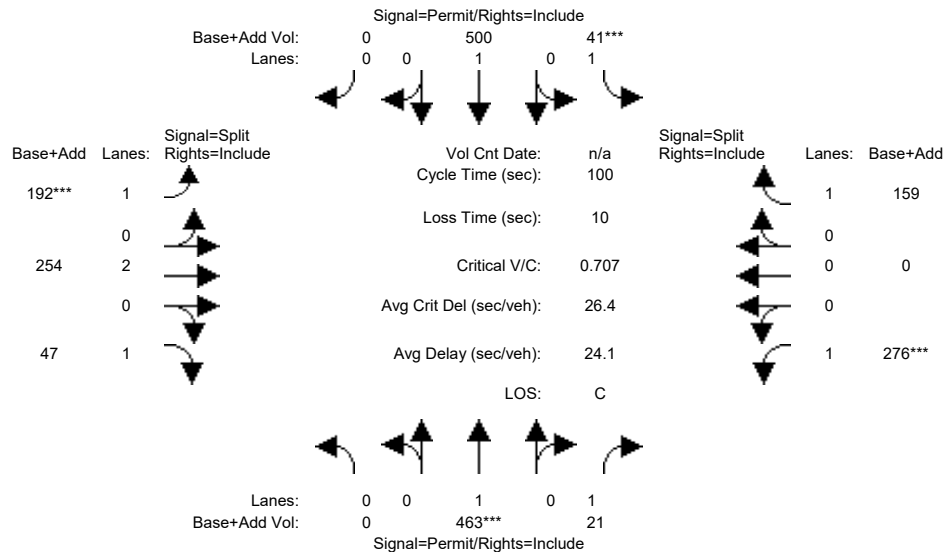
Intersection #10: Alamos Ave & Ocean Blvd



Street Name:	Alamos Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	56	539	526	81	136	132	337	1547	39	161	685	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:	56	539	526	81	136	132	337	1547	39	161	685	86
Added Vol:	0	0	46	17	0	64	56	126	0	72	165	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	539	572	98	136	196	393	1673	39	233	850	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	539	572	98	136	196	393	1673	39	233	850	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	539	572	98	136	196	393	1673	39	233	850	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	56	539	572	98	136	196	393	1673	39	233	850	106
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	2.00	1.78	0.22
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4800	1600	3200	2845	355
Capacity Analysis Module:												
Vol/Sat:	0.04	0.17	0.36	0.06	0.04	0.12	0.25	0.35	0.02	0.07	0.30	0.30
Crit Moves:			****			****			****			****

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
 Opening AM

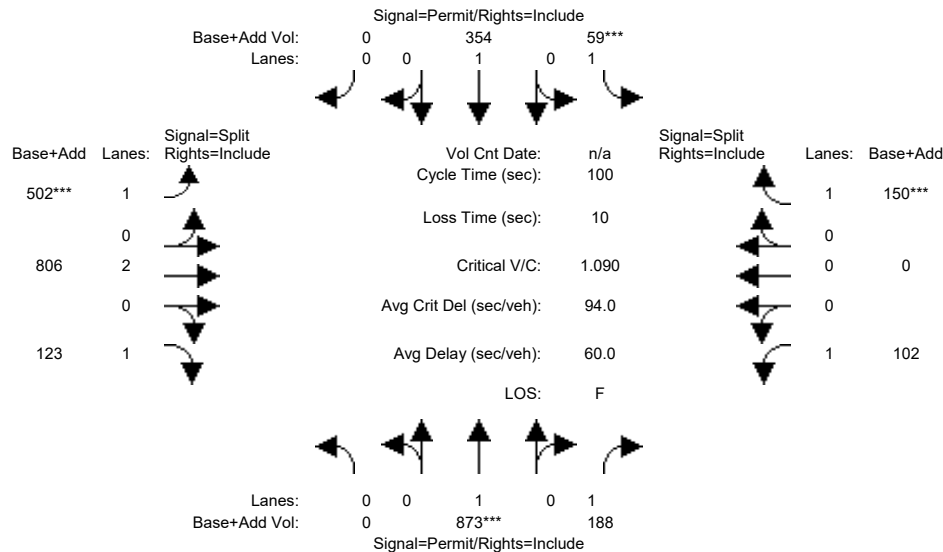
Intersection #11: Alamitos Ave & Broadway



Street Name:	Alamitos Ave						Broadway								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----			-----			-----			-----					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0		
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
-----	-----			-----			-----			-----					
Volume Module:															
Base Vol:	0	333	21	41	468	0	94	196	21	276	0	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:	0	333	21	41	468	0	94	196	21	276	0	159			
Added Vol:	0	130	0	0	32	0	98	58	26	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	0	463	21	41	500	0	192	254	47	276	0	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:	1.00	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	463	21	41	500	0	192	254	47	276	0	159			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	463	21	41	500	0	192	254	47	276	0	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:	0	463	21	41	500	0	192	254	47	276	0	159			
-----	-----			-----			-----			-----					
Saturation Flow Module:															
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600			
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	1.00	1.00	0.00	1.00	2.00	1.00	1.00	0.00	1.00			
Final Sat.:	0	1600	1600	1600	1600	0	1600	3200	1600	1600	0	1600			
-----	-----			-----			-----			-----					
Capacity Analysis Module:															
Vol/Sat:	0.00	0.29	0.01	0.03	0.31	0.00	0.12	0.08	0.03	0.17	0.00	0.10			
Crit Moves:	****			****			****			****					

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
 Opening PM

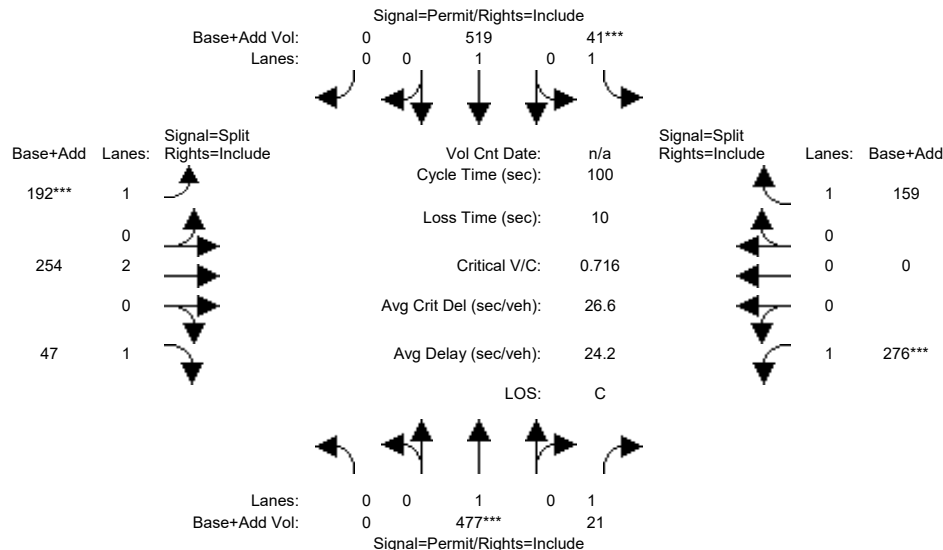
Intersection #11: Alamos Ave & Broadway



Street Name:	Alamos Ave						Broadway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	770	188	59	288	0	388	736	47	102	0	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	770	188	59	288	0	388	736	47	102	0	150
Added Vol:	0	103	0	0	66	0	114	70	76	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	873	188	59	354	0	502	806	123	102	0	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	873	188	59	354	0	502	806	123	102	0	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	873	188	59	354	0	502	806	123	102	0	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	873	188	59	354	0	502	806	123	102	0	150
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.00	1.00	0.00	1.00	2.00	1.00	1.00	0.00	1.00
Final Sat.:	0	1600	1600	1600	1600	0	1600	3200	1600	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.55	0.12	0.04	0.22	0.00	0.31	0.25	0.08	0.06	0.00	0.09
Crit Moves:	****			****			****					****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
Opening PP AM

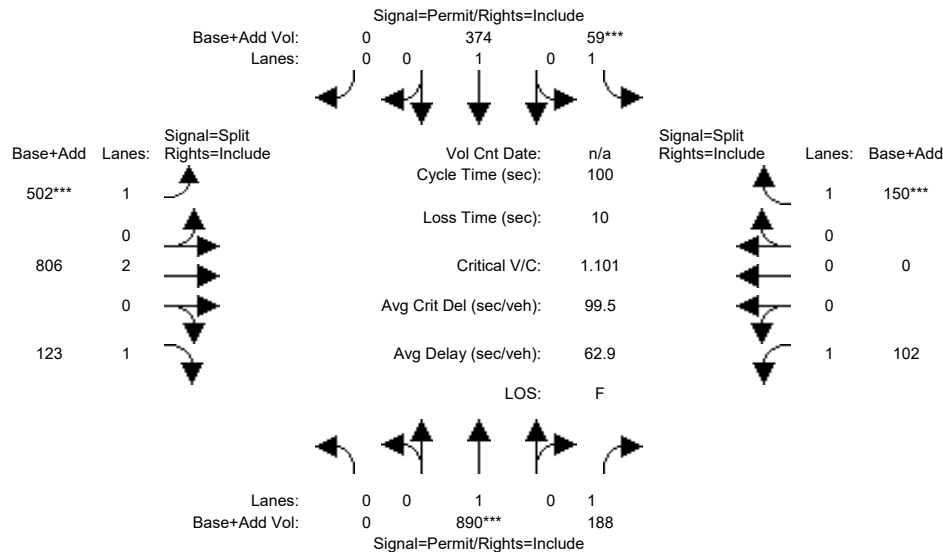
Intersection #11: Alamos Ave & Broadway



Street Name:	Alamos Ave						Broadway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	333	21	41	468	0	94	196	21	276	0	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:	0	333	21	41	468	0	94	196	21	276	0	159
Added Vol:	0	144	0	0	51	0	98	58	26	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	477	21	41	519	0	192	254	47	276	0	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:	1.00	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	477	21	41	519	0	192	254	47	276	0	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	477	21	41	519	0	192	254	47	276	0	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
Final Volume:	0	477	21	41	519	0	192	254	47	276	0	159
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.00	1.00	0.00	1.00	2.00	1.00	1.00	0.00	1.00
Final Sat.:	0	1600	1600	1600	1600	0	1600	3200	1600	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.01	0.03	0.32	0.00	0.12	0.08	0.03	0.17	0.00	0.10
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
Opening PP PM

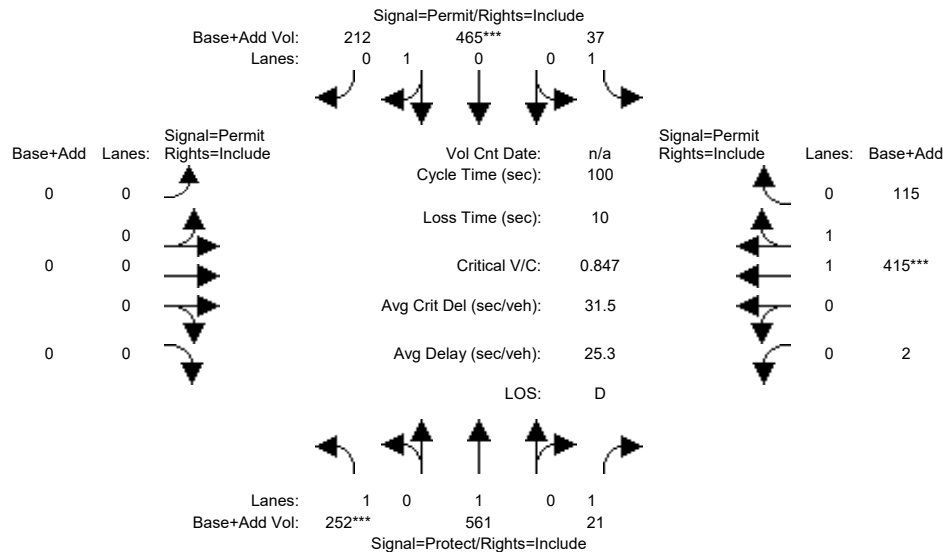
Intersection #11: Alamos Ave & Broadway



Street Name:	Alamos Ave						Broadway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	770	188	59	288	0	388	736	47	102	0	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	770	188	59	288	0	388	736	47	102	0	150
Added Vol:	0	120	0	0	86	0	114	70	76	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	890	188	59	374	0	502	806	123	102	0	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	890	188	59	374	0	502	806	123	102	0	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	890	188	59	374	0	502	806	123	102	0	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	890	188	59	374	0	502	806	123	102	0	150
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.00	1.00	0.00	1.00	2.00	1.00	1.00	0.00	1.00
Final Sat.:	0	1600	1600	1600	1600	0	1600	3200	1600	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.56	0.12	0.04	0.23	0.00	0.31	0.25	0.08	0.06	0.00	0.09
Crit Moves:	****			****			****					****

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
 Opening AM

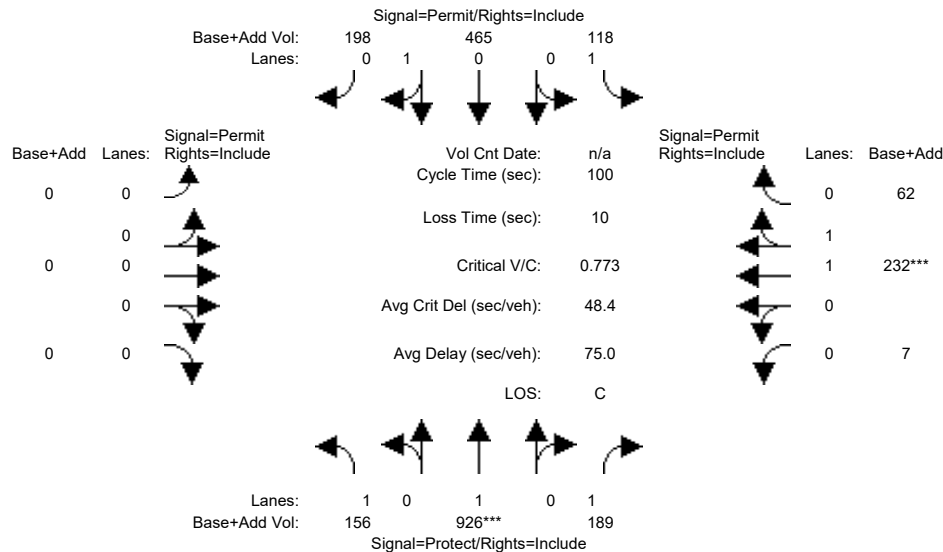
Intersection #12: Alamos Ave & 3rd Street



Street Name:	Alamos Ave						3rd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	182	402	21	37	433	127	0	0	0	2	359	115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	182	402	21	37	433	127	0	0	0	2	359	115
Added Vol:	70	159	0	0	32	85	0	0	0	0	56	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	252	561	21	37	465	212	0	0	0	2	415	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	252	561	21	37	465	212	0	0	0	2	415	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	252	561	21	37	465	212	0	0	0	2	415	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	252	561	21	37	465	212	0	0	0	2	415	115
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.69	0.31	0.00	0.00	0.00	0.01	1.56	0.43
Final Sat.:	1600	1600	1600	1600	1099	501	0	0	0	12	2496	692
Capacity Analysis Module:												
Vol/Sat:	0.16	0.35	0.01	0.02	0.42	0.42	0.00	0.00	0.00	0.00	0.17	0.17
Crit Moves:	****				****						****	

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
 Opening PM

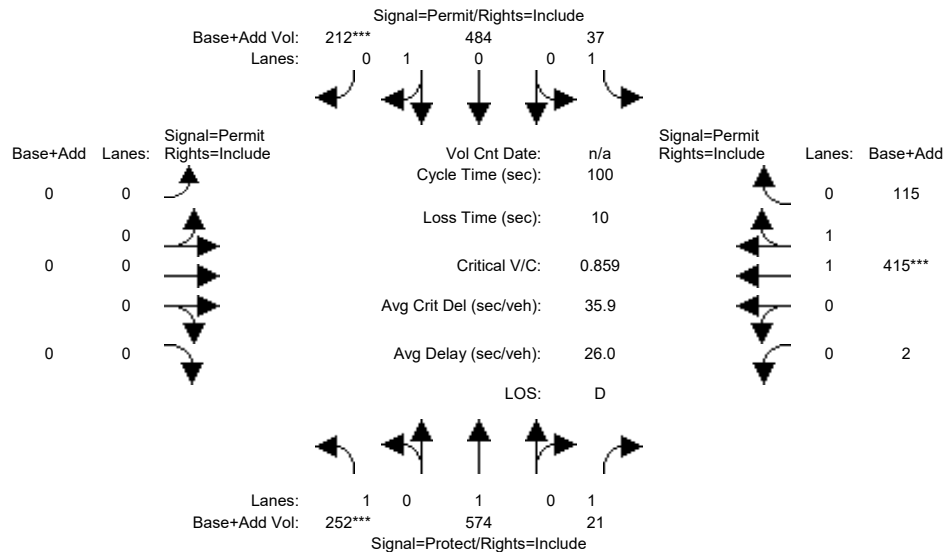
Intersection #12: Alamitos Ave & 3rd Street



Street Name:	Alamitos Ave						3rd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	103	762	189	118	399	76	0	0	0	7	163	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:	103	762	189	118	399	76	0	0	0	7	163	62
Added Vol:	53	164	0	0	66	122	0	0	0	0	69	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	156	926	189	118	465	198	0	0	0	7	232	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	156	926	189	118	465	198	0	0	0	7	232	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	926	189	118	465	198	0	0	0	7	232	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	156	926	189	118	465	198	0	0	0	7	232	62
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.70	0.30	0.00	0.00	0.00	0.05	1.54	0.41
Final Sat.:	1600	1600	1600	1600	1122	478	0	0	0	74	2466	659
Capacity Analysis Module:												
Vol/Sat:	0.10	0.58	0.12	0.07	0.41	0.41	0.00	0.00	0.00	0.00	0.09	0.09
Crit Moves:	****						****					

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
 Opening PP AM

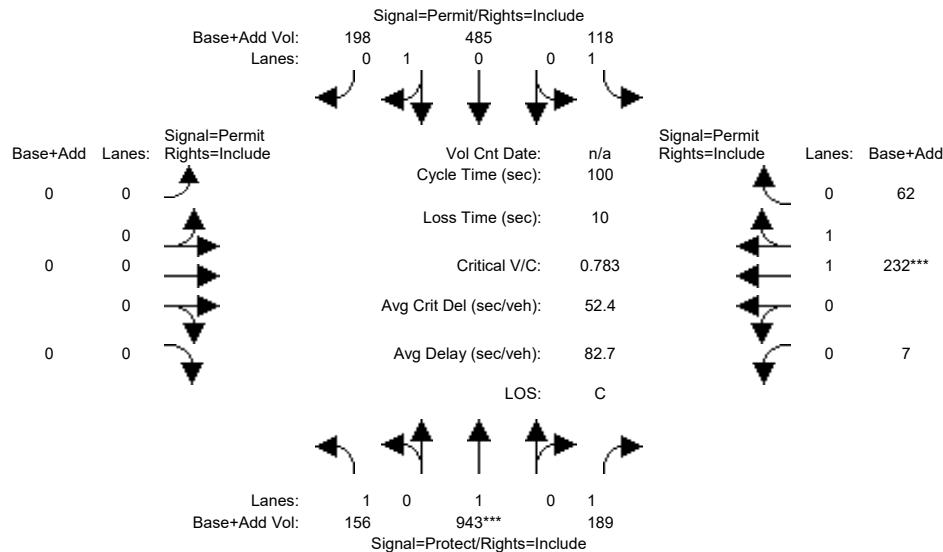
Intersection #12: Alamitos Ave & 3rd Street



Street Name:	Alamitos Ave						3rd Street								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----			-----			-----			-----					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0		
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
-----	-----			-----			-----			-----					
Volume Module:															
Base Vol:	182	402	21	37	433	127	0	0	0	2	359	115			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	182	402	21	37	433	127	0	0	0	2	359	115			
Added Vol:	70	172	0	0	51	85	0	0	0	0	56	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	252	574	21	37	484	212	0	0	0	2	415	115			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	252	574	21	37	484	212	0	0	0	2	415	115			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	252	574	21	37	484	212	0	0	0	2	415	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:	252	574	21	37	484	212	0	0	0	2	415	115			
-----	-----			-----			-----			-----					
Saturation Flow Module:															
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	1.00	1.00	1.00	1.00	0.70	0.30	0.00	0.00	0.00	0.01	1.56	0.43			
Final Sat.:	1600	1600	1600	1600	1113	487	0	0	0	12	2496	692			
-----	-----			-----			-----			-----					
Capacity Analysis Module:															
Vol/Sat:	0.16	0.36	0.01	0.02	0.43	0.44	0.00	0.00	0.00	0.00	0.17	0.17			
Crit Moves:	****					****					****				

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
Opening PP PM

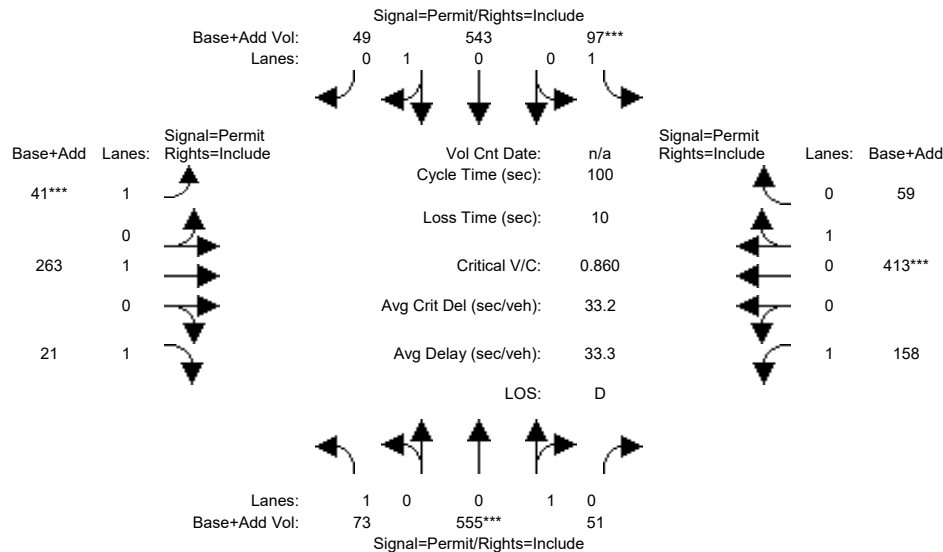
Intersection #12: Alamos Ave & 3rd Street



Street Name:	Alamos Ave						3rd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	103	762	189	118	399	76	0	0	0	7	163	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:	103	762	189	118	399	76	0	0	0	7	163	62
Added Vol:	53	181	0	0	86	122	0	0	0	0	69	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	156	943	189	118	485	198	0	0	0	7	232	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	156	943	189	118	485	198	0	0	0	7	232	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	943	189	118	485	198	0	0	0	7	232	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	156	943	189	118	485	198	0	0	0	7	232	62
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.71	0.29	0.00	0.00	0.00	0.05	1.54	0.41
Final Sat.:	1600	1600	1600	1600	1136	464	0	0	0	74	2466	659
Capacity Analysis Module:												
Vol/Sat:	0.10	0.59	0.12	0.07	0.43	0.43	0.00	0.00	0.00	0.00	0.09	0.09
Crit Moves:	****						****					

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
Opening AM

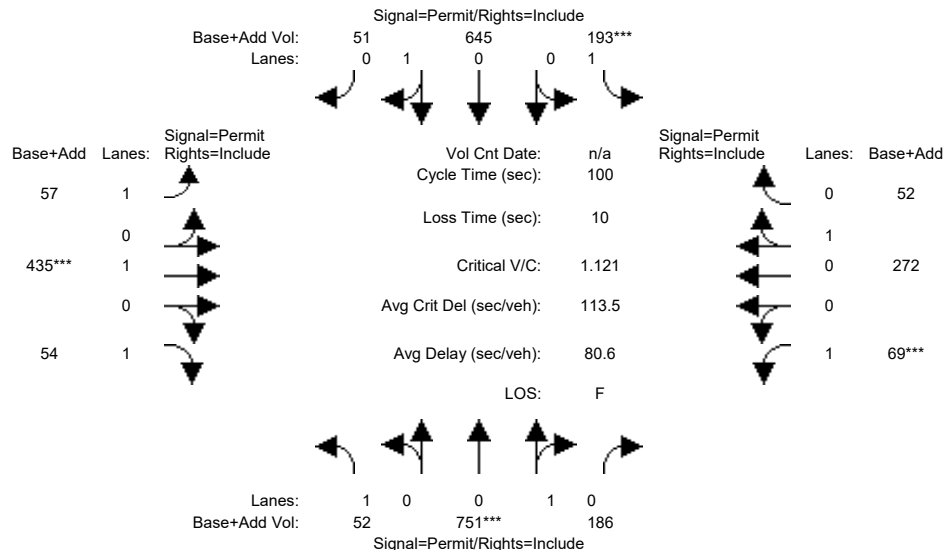
Intersection #13: Alamitos Ave & 4th Street



Street Name:	Alamitos Ave						4th Street								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----			-----			-----			-----					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0		
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
-----	-----			-----			-----			-----					
Volume Module:															
Base Vol:	73	409	39	97	439	44	30	244	21	144	397	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:	73	409	39	97	439	44	30	244	21	144	397	59			
Added Vol:	0	146	12	0	104	5	11	19	0	14	16	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	73	555	51	97	543	49	41	263	21	158	413	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	73	555	51	97	543	49	41	263	21	158	413	59			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	73	555	51	97	543	49	41	263	21	158	413	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	555	51	97	543	49	41	263	21	158	413	59			
-----	-----			-----			-----			-----					
Saturation Flow Module:															
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	1.00	0.92	0.08	1.00	0.92	0.08	1.00	1.00	1.00	1.00	0.88	0.12			
Final Sat.:	1600	1465	135	1600	1468	132	1600	1600	1600	1600	1400	200			
-----	-----			-----			-----			-----					
Capacity Analysis Module:															
Vol/Sat:	0.05	0.38	0.38	0.06	0.37	0.37	0.03	0.16	0.01	0.10	0.30	0.30			
Crit Moves:	****			****			****			****					

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
Opening PM

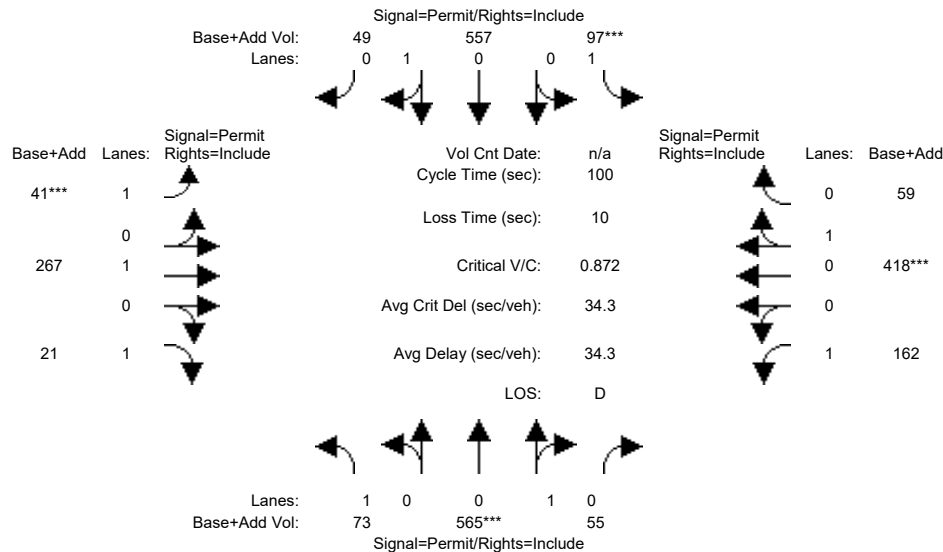
Intersection #13: Alamos Ave & 4th Street



Street Name:	Alamitos Ave						4th Street								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----			-----			-----			-----					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0		
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
-----	-----			-----			-----			-----					
Volume Module:															
Base Vol:	52	602	171	193	471	39	49	414	54	56	251	52			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	52	602	171	193	471	39	49	414	54	56	251	52			
Added Vol:	0	149	15	0	174	12	8	21	0	13	21	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	52	751	186	193	645	51	57	435	54	69	272	52			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	52	751	186	193	645	51	57	435	54	69	272	52			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	52	751	186	193	645	51	57	435	54	69	272	52			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	52	751	186	193	645	51	57	435	54	69	272	52			
-----	-----			-----			-----			-----					
Saturation Flow Module:															
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600			
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	0.80	0.20	1.00	0.93	0.07	1.00	1.00	1.00	1.00	0.84	0.16			
Final Sat.:	1600	1282	318	1600	1483	117	1600	1600	1600	1600	1343	257			
-----	-----			-----			-----			-----					
Capacity Analysis Module:															
Vol/Sat:	0.03	0.59	0.59	0.12	0.44	0.43	0.04	0.27	0.03	0.04	0.20	0.20			
Crit Moves:	****			****			****			****					

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
Opening PP AM

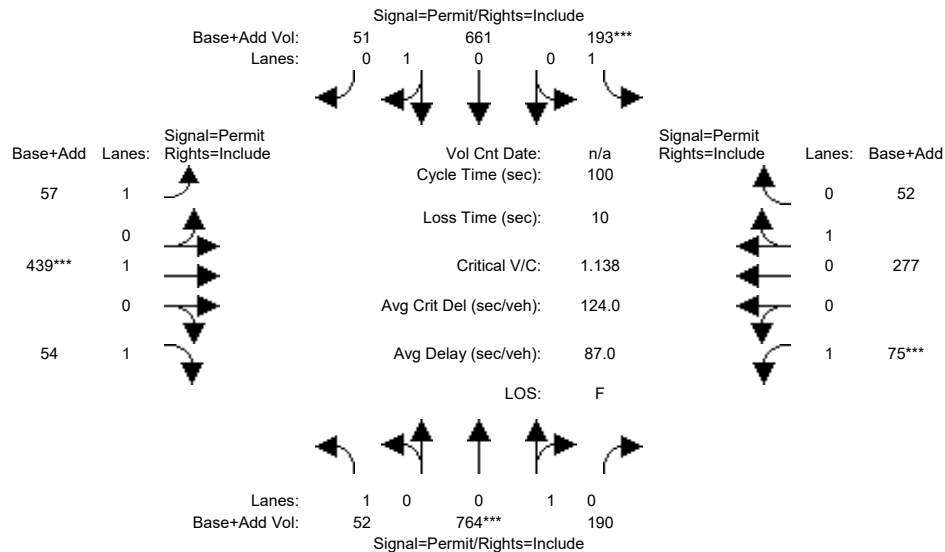
Intersection #13: Alamos Ave & 4th Street



Street Name:	Alamos Ave						4th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	73	409	39	97	439	44	30	244	21	144	397	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:	73	409	39	97	439	44	30	244	21	144	397	59
Added Vol:	0	156	16	0	118	5	11	23	0	18	21	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	565	55	97	557	49	41	267	21	162	418	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	73	565	55	97	557	49	41	267	21	162	418	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	565	55	97	557	49	41	267	21	162	418	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	73	565	55	97	557	49	41	267	21	162	418	59
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	0.91	0.09	1.00	0.92	0.08	1.00	1.00	1.00	1.00	0.88	0.12
Final Sat.:	1600	1458	142	1600	1471	129	1600	1600	1600	1600	1402	198
Capacity Analysis Module:												
Vol/Sat:	0.05	0.39	0.39	0.06	0.38	0.38	0.03	0.17	0.01	0.10	0.30	0.30
Crit Moves:	****			****			****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
Opening PP PM

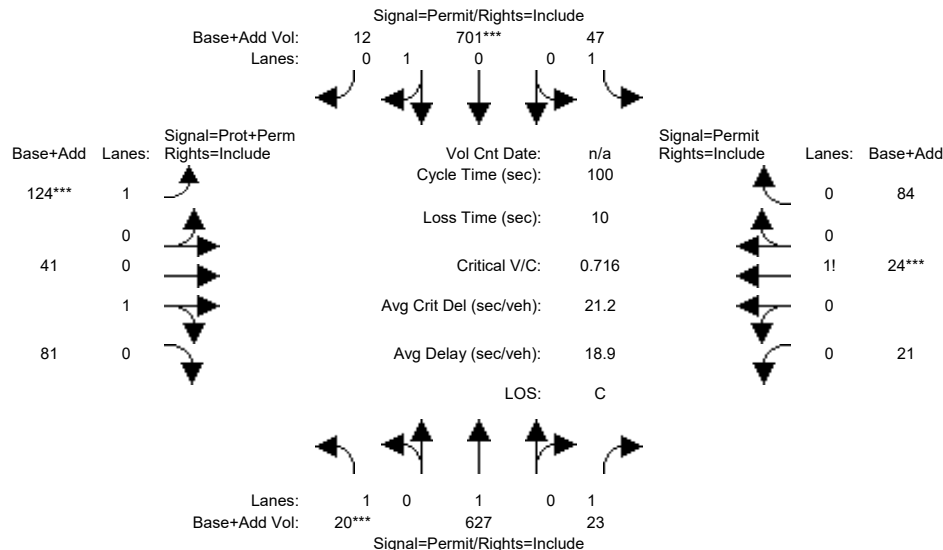
Intersection #13: Alamos Ave & 4th Street



Street Name:	Alamitos Ave						4th Street								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----			-----			-----			-----					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0		
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
-----	-----			-----			-----			-----					
Volume Module:															
Base Vol:	52	602	171	193	471	39	49	414	54	56	251	52			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	52	602	171	193	471	39	49	414	54	56	251	52			
Added Vol:	0	162	19	0	190	12	8	25	0	19	26	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	52	764	190	193	661	51	57	439	54	75	277	52			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	52	764	190	193	661	51	57	439	54	75	277	52			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	52	764	190	193	661	51	57	439	54	75	277	52			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	52	764	190	193	661	51	57	439	54	75	277	52			
-----	-----			-----			-----			-----					
Saturation Flow Module:															
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600			
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	0.80	0.20	1.00	0.93	0.07	1.00	1.00	1.00	1.00	0.84	0.16			
Final Sat.:	1600	1281	319	1600	1485	115	1600	1600	1600	1600	1347	253			
-----	-----			-----			-----			-----					
Capacity Analysis Module:															
Vol/Sat:	0.03	0.60	0.60	0.12	0.44	0.45	0.04	0.27	0.03	0.05	0.21	0.21			
Crit Moves:	****			****			****			****					

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
Opening AM

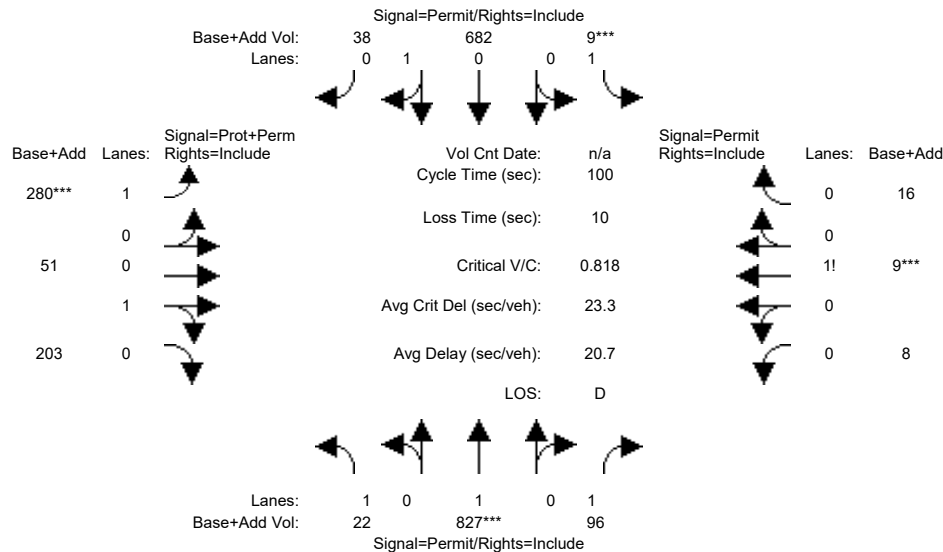
Intersection #14: Alamitos Ave & 6th Street



Street Name:	Alamitos Ave						6th Street								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----			-----			-----			-----					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0		
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
-----	-----			-----			-----			-----					
Volume Module:															
Base Vol:	20	469	23	47	593	9	117	41	81	21	24	84			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	20	469	23	47	593	9	117	41	81	21	24	84			
Added Vol:	0	158	0	0	108	3	7	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	20	627	23	47	701	12	124	41	81	21	24	84			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	20	627	23	47	701	12	124	41	81	21	24	84			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	20	627	23	47	701	12	124	41	81	21	24	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:	20	627	23	47	701	12	124	41	81	21	24	84			
-----	-----			-----			-----			-----					
Saturation Flow Module:															
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	1.00	1.00	1.00	1.00	0.98	0.02	1.00	0.34	0.66	0.16	0.19	0.65			
Final Sat.:	1600	1600	1600	1600	1573	27	1600	538	1062	260	298	1042			
-----	-----			-----			-----			-----					
Capacity Analysis Module:															
Vol/Sat:	0.01	0.39	0.01	0.03	0.45	0.45	0.08	0.08	0.08	0.08	0.08	0.08			
Crit Moves:	****				****		****			****					

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
Opening PM

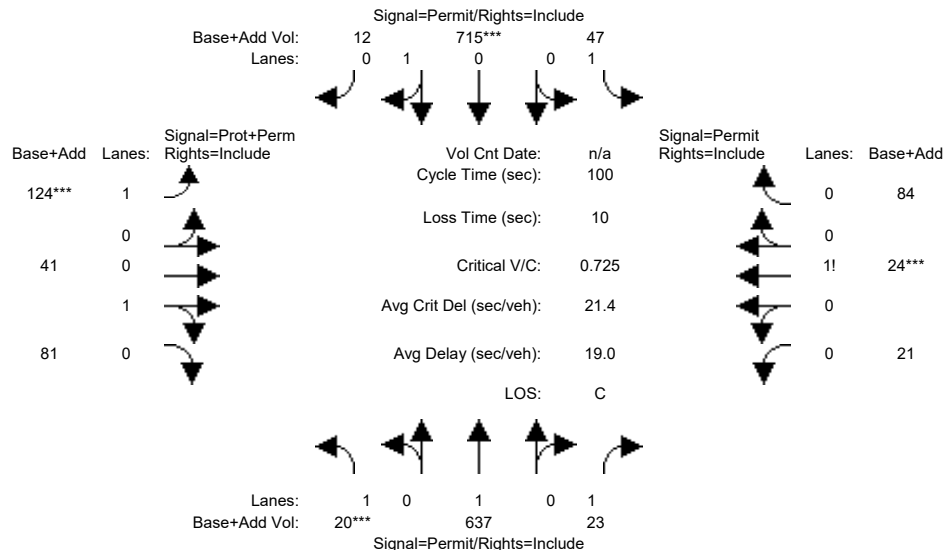
Intersection #14: Alamitos Ave & 6th Street



Street Name:	Alamitos Ave						6th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	22	670	96	9	495	28	272	51	203	8	9	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	670	96	9	495	28	272	51	203	8	9	16
Added Vol:	0	157	0	0	187	10	8	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	827	96	9	682	38	280	51	203	8	9	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	827	96	9	682	38	280	51	203	8	9	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	827	96	9	682	38	280	51	203	8	9	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	22	827	96	9	682	38	280	51	203	8	9	16
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.95	0.05	1.00	0.20	0.80	0.24	0.27	0.49
Final Sat.:	1600	1600	1600	1600	1516	84	1600	321	1279	388	436	776
Capacity Analysis Module:												
Vol/Sat:	0.01	0.52	0.06	0.01	0.45	0.45	0.17	0.16	0.16	0.02	0.02	0.02
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
Opening PP AM

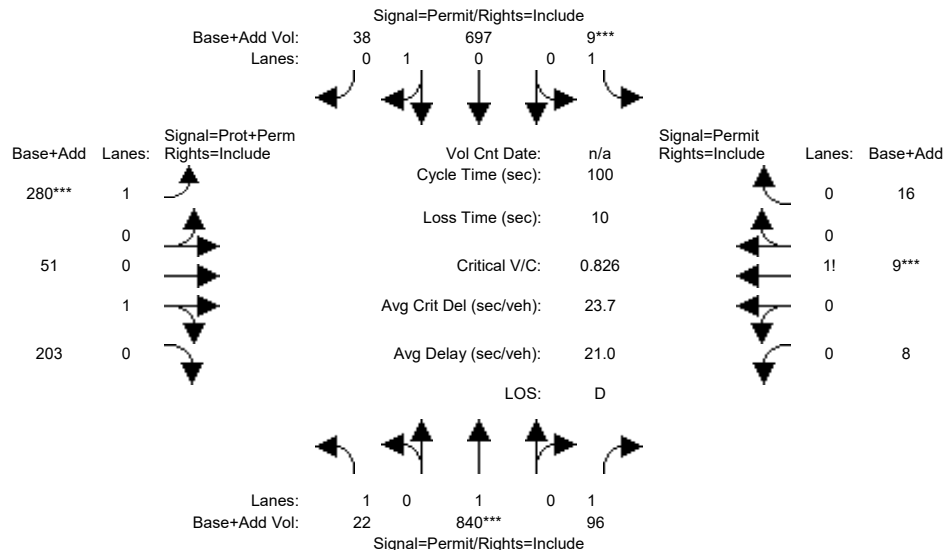
Intersection #14: Alamos Ave & 6th Street



Street Name:	Alamos Ave						6th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	469	23	47	593	9	117	41	81	21	24	84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	469	23	47	593	9	117	41	81	21	24	84
Added Vol:	0	168	0	0	122	3	7	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	637	23	47	715	12	124	41	81	21	24	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	637	23	47	715	12	124	41	81	21	24	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	637	23	47	715	12	124	41	81	21	24	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	20	637	23	47	715	12	124	41	81	21	24	84
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.98	0.02	1.00	0.34	0.66	0.16	0.19	0.65
Final Sat.:	1600	1600	1600	1600	1574	26	1600	538	1062	260	298	1042
Capacity Analysis Module:												
Vol/Sat:	0.01	0.40	0.01	0.03	0.45	0.45	0.08	0.08	0.08	0.08	0.08	0.08
Crit Moves:	****				****		****			****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
Opening PP PM

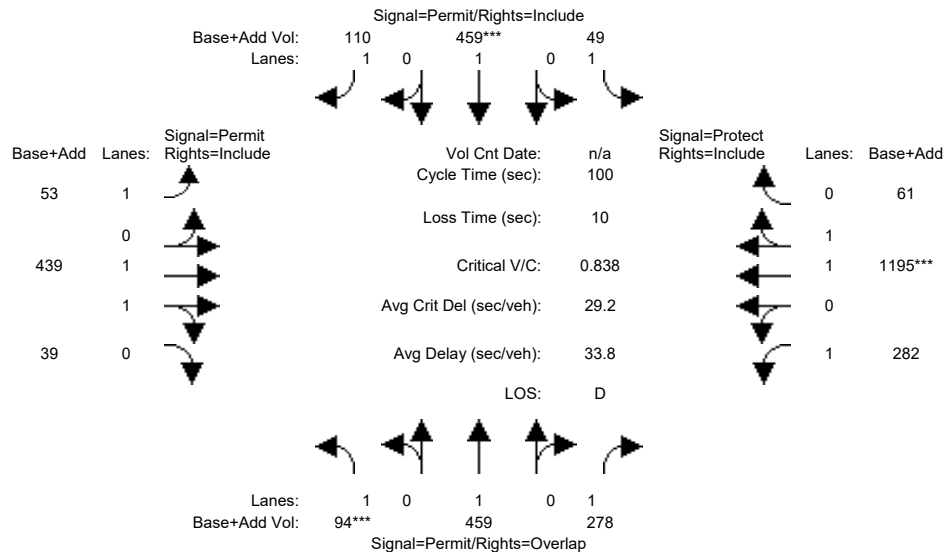
Intersection #14: Alamitos Ave & 6th Street



Street Name:	Alamitos Ave						6th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	22	670	96	9	495	28	272	51	203	8	9	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	670	96	9	495	28	272	51	203	8	9	16
Added Vol:	0	170	0	0	202	10	8	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	840	96	9	697	38	280	51	203	8	9	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	840	96	9	697	38	280	51	203	8	9	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	840	96	9	697	38	280	51	203	8	9	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	22	840	96	9	697	38	280	51	203	8	9	16
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.95	0.05	1.00	0.20	0.80	0.24	0.27	0.49
Final Sat.:	1600	1600	1600	1600	1517	83	1600	321	1279	388	436	776
Capacity Analysis Module:												
Vol/Sat:	0.01	0.53	0.06	0.01	0.46	0.46	0.17	0.16	0.16	0.02	0.02	0.02
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
 Opening AM

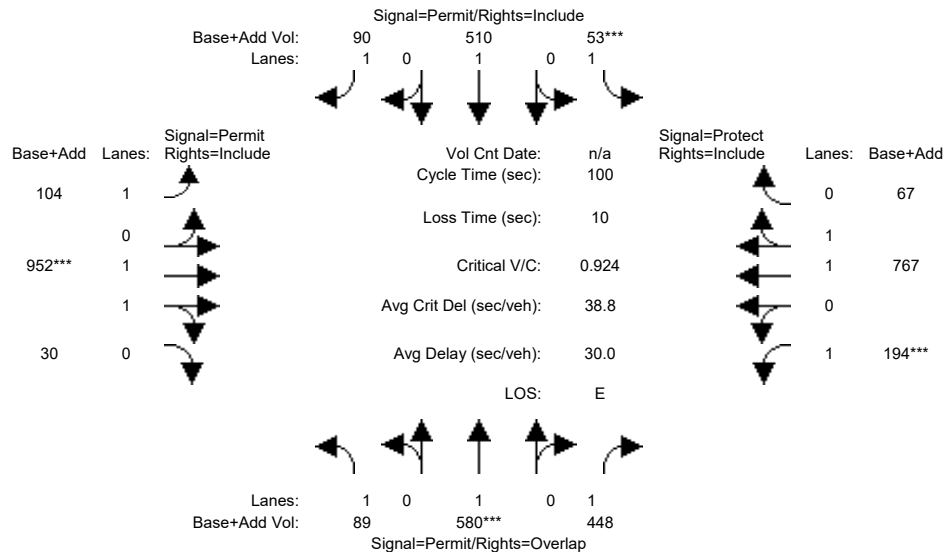
Intersection #15: Alamos Ave & 7th Street



Street Name:	Alamitos Ave						7th Street								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----			-----			-----			-----					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0		
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
-----	-----			-----			-----			-----					
Volume Module:															
Base Vol:	94	336	236	49	381	94	36	392	39	248	1157	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:	94	336	236	49	381	94	36	392	39	248	1157	61			
Added Vol:	0	123	42	0	78	16	17	47	0	34	38	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	94	459	278	49	459	110	53	439	39	282	1195	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	94	459	278	49	459	110	53	439	39	282	1195	61			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	94	459	278	49	459	110	53	439	39	282	1195	61			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	94	459	278	49	459	110	53	439	39	282	1195	61			
-----	-----			-----			-----			-----					
Saturation Flow Module:															
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.84	0.16	1.00	1.90	0.10			
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	2939	261	1600	3045	155			
-----	-----			-----			-----			-----					
Capacity Analysis Module:															
Vol/Sat:	0.06	0.29	0.17	0.03	0.29	0.07	0.03	0.15	0.15	0.18	0.39	0.39			
Crit Moves:	****				****						****				

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
Opening PM

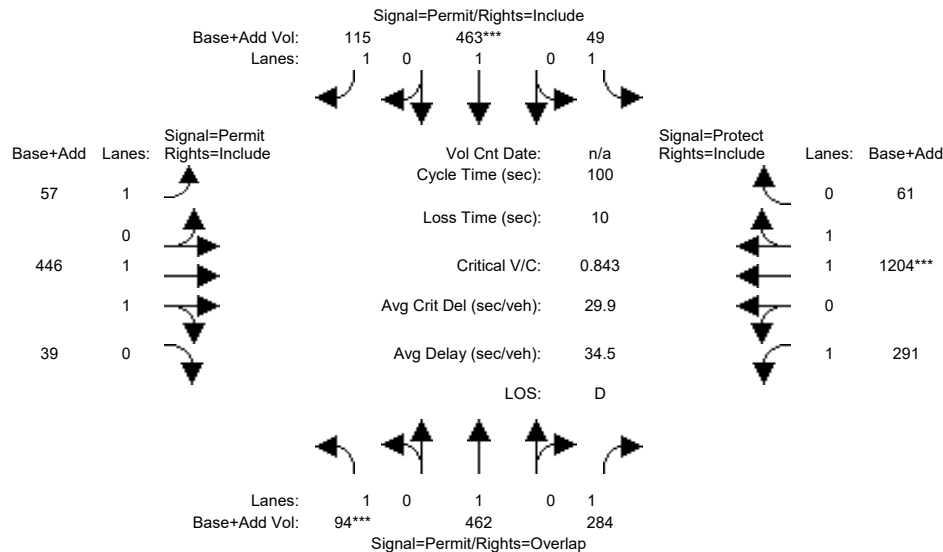
Intersection #15: Alamitos Ave & 7th Street



Street Name:	Alamitos Ave						7th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	89	461	402	53	361	70	85	904	30	147	715	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	461	402	53	361	70	85	904	30	147	715	67
Added Vol:	0	119	46	0	149	20	19	48	0	47	52	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	580	448	53	510	90	104	952	30	194	767	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	580	448	53	510	90	104	952	30	194	767	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	580	448	53	510	90	104	952	30	194	767	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	89	580	448	53	510	90	104	952	30	194	767	67
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.94	0.06	1.00	1.84	0.16
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	3102	98	1600	2943	257
Capacity Analysis Module:												
Vol/Sat:	0.06	0.36	0.28	0.03	0.32	0.06	0.07	0.31	0.31	0.12	0.26	0.26
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
 Opening PP AM

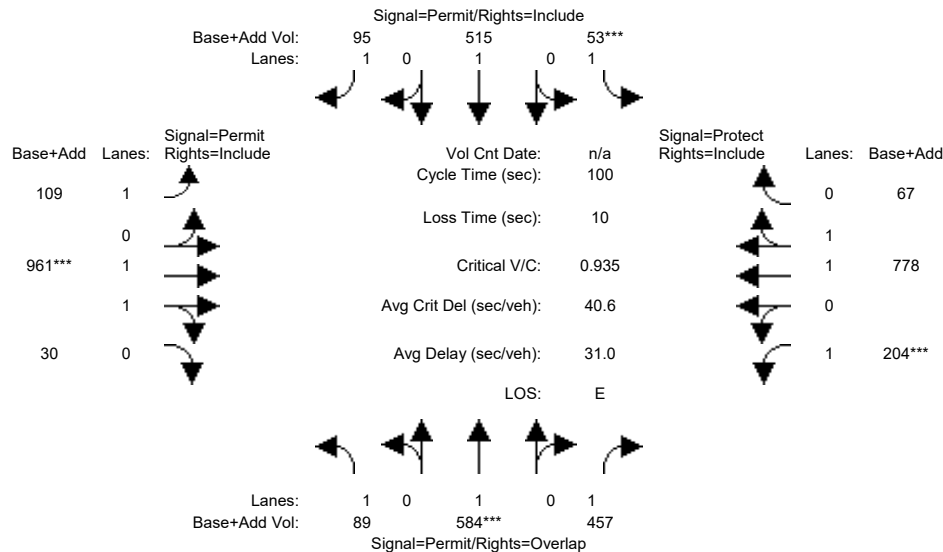
Intersection #15: Alamos Ave & 7th Street



Street Name:	Alamos Ave						7th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	94	336	236	49	381	94	36	392	39	248	1157	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:	94	336	236	49	381	94	36	392	39	248	1157	61
Added Vol:	0	126	48	0	82	21	21	54	0	43	47	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	94	462	284	49	463	115	57	446	39	291	1204	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	94	462	284	49	463	115	57	446	39	291	1204	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	462	284	49	463	115	57	446	39	291	1204	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	94	462	284	49	463	115	57	446	39	291	1204	61
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.84	0.16	1.00	1.90	0.10
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	2943	257	1600	3046	154
Capacity Analysis Module:												
Vol/Sat:	0.06	0.29	0.18	0.03	0.29	0.07	0.04	0.15	0.15	0.18	0.40	0.40
Crit Moves:	****				****						****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) (Future Volume Alternative)
Opening PP PM

Intersection #15: Alamos Ave & 7th Street



Street Name:	Alamitos Ave						7th Street								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----			-----			-----			-----					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0		
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
-----	-----			-----			-----			-----					
Volume Module:															
Base Vol:	89	461	402	53	361	70	85	904	30	147	715	67			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	89	461	402	53	361	70	85	904	30	147	715	67			
Added Vol:	0	123	55	0	154	25	24	57	0	57	63	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	89	584	457	53	515	95	109	961	30	204	778	67			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	89	584	457	53	515	95	109	961	30	204	778	67			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	89	584	457	53	515	95	109	961	30	204	778	67			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	89	584	457	53	515	95	109	961	30	204	778	67			
-----	-----			-----			-----			-----					
Saturation Flow Module:															
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.94	0.06	1.00	1.84	0.16			
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	3103	97	1600	2946	254			
-----	-----			-----			-----			-----					
Capacity Analysis Module:															
Vol/Sat:	0.06	0.37	0.29	0.03	0.32	0.06	0.07	0.31	0.31	0.13	0.26	0.26			
Crit Moves:	****			****			****			****					

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		Opening AM				Opening PM				Opening PP AM						Opening PP PM			
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#1	Pacific Ave & Ocean Blvd	A	9.2	0.547	10.7	A	9.5	0.547	6.7	A	9.0	0.563	+ 0.015	10.5	+ 3.7	A	9.3	0.564	6.7
#2	Pine Ave & Ocean Blvd	A	11.4	0.550	9.2	C	16.9	0.721	18.0	A	15.8	0.600	- 0.121	12.8	- 5.2	D	22.8	0.841	26.1
#3	Long Beach Blvd & Ocean Blvd	B	9.3	0.626	11.8	A	10.1	0.543	7.5	B	9.5	0.642	+ 0.099	12.0	+ 4.5	A	10.2	0.555	7.6
#4	Pine Ave & Shoreline Dr	A	11.1	0.409	13.1	A	11.5	0.491	9.7	A	12.6	0.433	- 0.058	15.0	+ 5.3	A	12.4	0.491	9.7
#5	Pine Ave & Seaside Way	A	20.8	0.321	22.9	A	20.4	0.356	22.5	A	20.6	0.394	+ 0.038	21.4	- 1.0	A	19.6	0.448	21.1
#6	Magnolia Ave & Broadway	B	16.5	0.602	17.0	D	21.9	0.863	26.3	B	16.6	0.612	- 0.251	19.7	- 6.6	D	22.0	0.868	26.7
#7	Golden Shore Dr & Ocean Blvd	A	16.6	0.583	15.8	C	19.3	0.751	20.8	A	16.4	0.597	- 0.153	15.6	- 5.1	C	19.3	0.753	20.8
#8	Magnolia Ave & Ocean Blvd	B	20.9	0.674	21.3	C	22.3	0.734	20.8	C	22.0	0.729	- 0.005	23.1	+ 2.3	C	23.8	0.780	23.2
#9	Atlantic Ave & Ocean Blvd	B	8.6	0.615	10.1	A	14.6	0.577	5.5	B	9.5	0.642	+ 0.065	11.4	+ 5.9	A	15.5	0.596	6.3
#10	Alamitos Ave & Ocean Blvd	C	1167.3	0.772	18.6	F	45.4	1.046	74.6	C	1241.4	0.787	- 0.260	19.3	- 55.3	F	48.3	1.063	81.7
#11	Alamitos Ave & Broadway	C	24.1	0.707	26.4	F	60.0	1.090	94.0	C	24.2	0.716	- 0.374	26.6	- 67.4	F	62.9	1.101	99.5
#12	Alamitos Ave & 3rd Street	D	25.3	0.847	31.5	C	75.0	0.773	48.4	D	26.0	0.859	+ 0.086	35.9	- 12.5	C	82.7	0.783	52.4
#13	Alamitos Ave & 4th Street	D	33.3	0.860	33.2	F	80.6	1.121	113.5	D	34.3	0.872	- 0.249	34.3	- 79.2	F	87.0	1.138	124.0
#14	Alamitos Ave & 6th Street	C	18.9	0.716	21.2	D	20.7	0.818	23.3	C	19.0	0.725	- 0.093	21.4	- 1.8	D	21.0	0.826	23.7
#15	Alamitos Ave & 7th Street	D	33.8	0.838	29.2	E	30.0	0.924	38.8	D	34.5	0.843	- 0.080	29.9	- 8.9	E	31.0	0.935	40.6

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Pine Ave & Shoreline Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.449
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 31 Level Of Service: A

Street Name:	Pine Ave						Shoreline Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	2	0	2	1	0	2

Volume Module:	Pine Ave			Pine Ave			Shoreline Dr			Shoreline Dr		
Base Vol:	1	4	2	25	3	140	203	224	2	5	609	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	4	2	25	3	140	203	224	2	5	609	114
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	4	2	25	3	140	203	224	2	5	609	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	4	2	25	3	140	203	224	2	5	609	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	4	2	25	3	140	203	224	2	5	609	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	4	2	25	3	140	203	224	2	5	609	114

Saturation Flow Module:	Pine Ave			Pine Ave			Shoreline Dr			Shoreline Dr		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.33	0.67	1.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	2133	1067	1600	1600	1600	2880	3200	1600	1600	3200	1600

Capacity Analysis Module:	Pine Ave			Pine Ave			Shoreline Dr			Shoreline Dr		
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.09	0.07	0.07	0.00	0.00	0.19	0.07
Crit Moves:	****				****	****					****	

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Pine Ave & Seaside Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.357
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 27 Level Of Service: A

Street Name:	Pine Ave						Seaside 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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	0	1	0	1	1	0	1

Volume Module:	Pine Ave			Pine Ave			Seaside Way			Seaside Way		
Base Vol:	17	89	185	84	113	66	95	64	7	40	48	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	89	185	84	113	66	95	64	7	40	48	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	89	185	84	113	66	95	64	7	40	48	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	89	185	84	113	66	95	64	7	40	48	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	89	185	84	113	66	95	64	7	40	48	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	89	185	84	113	66	95	64	7	40	48	16

Saturation Flow Module:	Pine Ave			Pine Ave			Seaside Way			Seaside Way		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.26	0.74	1.00	1.80	0.20	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	2020	1180	1600	2885	315	1600	1600	1600

Capacity Analysis Module:	Pine Ave			Pine Ave			Seaside Way			Seaside Way		
Vol/Sat:	0.01	0.03	0.12	0.05	0.06	0.06	0.06	0.02	0.02	0.03	0.03	0.01
Crit Moves:	****	****		****			****			****		

Appendix C: Approved and Pending Projects Trip Generation Calculations

Related Projects Trip Generation																				
No.	Project Location	Project Description	Land Use	Size	Units	ITE Code	Trip Generation Rates							Trip Generation Estimates						
							AM Peak Hour				PM Peak Hour			Daily Trips	AM Peak Hour			PM Peak Hour		
							Daily	% In	% Out	Rate	% In	% Out	Rate		In	Out	Total	In	Out	Total
1	1628-1724 E. Ocean Blvd.	Add 51 unit condominiums to a 47 unit motel	Multifamily Housing (Low Rise)	51	du	220	7.32	0.23	0.77	0.46	0.63	0.37	0.56	373	5	18	23	18	11	29
2	245 W. Broadway	New mixed use project comprising of less than 6000 sq ft of retail, with 219 residential units located on 1.7 acre site.	Multifamily Housing (Mid Rise)	219	du	221	5.44	0.26	0.74	0.36	0.61	0.39	0.44	1191	21	58	79	59	37	96
			Shopping Center	6	ksf	820	37.75	0.62	0.38	0.94	0.48	0.52	3.81	227	4	2	6	11	12	23
3	2010 Ocean Blvd.	New mixed use project comprised of 33 residential units and 72 hotel keys, including ground level restaurant w/ shared amenities located on a 1.04-acre site.	Multifamily Housing (Mid Rise)	33	du	221	5.44	0.26	0.74	0.36	0.61	0.39	0.44	180	3	9	12	9	6	15
			Hotel	72	rooms	310	8.36	0.59	0.41	0.47	0.51	0.49	0.6	602	20	14	34	22	21	43
4	207 Seaside Way	117 unit apartment building with 2 levels of parking	Multifamily Housing (Mid Rise)	117	units	221	5.44	0.26	0.74	0.36	0.61	0.39	0.44	636	11	31	42	31	20	51
5	100 Aquarium Way ¹	22,642 sf expansion of existing aquarium front (300 theatre)	Aquarium (Blended Rate)											5	1	6	6	21	27	
6	495 The Promenade North	Mixed-use apartment building consisting of 20 units above 5200 sf of retail	Multifamily Housing (Mid Rise)	20	du	221	5.44	0.26	0.74	0.36	0.61	0.39	0.44	109	2	5	7	5	4	9
			Shopping Center	5.2	ksf	820	37.75	0.62	0.38	0.94	0.48	0.52	3.81	196	3	2	5	10	10	20
7	110 W. Ocean Blvd.	Adaptive re-use conversion of existing 15-story Ocean Center Building from office use to 74 residential units. Re-establish retail use on Ocean & Pine. 7.2 KSF Restaurant and 5.4 KSF Retail	Multifamily Housing (High Rise)	74	du	222	4.45	0.24	0.76	0.31	0.61	0.39	0.36	329	6	17	23	16	11	27
			Shopping Center	5.4	ksf	820	101.19	0.62	0.38	2.43	0.48	0.52	8.73	546	8	5	13	23	24	47
			Highturnover (Sit-Down) Restaurant	7.2	ksf	932	127.15	0.55	0.45	10.81	0.6	0.4	9.85	915	43	35	78	43	28	71
8	150 W. Ocean Blvd.	216 unit apartment building	Multifamily Housing (Mid Rise)	216	units	221	5.44	0.26	0.74	0.36	0.61	0.39	0.44	1175	20	58	78	58	37	95
9	1570-1598 Long Beach Blvd.	36 unit condominium project above 10,000 sf commercial space.	Multifamily Housing (Mid Rise)	36	du	221	5.44	0.26	0.74	0.36	0.61	0.39	0.44	196	3	10	13	10	6	16
			Shopping Center	1	ksf	820	37.75	0.62	0.38	0.94	0.48	0.52	3.81	38	1	0	1	2	2	4
10	227 Elm Ave.	Develop a vacant parking lot into 40 residential townhomes.	Multifamily Housing (Low Rise)	40	du	220	7.32	0.23	0.77	0.46	0.63	0.37	0.56	293	4	14	18	14	8	22
11	New Civic Center ²	Mixed use development including up to 580 units, 32,000 sf of retail, and 8,000 sf restaurant space, 200 room hotel and underground parking structure with 725 parking stalls.	Multifamily Housing (Mid Rise)	580	du	221	5.44	0.26	0.74	0.36	0.61	0.39	0.44	3155	54	155	209	156	99	255
			General office building	310	ksf	710	10.34	0.88	0.12	1.57	0.17	0.83	1.41	3205	429	58	487	74	363	437
			Library	92	ksf	590	38.41	0.71	0.39	1.26	0.48	0.52	6.13	3534	82	34	116	271	293	564
			City Park	3.17	acres	441	35	0.56	0.44	4.5	0.57	0.43	3.5	111	8	6	14	6	5	11
			Hotel	200	du	310	8.17	0.59	0.41	0.53	0.51	0.49	0.6	1634	63	43	106	61	59	120
			Shopping Center	32	ksf	820	101.19	0.62	0.38	2.43	0.48	0.52	8.73	3238	48	30	78	134	145	279
			Highturnover (Sit-Down) Restaurant	8	ksf	932	127.15	0.55	0.45	10.81	0.6	0.4	9.85	1017	47	39	86	47	32	79
			Transit and existing trip reductions taken by Linscott, Law & Greenspan											-6402	-360	-207	-567	-623	-728	-1351
			Total trips with credits												9492	371	158	529	126	268
12	1235 Long Beach Blvd.	160 unit senior & Veterans housing with 202 stall parking garage.	Senior Adult Housing (Attached)	160	du	252	3.7	0.35	0.65	0.2	0.55	0.45	0.26	592	11	21	32	23	19	42
13	777 Ocean Blvd.	35-story mixed-use apt. tower w/ 315 dwelling units, approx. 6,700 sf of retail space.	Multifamily Housing (High Rise)	315	du	222	4.45	0.24	0.76	0.31	0.61	0.39	0.36	1402	24	74	98	69	44	113
			Shopping Center	6.7	ksf	820	37.75	0.62	0.38	0.94	0.48	0.52	3.81	253	4	2	6	12	14	26
14	507 Pacific Avenue	157 unit mixed use with 9 KSF Retail	Multifamily Housing (Mid Rise)	157	du	221	5.44	0.26	0.74	0.36	0.61	0.39	0.44	854	15	42	57	42	27	69
			Shopping Center	9	ksf	820	37.75	0.62	0.38	0.94	0.48	0.52	3.81	340	5	3	8	16	18	34
15	230 W. 3rd St.	Mixed use with 163 units, 261 subterranean parking spaces, total bldg area 145,506 sf	Multifamily Housing (Mid Rise)	163	du	221	5.44	0.26	0.74	0.36	0.61	0.39	0.44	887	15	44	59	44	28	72
16	434 E. 4th St.	Mixed use with 49 apartment units, 1,580 sf retail space and 82 parking stalls	Multifamily Housing (Mid Rise)	49	du	221	5.44	0.26	0.74	0.36	0.61	0.39	0.44	267	5	13	18	13	9	22
17	825 E. 7th St.	19 unit apartment building	Shopping Center	1.58	sf	820	37.75	0.62	0.38	0.94	0.48	0.52	3.81	60	1	0	1	3	3	6
			Multifamily Housing (Mid Rise)	19	du	221	5.44	0.26	0.74	0.36	0.61	0.39	0.44	103	2	5	7	5	3	8
18	500 W. Broadway	Mixed use project with 142 residential units and 3500 sf of commercial space, and 202 parking spaces	Multifamily Housing (Mid Rise)	142	du	221	5.44	0.26	0.74	0.36	0.61	0.39	0.44	772	13	38	51	38	24	62
			Shopping Center	35	ksf	820	37.75	0.62	0.38	0.94	0.48	0.52	3.81	1321	20	13	33	64	69	133
19	320 Alamitos Ave.	77 unit apartments with 1.5 level subterranean garage	Multifamily Housing (Mid Rise)	77	du	221	5.44	0.26	0.74	0.36	0.61	0.39	0.44	419	7	21	28	21	13	34
20	1078, 1080-1090 Atlantic Ave and 1085-1095 Lime Ave	New 11,000 sf medical office building	Medical-Dental Office Building	11	ksf	720	34.8	0.78	0.22	2.78	0.28	0.72	3.46	383	24	7	31	11	27	38
21	1126 Queens Highway ³	200-key hotel w/ 150,000 sf of floor area, 150,980 sf of restaurants, 38,254 sf of retail use, 150,000 theater use, 17,000 bowling alley, 52,120	Hotel	200	rooms	310	8.36	0.59	0.41	0.47	0.51	0.49	0.6							
			High Turn Over (Sit Down Restaurant)	151	ksf	932	127.15	0.55	0.45	10.81	0.6	0.4	9.85							
			Shopping Center	38.3	ksf	820	37.75	0.62	0.38	0.94	0.48	0.52	3.81							
			Movie Theatre	150	ksf	444	1.76	0.5	0.5	0.02	0.55	0.45	0.09							

21	1120 Queens Highway	150,000 theater use, 17,000 bowling alley, 32,120 sf golf venue, 4,000 sf museum and 61,287 sf of childrens museum.	Bowling Alley	17	ksf	437	-	0.95	0.05	0.81	0.65	0.35	1.16							
			Golf Course (52.1 ksf)	1.2	acres	430	3.74	0.74	0.26	0.19	0.34	0.66	0.28							
			Museum	65.3	ksf	580	-	0.86	0.14	0.28	0.16	0.84	0.18							
			Total trips											20971	375	308	683	1046	416	1462
22	1468 14th St.	3-story, 22,000 sf warehouse with covered and uncovered parking	Warehousing	22	ksf	150	1.74	0.77	0.23	0.17	0.27	0.73	0.19	38	3	1	4	1	3	4
23	1795 Long Beach Blvd.	5-story mixed use, 102 units and 3,900 SF of commercial space, 77 spaces.	Multifamily Housing (Mid Rise)	102	du	221	5.44	0.26	0.74	0.36	0.61	0.39	0.44	555	10	27	37	27	18	45
			Shopping Center	4,051	ksf	820	37.75	0.62	0.38	0.94	0.48	0.52	3.81	153	2	2	4	7	8	15
24	245 W. Pacific Coast Hwy.	Mixed use building with 135 units and 25,000 sf of commercial space	Multifamily Housing (Mid Rise)	135	du	221	5.44	0.26	0.74	0.36	0.61	0.39	0.44	734	13	36	49	36	23	59
			Shopping Center	25	ksf	820	37.75	0.62	0.38	0.94	0.48	0.52	3.81	944	15	9	24	46	49	95
25	107 Long Beach Blvd.	Modification of a previously approved Site Plan Review to allow the installation of 8 car lifts within a 5-story hotel with 34 guest rooms.	Hotel	34	rooms	310	8.36	0.59	0.41	0.47	0.51	0.49	0.6	284	9	7	16	10	10	20
26	1400 Long Beach Blvd.	65 unit condominium	Multifamily Housing (Mid Rise)	65	du	221	5.44	0.26	0.74	0.36	0.61	0.39	0.44	354	6	17	23	18	11	29
27	3rd Street/ Broadway/Alamo Court/Long Beach Blvd.	392 apartments and 32,807 sf of commercial space	Multifamily Housing (Mid Rise)	392	du	221	5.44	0.26	0.74	0.36	0.61	0.39	0.44	2132	37	104	141	105	67	172
			Shopping Center	32.8	ksf	820	37.75	0.62	0.38	0.94	0.48	0.52	3.81	1238	19	12	31	60	65	125
28	425 E. 5th St.	5-story, 16 unit apartment with 15 parking spaces	Multifamily Housing (Mid Rise)	16	du	221	5.44	0.26	0.74	0.36	0.61	0.39	0.44	87	2	4	6	4	3	7
29	1900-1940 Long Beach Blvd.	5-story mixed use building with 95 apartment units and 12,400 sf of retail.	Multifamily Housing (Mid-Rise)	95	du	221	5.44	0.26	0.74	0.36	0.61	0.39	0.44	517	9	25	34	26	16	42
			Shopping Center	12.4	ksf	820	37.75	0.62	0.38	0.94	0.48	0.52	3.81	468	7	5	12	23	24	47
30	1836-1852 Locust Ave.	47 affordable units, 1 manager unit, 3600 sf of commercial space and 40 parking spaces	Multifamily Housing (Mid Rise)	47	du	221	5.44	0.26	0.74	0.36	0.61	0.39	0.44	256	4	13	17	13	8	21
			Shopping Center	3.6	ksf	820	37.75	0.62	0.38	0.94	0.48	0.52	3.81	136	2	1	3	7	7	14
31	135 Linden Avenue	Mixed use, 7-story with 82 apartments and 4,091 sf of commercial retail space.	Multifamily Housing (Mid-Rise)	82	du	221	5.44	0.26	0.74	0.36	0.61	0.39	0.44	446	8	22	30	22	14	36
			Shopping Center	4.1	ksf	820	37.75	0.62	0.38	0.94	0.48	0.52	3.81	155	2	2	4	8	8	16
32	1901 W. Pacific Coast Hwy.	1 industrial building with 194,840 sf.	General Light Industrial	194.8	ksf	110	4.96	0.88	0.12	0.7	0.13	0.87	0.63	966	120	16	136	16	107	123
33	635 Pine Ave and 636 Pacific ave.	Mixed use project located on 2 adjacent lots intersected by a public alley. The combined area of the lots is approx 1.04 acres. Project consists	Multifamily Housing (Mid Rise)	271	du	221	5.44	0.26	0.74	0.36	0.61	0.39	0.44	1474	25	73	98	73	46	119
			Shopping Center	1.4	ksf	820	37.75	0.62	0.38	0.94	0.48	0.52	3.81	53	1	0	1	2	3	5
34	1101 Long Beach Blvd.	Eight-story mixed use with 120 apartments and 14,997 sf of commercial space with 153 parking stalls	Multifamily Housing (Mid Rise)	120	du	221	5.44	0.26	0.74	0.36	0.61	0.39	0.44	653	11	32	43	32	21	53
			Shopping Center	15	ksf	820	37.75	0.62	0.38	0.94	0.48	0.52	3.81	566	9	5	14	27	30	57
35	127-139 E. Broadway	189 apartments and 10,000 sf retail space mixed use building and 103,290 sf garage	Multifamily Housing (Mid Rise)	189	du	221	5.44	0.26	0.74	0.36	0.61	0.39	0.44	1028	18	50	68	51	32	83
			Shopping Center	10	ksf	820	37.75	0.62	0.38	0.94	0.48	0.52	3.81	378	6	3	9	18	20	38
36	1675 Santa Fe	21,377 sf industrial building	General Light Industrial	21.4	ksf	110	4.96	0.88	0.12	0.7	0.13	0.87	0.63	106	13	2	15	2	11	13
37	2111 W. 14th st.	New 38,440 sf industrial manufacturing building.	Manufacturing	38.4	ksf	140	3.93	0.77	0.23	0.62	0.31	0.39	0.67	151	18	6	24	8	18	26
38	1112 Locust Ave.	97 unit 7-story apartment building	Multifamily Housing (Mid Rise)	97	du	221	5.44	0.26	0.74	0.36	0.61	0.39	0.44	528	9	26	35	26	17	43
39	1341 Long Beach Blvd.	24 unit, 4-story apartment building	Multifamily Housing (Mid Rise)	24	du	221	5.44	0.26	0.74	0.36	0.61	0.39	0.44	131	2	7	9	7	4	11
40	1401 Long Beach Blvd.	142 unit apartment building	Multifamily Housing (Mid Rise)	142	du	221	5.44	0.26	0.74	0.36	0.61	0.39	0.44	772	13	38	51	38	24	62
41	125 Long Beach Blvd.	Mixed use 218 units and 7300 sf of commercial space.	Multifamily Housing (Mid Rise)	218	du	221	5.44	0.26	0.74	0.36	0.61	0.39	0.44	1186	20	58	78	59	37	96
			Shopping Center	7.3	ksf	820	37.75	0.62	0.38	0.94	0.48	0.52	3.81	276	4	3	7	13	15	28
42	110 Pine Avenue	Adaptive reuse building from a bank building into a 189 room hotel	Hotel	189	rooms	310	8.36	0.59	0.41	0.47	0.51	0.49	0.6	1580	53	36	89	58	55	113
43	1 & 11 Golden Shore	Mixed use project with 1110 condo units, 340 KSF office, 27 KSF retail, a 400 room hotel, and 27 KSF banquet area	Multifamily Housing (Mid Rise)	750	du	221	5.44	0.26	0.74	0.36	0.61	0.39	0.44	4080	70	200	270	201	129	330
			Shopping Center	11	ksf	820	37.75	0.62	0.38	0.94	0.48	0.52	3.81	415	6	4	10	20	22	42
44	1601 San Francisco ave.	2 industrial buildings totaling 94,872 sf	General Light Industrial	94.9	ksf	110	4.96	0.88	0.12	0.7	0.13	0.87	0.63	471	58	8	66	8	52	60
45	210 E. Ocean Blvd.	Adaptive reuse of the former breakers hotel back to a hotel use with 185 rooms from a 233 bed congregate care facility.	Congregate Care Facility	233	du	253	2.02	0.6	0.4	0.07	0.53	0.47	0.18	471	10	6	16	22	20	42
			Hotel	185	rooms	310	8.36	0.59	0.41	0.47	0.51	0.49	0.6	1547	51	36	87	57	54	111
			Net New Trips											1076	41	30	71	35	34	69
46	810 Pine Ave.	78 assisted living units	Assisted Living	78	du	254	2.6	0.63	0.37	0.19	0.38	0.62	0.26	203	9	6	15	8	12	20
47	131 W. 3rd St.	Mixed use development with 366 dwelling unit and 18,000 sf ground floor retail. Total project floor area is 623,323 sf.	Multifamily Housing (High Rise)	366	du	222	4.45	0.24	0.76	0.31	0.61	0.39	0.36	1629	27	86	113	81	51	132
			Shopping Center	18	ksf	820	37.75	0.62	0.38	0.94	0.48	0.52	3.81	680	11	6	17	33	36	69
48	200 W. Ocean	Adaptive reuse of a former Verizon office building into residential building with 106 units with associated parking	Multifamily Housing (Mid Rise)	106	du	221	5.44	0.26	0.74	0.36	0.61	0.39	0.44	577	10	28	38	29	18	47
49	231 Windsor Way ⁴	321,595 sf expansion to the existing parking structure.	-											0	0	0	0	0	0	0
50	600 W. Broadway	756 unit project with 632 parking garage. 3 KSF	Multifamily Housing (High Rise)	756	du	222	4.45	0.24	0.76	0.31	0.61	0.39	0.36	3364	56	178	234	166	106	272

50	500 W. Broadway	Retail	Shopping Center	3	ksf	820	37.75	0.62	0.38	0.94	0.48	0.52	3.81	113	2	1	3	5	6	11
51	469 Pacific Coast Hwy	4-story affordable housing 39 units and 1 manager unit	Multifamily Housing (Mid Rise)	39	du	221	5.44	0.26	0.74	0.36	0.61	0.39	0.44	212	4	10	14	10	7	17
52	700 W. 17th st.	29,733 sf industrial building	General Light Industrial	29.7	ksf	110	4.96	0.88	0.12	0.7	0.13	0.87	0.63	147	18	3	21	2	17	19
53	201 W. Pacific Coast Hwy.	147 unit mixed use project with 189,000 sf retail	Multifamily Housing (Mid Rise)	147	du	221	5.44	0.26	0.74	0.36	0.61	0.39	0.44	800	14	39	53	40	25	65
			Shopping Center	189	ksf	820	37.75	0.62	0.38	0.94	0.48	0.52	3.81	7135	110	68	178	346	374	720
54	123 W 1st	280 room hotel	Hotel	280	rooms	310	8.36	0.59	0.41	0.47	0.51	0.49	0.6	2341	78	54	132	86	82	168
55	101 Alamitos Ave	136 residential units, 2,570 sf retail	Multifamily Housing (Mid Rise)	136	du	221	5.44	0.26	0.74	0.36	0.61	0.39	0.44	740	13	36	49	37	23	60
			Shopping Center	2.57	ksf	820	37.75	0.62	0.38	0.94	0.48	0.52	3.81	97	1	1	2	5	5	10
56	135 Linden Ave	Seven-story development, 82 residential units, 4091 sf retail	Multifamily Housing (Mid-Rise)	82	du	221	5.44	0.26	0.74	0.36	0.61	0.39	0.44	446	8	22	30	22	14	36
			Shopping Center	4,091	ksf	820	37.75	0.62	0.38	0.94	0.48	0.52	3.81	154	2	2	4	8	8	16
57	432-444 W Ocean Blvd	95 residential units	Multifamily Housing (Mid Rise)	95	du	221	5.44	0.26	0.74	0.36	0.61	0.39	0.44	517	9	25	34	26	16	42
Total														88,664	2,068	2,477	4,545	3,881	3,051	6,932

Notes:

¹ Aquarium Blended Rate approved by the City

² Trip Generation Estimates were obtained from Civic Center Project EIR, 2015, Linscott, Law & Greenspan, engineers (LLG Ref. 2-15-3567)

³ Trip Generation Estimates were obtained using mainstreet

⁴ Proposed parking structure expansion is the result of the modified berthing area to accommodate a larger class of ship.

This newer class of ship can hold 1,000 more individuals, thereby necessitating the need to expand the parking structure by 600 or so spaces.

Appendix D: Queuing Calculations

HCM Unsignalized Intersection Capacity Analysis

Driveway Operations

05/10/2019

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑					↑
Traffic Volume (veh/h)	1885	0	0	0	0	430
Future Volume (Veh/h)	1885	0	0	0	0	430
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	1984	0	0	0	0	453
Pedestrians				100		
Lane Width (ft)				0.0		
Walking Speed (ft/s)				3.5		
Percent Blockage				0		
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			1984		1984	761
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1984		1984	761
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	0
cM capacity (veh/h)			287		53	348
Direction, Lane #	EB 1	EB 2	EB 3	NB 1		
Volume Total	661	661	661	453		
Volume Left	0	0	0	0		
Volume Right	0	0	0	453		
cSH	1700	1700	1700	348		
Volume to Capacity	0.39	0.39	0.39	1.30		
Queue Length 95th (ft)	0	0	0	529		
Control Delay (s)	0.0	0.0	0.0	186.8		
Lane LOS				F		
Approach Delay (s)	0.0			186.8		
Approach LOS				F		
Intersection Summary						
Average Delay			34.7			
Intersection Capacity Utilization			75.7%	ICU Level of Service		D
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

Driveway Operations No Outbound Valet

05/10/2019

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑					↗
Traffic Volume (veh/h)	1945	0	0	0	0	280
Future Volume (Veh/h)	1945	0	0	0	0	280
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	2047	0	0	0	0	295
Pedestrians				100		
Lane Width (ft)				0.0		
Walking Speed (ft/s)				3.5		
Percent Blockage				0		
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			2047		2047	782
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			2047		2047	782
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	12
cM capacity (veh/h)			271		48	337
Direction, Lane #	EB 1	EB 2	EB 3	NB 1		
Volume Total	682	682	682	295		
Volume Left	0	0	0	0		
Volume Right	0	0	0	295		
cSH	1700	1700	1700	337		
Volume to Capacity	0.40	0.40	0.40	0.88		
Queue Length 95th (ft)	0	0	0	206		
Control Delay (s)	0.0	0.0	0.0	58.4		
Lane LOS				F		
Approach Delay (s)	0.0			58.4		
Approach LOS				F		
Intersection Summary						
Average Delay			7.4			
Intersection Capacity Utilization			67.6%	ICU Level of Service		C
Analysis Period (min)			15			

Appendix E.2

Parking Memorandum





MEMORANDUM

Date: December 11, 2018
To: Steven Rupert, GBD Architects
From: Paul Herrmann, P.E.
Andrew Scher
Subject: **Shared Parking Study for 100 E. Ocean Boulevard**

OC16-0475

Fehr & Peers has completed a shared parking analysis for the 100 E. Ocean Boulevard hotel development in Long Beach, California. The proposed project is located on the southeast corner of the Ocean Boulevard and Pine Avenue intersection and consists of hotel, restaurant, apartment, meeting room, and banquet hall uses. The purpose of the shared parking analysis is to determine the recommended parking for the project land uses in consideration of City of Long Beach minimum parking requirements and the Shared Parking methodology developed by the Urban Land Institute (ULI). Strategies are then presented to assist the project in accounting for the remaining parking demand. The analysis methodology and findings are presented below.

PROJECT SITE

The hotel site plan dated January 18, 2017 and provided by GBD Architects was utilized for the shared parking study. This site plan features the following land uses and is provided as attachment A:

- 429 Business Hotel Rooms
- 23.512 KSF Restaurant (consisting of 4.236 KSF Kitchen, 14.282 Indoor Seating, 4.994 Outdoor Patio)
- 26.847 KSF Banquet Space (consisting of 10.670 KSF Ballroom, 10.123 KSF Pre-Function Space, and 6.054 KSF Meeting Rooms)

The hotel is considered a “business” hotel because the *Institute of Transportation Engineers’ Trip Generation Manual (10th edition, 2017)* defines this type of hotel as a “place of lodging aimed



towards the business traveler but also accommodates a growing number of recreational travelers.” The project fits this description because while it is expected to serve some tourists, it anticipates to primarily accommodate guests who will be attending business conferences and events at the Long Beach Convention Center, which will be located adjacent to the hotel.

Pre-function spaces will not be used concurrently with the neighboring meeting rooms or ballroom space on the same floor. The same guests using the pre-function spaces will subsequently use the meeting room or ballroom spaces, and thus, additional parking demand will not be generated while the banquet spaces are in use. Thus, only the banquet spaces were included in the shared parking calculations. The 4.236 KSF kitchen space was subtracted from the 23.512 KSF Restaurant floor area as it is not applicable to the shared parking calculation for the restaurant space.

The proposed parking on the site consists of 151 vehicle spaces located in two levels underground. Valet parking will be used to fill these spaces. The project has also identified an off-site parking facility located approximately a quarter mile away from the site at 300 E. Seaside Way. **Figure 1** shows the valet route between the project and parking facility.

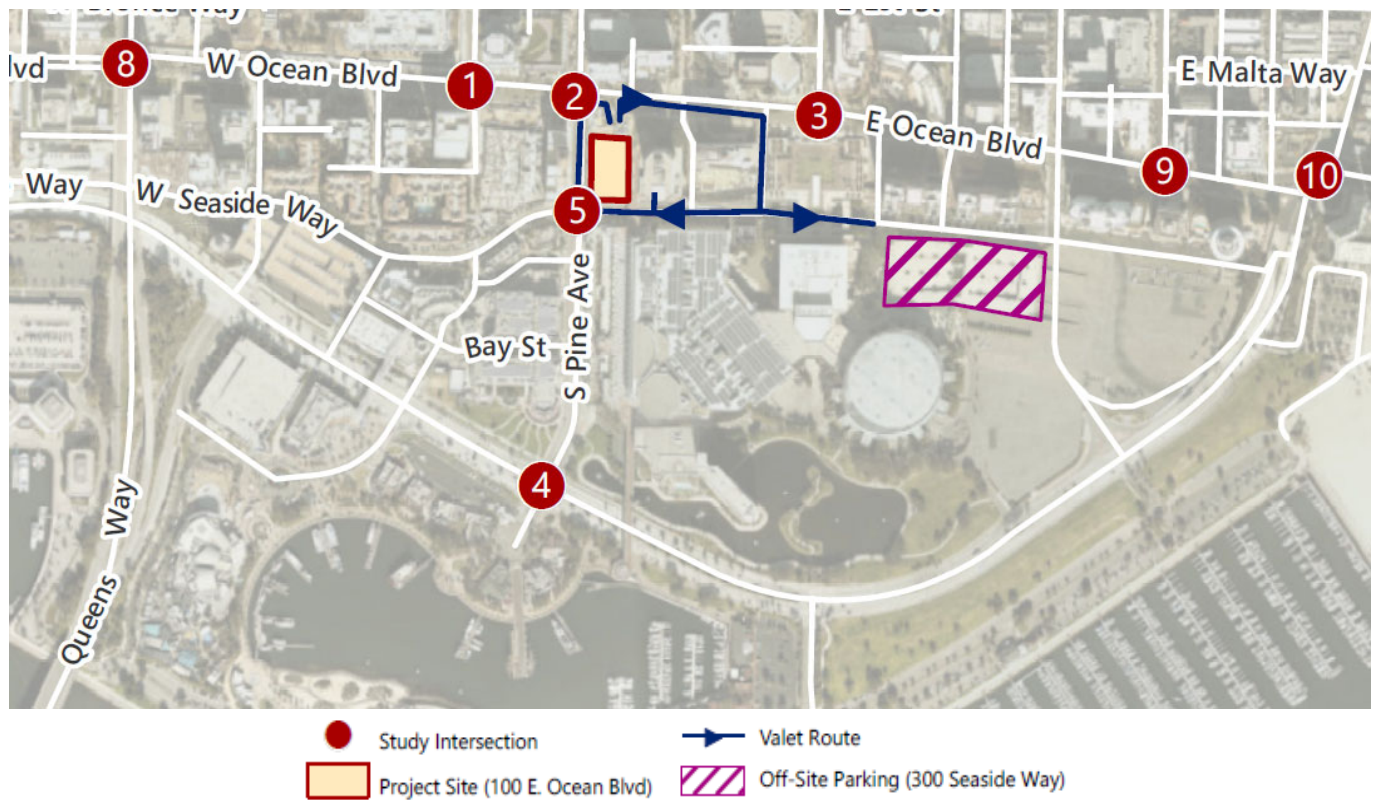


Figure 1

Off-Site Parking Garage Location and Valet Route





This facility, known as the Terrace Theatre Parking structure, is operated by the Long Beach Convention Center and located directly north of the center. It will allocate 280 overflow parking spaces on an “available spaces” basis. Once on-site parking facilities have reached their capacity, parking attendants will use the off-site facility for valet parking. The facility is available for use once the project opens. See attachment F, a letter from Charles Beirne, General Manager of the Long Beach Convention Center, for details on the off-site parking agreement with the project. In addition, employees will be required to park off-site, but not necessarily at the Terrace Theatre Parking structure.

In terms of how the valet parking will operate, it will be adequately staffed to handle parking demand during check-in and check-out periods, as well as banquets and meetings. Restaurant patrons will be able to use the valet services if they wish to park on-site. Valet employees will be required to park off-site. Also, per the conditions of approval for the project, a second valet staging area at the project’s southern entrance will be used once the first staging area at the project’s front loop, located adjacent to E Ocean Boulevard, exceeds capacity. Please note that earlier versions of this project included 12 apartment units. These units have been converted to hotel rooms per the current site plan.

During special events such as the Grand Prix, the Terrace Theatre Parking structure will not be available, and parking requirements will be met through various offsite locations, including the parking garages located at 180 E Ocean Boulevard and 111 W Ocean Boulevard (also known as Landmark Square). Valet operations might also be affected during the Grand Prix, as Seaside Way will be reduced to a single lane facility. However, preparations will be made for the Grand Prix and other similar events.

METHODOLOGY

Fehr & Peers determined the recommended parking supply using a three-step process. First, we utilized the required parking rates identified in the City of Long Beach’s Municipal Code and the Downtown Shoreline Planned Development District (PD-6) Ordinance. Then, we applied the ULI Shared Parking methodology to account for the temporal distribution of parking demand by land use type. Utilizing this approach and allowing the parking to be shared by all users on-site enabled us to identify the worst-case peak temporal demand on the site assuming full occupancy at the hotel and ancillary uses. Following that, we identified parking demand for a typical weekday.



CITY OF LONG BEACH MINIMUM PARKING REQUIREMENTS

The City of Long Beach Municipal Code §21.41.216 specifies the minimum parking space requirements for various land use types. In addition, the Downtown Shoreline Planned Development (PD-6) Ordinance (ORD-11-0017) includes several unique parking requirements for a specific area downtown referred to as PD-6. These parking requirements recognize the unique transportation characteristics along the Downtown Shoreline and PD-6 area. For instance, the ordinance contains a parking demand ratio for hotels of 0.5 spaces per unit, which is lower than the parking demand ratio for hotels in other areas of the City, because the ordinance acknowledges that it's neither practical nor expected to provide as much parking in the PD-6 area as in City locations. The project site's close proximity to the PD-6 area enabled us to apply the ordinance's parking requirements to this project. The parking requirements as applied to this project are summarized in Table 1.

A strict application of the municipal code results in 891 required parking spaces when applied to each use separately.

TABLE 1
CITY CODE PARKING REQUIREMENT

Land Use	Amount	Unit	Code Rate	Parking Space Requirement
Hotel	429	Room	0.5 spaces per unit	161
Banquet/Meeting Space*	26.847	KSF	20.0 spaces per KSF	537
Restaurant	19.276	KSF	10.0 spaces per KSF	193
Site Total				891

Sources: City of Long Beach Municipal Code §21.41.216
Ordinance ORD-11-0017

*Includes pre-function space



SHARED PARKING

Shared parking is the use of a parking space to serve two or more individual land uses without conflict or encroachment. The following conditions encourage shared parking:

- Variations in the accumulation of vehicles by hour, by day, or by season at the individual land uses
- Relationships among the land uses that result in visiting multiple uses on the same auto trip

The key goal of a shared parking analysis is to find the balance between providing adequate parking to support a development from a commercial viewpoint and minimizing the negative aspects of excessive land area or resources devoted to parking. Mixed-use developments that share parking result in greater density, better pedestrian connections, and in turn, reduced reliance on driving, typically because a visitor can park once and visit multiple destinations by walking.

Shared Parking, 2nd Edition (Urban Land Institute, 2005) considers a base parking rate generated by a specific land use type and takes reductions based on the shared temporal demand between land uses. We used the City's required parking rates as the base parking rate generated for each specific land use type. In addition, we took into account additional parking space reductions with the following mode shift or non-captive ratio adjustments:

- Single-occupant mode share of 80% for employees and 80% for visitors. The Downtown Shoreline parking requirement for hotels is lower than the Municipal Code and takes local transit and pedestrian facility availability into account. However, with the increasing use of Transportation Network Companies (TNCs) (such as Uber or Lyft) and shared mobility companies (such as Bird or Lime Scooters), a lower percent mode adjustment was taken. These assumptions were based on US Census commute data and our knowledge of the local transportation system.
- Non-captive ratios are as follows, defined as unique visitors to the site that are not already visiting other uses and based on the project's proposed program:
 - Restaurant: 50% daytime and 50% evening
 - Banquet: 50% daytime and 50% evening
 - Hotel: 0% daytime and 0% evening

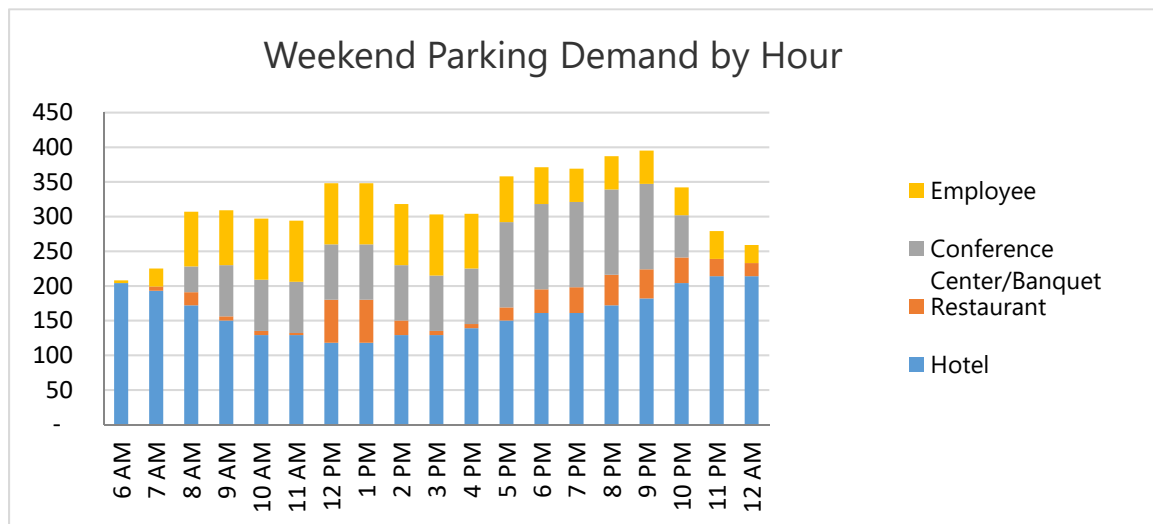


These non-captive ratios are based on GBD Architects' parking observations of similar projects they have constructed, as well as Fehr & Peers' professional judgement and knowledge of the project area.

The City's code requirements do not specify what portion of the parking is meant for visitors or employees. We applied ULI's proportional splits for similar land use types among visitors and employees to estimate the employee parking demand.

Estimated parking demand using the Shared Parking methodology is summarized in **Chart 1**. Detailed parking demand calculations are attached to this memorandum. The results indicate a worst-case parking demand of 395 spaces to accommodate the peak demand at 9:00 PM on a weekend with 100% hotel occupancy and full use of the banquet and meeting spaces. This includes 48 spaces of employee parking demand that will be required to park off-site. The remaining parking demand is 347 spaces.

Chart 1: Hourly Parking Demand (Worst-Case Weekend Scenario)



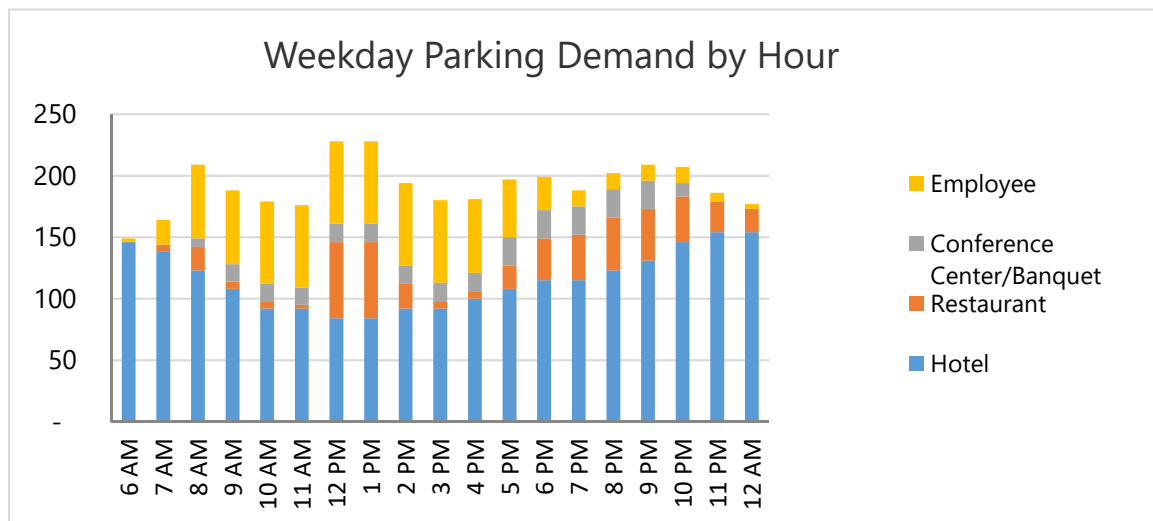


Given that this estimated parking demand is for a “worst-case” weekend scenario that would only occur on some weekends, we also estimated peak parking demand for a typical weekday at the project. Using information provided by Sodo Builders and GBD Architects, we made the following additional assumptions for a typical weekday:

- 75% hotel room occupancy
- Partial occupancy of the banquet area (specifically, 15% occupancy of the 11.626 KSF ballroom and 25% occupancy of the 10.047 KSF meeting rooms)

Estimated parking demand for a typical weekday using the Shared Parking methodology and the above assumptions is summarized in **Chart 2**. Detailed parking demand calculations are attached to this memorandum. The results indicate a parking demand of 228 spaces during a typical weekday at 12:00 PM. This includes 67 spaces of employee parking demand that will be required to park off-site. The remaining parking demand is 161 spaces. However, the peak parking demand for all uses not counting employee demand occurs at 9:00 PM. The demand at 9:00 PM is 209 total spaces, 13 of which are employee spaces and 196 are for the remaining uses.

Chart 2: Hourly Parking Demand (Typical Weekday Scenario)





CONCLUSION

Fehr & Peers performed a Shared Parking analysis for the proposed hotel development located at 100 E. Ocean Boulevard in Long Beach, California. We used the City of Long Beach's minimum parking requirements and the Urban Land Institute's Shared Parking methodology to estimate a parking demand of 228 parking spaces at Noon for a typical weekday and 395 parking spaces at 9:00 PM for a "worst-case" weekend scenario with all uses at full occupancy. When not taking employee parking into account, the typical weekday peaked at 9:00 PM with a demand of 196 spaces and the "worst-case" weekend scenario still peaked at 9:00 PM with a demand of 347 spaces.

The provided May 2018 site plan proposes 151 parking spaces on-site. Therefore, as shown in **Table 2**, 45 off-site parking spaces would be used to accommodate peak demand on a typical weekday in addition to 13 spaces off-site spaces for employees. The City of Long Beach has requested that a 20 stall buffer be included in the provided parking supply in addition to the measured demand for the worst-case weekend scenario. With the 20 stall buffer, 216 parking spaces would be used off-site to accommodate peak weekend demand at full occupancy in addition to the 48 spaces for employees.

Please note that the program change from 12 apartment units to 12 hotel rooms reduced the total parking demand by 22 spaces during the "worst-case" weekend scenario and by 21 spaces during the typical weekday scenario.

The additional parking demand not provided on-site can be met by the recently identified off-site parking facility, which as mentioned will provide 280 overflow spaces. The project also plans to implement transportation demand management (TDM) measures to further reduce parking demand. Furthermore, the City of Long Beach has established its own TDM programs that could decrease parking demand at the project site. Long Beach has established a robust bike share program and bicycle network in the vicinity of the hotel. The City also launched a city-wide electric scooter (e-scooter) pilot program in August 2018 that enables six operators to each deploy 150 e-scooters through January 31, 2019, to assess whether a permanent e-scooter program should be implemented¹. Examples of pilot program operators include Razor, Lime, Skip, and Bird². The project

¹ <http://longbeach.gov/pw/news/electric-scooters-roll-into-long-beach/>

² <https://www.presstelegram.com/2018/08/17/heres-every-scooter-company-thats-trying-to-deploy-in-long-beach/>



is planning to provide a bike share station on-site and will also sell pre-loaded passes at the front desk. This option would help negate the need for visitors to bring or rent an automobile that would have to be parked on-site. Another strategy is to unbundle the cost of parking from the nightly room rate (or monthly rent) which would further reduce the number of single occupancy vehicle that need parking spaces. The cost of parking is anticipated to be much higher than other paid facilities in the area and is expected to deter demand on-site. Encouraging carpooling/vanpooling, providing guaranteed rides home, and implementing ride matching services are effective measures to reduce the project's overall parking demand. We recommend that the project monitor parking demand during operation and adjust the TDM Plan as needed.

**TABLE 2
RECOMMENDED PARKING SUPPLY**

Time Period	Total Parking Demand	Required Buffer	Employee Parking Demand	Guest Parking Demand	On-site Parking Supply	Off-site Parking Supply
Typical Weekday (Noon)	228	-	67	161	151	10
Typical Weekday (9:00 PM)	209	-	13	196	151	45
Worst Case Weekend Event (9:00 PM)	395	20	48	347	151	216

Attachments:

- A. 100 E. Ocean Hotel Program**
- B. U.S. Census Bureau – Commuting Characteristics by Sex**
- C. Shared Parking Demand Summary – Worst-Case Weekend (9:00 PM)**
- D. Shared Parking Demand Summary – Typical Weekday (Noon)**
- E. Shared Parking Demand Summary – Typical Weekday (9:00 PM)**
- F. Off-site Parking Agreement with Long Beach Convention Center**

HOTEL PROGRAM - REVISED 2018 May 04

SITEWORK & PARKING & USE									HOTEL & RETAIL																	
	Site	Sitework	Victory Park	Parking	Parking	Patio	Balcony	Use	Fir-Flr	Bldg	Apts.	Apts.	Hotel	Hotel	Hotel					Apt.	Meeting Space	Kitchen	Pre-Function	% of Meeting	Restaurant/ Lounge	Jergen's Tunnel (Estimated)
	GSF	GSF	GSF	GSF	Stalls	GSF	GSF		Hgt' "	GSF	GSF	NSF	GSF	NSF	Rooms	K	QQ	SS	PS	Units	GSF	GSF	GSF		GSF	GSF
P 01				24,750	101			PARKING	10	34,134																3,762
1ST FLR				15,843	50			PRKNG/HOTEL/RET	10	35,629			19,786													
2ND FLR								HOTEL/MEETING	16	34,134			34,134								6,054	506	4,059	67%		
3RD FLR	37,073	8,087	13,159					HOTEL/RETAIL	22	24,770			15,953									2,531			8,817	
3RD MEZZ								MECH	0	527			527													
4TH FLR								HOTEL/MEETING	30	25,606			25,606								10,670	3,530	6,064	57%		
4TH MEZZ								MECH	0	3,023			3,023													
5th FLR								HOTEL	0	13,524			13,524													
6th FLR						11,076		HOTEL	16	16,254			16,254													
7th FLR						2,904		HOTEL	10	14,542			14,542	9,649	21	9	8	4								
8TH FLR								HOTEL	10	14,542			14,542	9,649	21	9	8	4								
9th FLR								HOTEL	10	14,542			14,542	9,649	21	9	8	4								
10TH FLR								HOTEL	10	14,542			14,542	9,649	21	9	8	4								
11TH FLR								HOTEL	10	14,542			14,542	9,649	21	9	8	4								
12TH FLR								HOTEL	10	14,542			14,542	9,649	21	9	8	4								
13TH FLR								HOTEL	10	14,542			14,542	9,649	21	9	8	4								
14TH FLR								HOTEL	10	14,542			14,542	9,649	21	9	8	4								
15TH FLR								HOTEL	10	14,542			14,542	9,649	21	9	8	4								
16TH FLR								HOTEL	10	14,542			14,542	9,649	21	9	8	4								
17TH FLR								HOTEL	10	14,542			14,542	9,649	21	9	8	4								
18TH FLR								HOTEL	10	14,542			14,542	9,649	21	9	8	4								
19TH FLR								HOTEL	10	14,542			14,542	9,649	21	9	8	4								
20TH FLR								HOTEL	10	14,542			14,542	9,649	21	9	8	4								
21ST FLR								HOTEL	10	14,542			14,542	9,649	21	9	8	4								
22ND FLR								HOTEL	10	14,542			14,542	9,649	21	9	8	4								
23RD FLR								HOTEL	10	14,542			14,542	9,649	21	9	8	4								
24TH FLR								HOTEL	10	14,542			14,542	9,649	21	9	8	4								
25TH FLR								HOTEL	10	14,542			14,542	9,649	21	9	8	4								
26TH FLR							383	HOTEL	16	14,307			14,307	9,612	9				9							
27TH FLR							383	HOTEL	16	14,307			14,307	9,612	9				9							
28TH FLR							383	HOTEL	16	14,307			14,307	9,588	6				6							
29TH FLR							383	HOTEL	16	14,307			14,307	9,588	6				6							
30TH FLR						4,994		RESTAURANT/BAR	20	9,701											1,705			9,701		
ROOF								MECH	25																	
TOTALS		8,087	13,159	40,593	151	18,974	0		393.0	530,828	0	0	462,333	221,731	429	171	152	76	30	0	16,724	8,272	10,123	61%	18,518	3,762

*Excludes Roof Deck

1. Parking stall count includes vallet parking.
2. Existing Jergen's Tunnel not counted in GSF. SF of Jergen's Tunnel is unknown.
3. Double volume spaces not included in GSF.
4. Mechanical penthouse not included in GSF.
5. Kitchen area included in restaurants
6. Draft kitchen layout estimate
7. NA
8. Sidewalk improvements are not included in site GSF
9. Jergen's Tunnel is measured from the wall of the lobby to curb at Ocean blvd.
10. On levels that include a restaurant the 'Hotel GSF' is calculated as 'BLDG GSF' minus 'Restaurant GSF'.

REFERENCE NOTES

For Area Reference Plans, see "Area Plans / Program Calcs1" in Revit model

Figures in **bold** were updated 04.23.2018

ZONING SUMMARY	
Site Area	37,073
Max. FAR	NA
Actual FAR	13.40
Max. GSF	NA
Actual GSF	530,828
FAR GSF	496,694
FAR Delta	NA
MAX Height	NA
Actual HT.	393.0
Bikes Req'd	NA
PARKING PROVIDED	
Parking Ratio	0.35
SF/Stall	269
Parking Stalls	151

ROOM SUMMARY		
KING	171	40%
DOUBLE QUEEN	152	35%
STANDARD SUITE	76	18%
PENTHOUSE SUITES	30	7%
TOTAL	429	

S0801

COMMUTING CHARACTERISTICS BY SEX

2010-2014 American Community Survey 5-Year Estimates

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

Subject	Long Beach city, California				
	Total		Male		Female
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate
Workers 16 years and over	209,232	+/-2,255	113,723	+/-1,781	95,509
MEANS OF TRANSPORTATION TO WORK					
Car, truck, or van	83.1%	+/-0.6	83.5%	+/-0.8	82.6%
Drove alone	73.4%	+/-0.7	74.2%	+/-0.8	72.5%
Carpooled	9.7%	+/-0.5	9.3%	+/-0.6	10.2%
In 2-person carpool	7.4%	+/-0.5	7.0%	+/-0.6	7.9%
In 3-person carpool	1.4%	+/-0.2	1.5%	+/-0.2	1.4%
In 4-or-more person carpool	0.9%	+/-0.2	0.9%	+/-0.2	0.9%
Workers per car, truck, or van	1.07	+/-0.01	1.07	+/-0.01	1.07
Public transportation (excluding taxicab)	7.2%	+/-0.4	6.9%	+/-0.5	7.7%
Walked	2.7%	+/-0.3	2.4%	+/-0.4	3.1%
Bicycle	1.1%	+/-0.2	1.4%	+/-0.2	0.7%
Taxicab, motorcycle, or other means	1.3%	+/-0.2	1.6%	+/-0.3	1.0%
Worked at home	4.6%	+/-0.4	4.2%	+/-0.4	5.0%
PLACE OF WORK					
Worked in state of residence	99.6%	+/-0.1	99.5%	+/-0.2	99.7%
Worked in county of residence	81.1%	+/-0.6	81.2%	+/-0.9	81.0%
Worked outside county of residence	18.5%	+/-0.6	18.2%	+/-0.8	18.7%
Worked outside state of residence	0.4%	+/-0.1	0.5%	+/-0.2	0.3%
Living in a place	100.0%	+/-0.1	100.0%	+/-0.1	100.0%
Worked in place of residence	34.0%	+/-0.8	31.3%	+/-1.1	37.2%
Worked outside place of residence	66.0%	+/-0.8	68.7%	+/-1.1	62.8%
Not living in a place	0.0%	+/-0.1	0.0%	+/-0.1	0.0%
Living in 12 selected states	0.0%	+/-0.1	0.0%	+/-0.1	0.0%
Worked in minor civil division of residence	0.0%	+/-0.1	0.0%	+/-0.1	0.0%
Worked outside minor civil division of residence	0.0%	+/-0.1	0.0%	+/-0.1	0.0%
Not living in 12 selected states	100.0%	+/-0.1	100.0%	+/-0.1	100.0%
Workers 16 years and over who did not work at home	199,681	+/-2,245	108,930	+/-1,665	90,751
TIME LEAVING HOME TO GO TO WORK					

Subject	Long Beach city, California				
	Total		Male		Female
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate
12:00 a.m. to 4:59 a.m.	5.5%	+/-0.3	7.3%	+/-0.5	3.4%
5:00 a.m. to 5:29 a.m.	4.1%	+/-0.3	5.6%	+/-0.4	2.4%
5:30 a.m. to 5:59 a.m.	4.6%	+/-0.3	6.3%	+/-0.5	2.6%
6:00 a.m. to 6:29 a.m.	9.8%	+/-0.5	10.7%	+/-0.8	8.6%
6:30 a.m. to 6:59 a.m.	8.5%	+/-0.4	8.3%	+/-0.6	8.8%
7:00 a.m. to 7:29 a.m.	15.4%	+/-0.6	15.2%	+/-0.8	15.7%
7:30 a.m. to 7:59 a.m.	9.0%	+/-0.5	7.2%	+/-0.6	11.3%
8:00 a.m. to 8:29 a.m.	10.9%	+/-0.5	9.2%	+/-0.6	13.0%
8:30 a.m. to 8:59 a.m.	5.2%	+/-0.3	4.4%	+/-0.4	6.2%
9:00 a.m. to 11:59 p.m.	26.8%	+/-0.7	25.8%	+/-0.9	28.0%
TRAVEL TIME TO WORK					
Less than 10 minutes	7.6%	+/-0.4	6.7%	+/-0.5	8.6%
10 to 14 minutes	11.3%	+/-0.5	10.9%	+/-0.7	11.8%
15 to 19 minutes	15.5%	+/-0.5	15.5%	+/-0.7	15.5%
20 to 24 minutes	15.2%	+/-0.6	15.3%	+/-0.8	15.2%
25 to 29 minutes	5.3%	+/-0.3	5.3%	+/-0.5	5.4%
30 to 34 minutes	17.0%	+/-0.7	17.5%	+/-0.9	16.3%
35 to 44 minutes	7.6%	+/-0.5	8.0%	+/-0.5	7.1%
45 to 59 minutes	9.0%	+/-0.4	9.0%	+/-0.6	9.0%
60 or more minutes	11.6%	+/-0.5	11.8%	+/-0.7	11.3%
Mean travel time to work (minutes)	29.0	+/-0.4	29.6	+/-0.5	28.3
VEHICLES AVAILABLE					
Workers 16 years and over in households	207,936	+/-2,269	113,144	+/-1,792	94,792
No vehicle available	5.4%	+/-0.4	5.3%	+/-0.5	5.4%
1 vehicle available	27.8%	+/-0.9	26.0%	+/-1.2	30.0%
2 vehicles available	38.0%	+/-1.0	39.0%	+/-1.1	36.7%
3 or more vehicles available	28.9%	+/-1.0	29.7%	+/-1.2	27.8%
PERCENT IMPUTED					
Means of transportation to work	8.1%	(X)	(X)	(X)	(X)
Private vehicle occupancy	9.3%	(X)	(X)	(X)	(X)
Place of work	10.7%	(X)	(X)	(X)	(X)
Time leaving home to go to work	14.7%	(X)	(X)	(X)	(X)
Travel time to work	12.1%	(X)	(X)	(X)	(X)
Vehicles available	1.0%	(X)	(X)	(X)	(X)

Subject	Long Beach city, California
	Female
	Margin of Error
Workers 16 years and over	+/-1,651
MEANS OF TRANSPORTATION TO WORK	
Car, truck, or van	+/-1.0
Drove alone	+/-1.1
Carpooled	+/-0.8
In 2-person carpool	+/-0.7
In 3-person carpool	+/-0.3
In 4-or-more person carpool	+/-0.2
Workers per car, truck, or van	+/-0.01
Public transportation (excluding taxicab)	+/-0.6
Walked	+/-0.4
Bicycle	+/-0.2
Taxicab, motorcycle, or other means	+/-0.2
Worked at home	+/-0.5
PLACE OF WORK	
Worked in state of residence	+/-0.1
Worked in county of residence	+/-0.8
Worked outside county of residence	+/-0.8
Worked outside state of residence	+/-0.1
Living in a place	+/-0.1
Worked in place of residence	+/-1.2
Worked outside place of residence	+/-1.2
Not living in a place	+/-0.1
Living in 12 selected states	+/-0.1
Worked in minor civil division of residence	+/-0.1
Worked outside minor civil division of residence	+/-0.1
Not living in 12 selected states	+/-0.1
Workers 16 years and over who did not work at home	+/-1,578
TIME LEAVING HOME TO GO TO WORK	
12:00 a.m. to 4:59 a.m.	+/-0.4
5:00 a.m. to 5:29 a.m.	+/-0.3
5:30 a.m. to 5:59 a.m.	+/-0.4
6:00 a.m. to 6:29 a.m.	+/-0.6
6:30 a.m. to 6:59 a.m.	+/-0.7
7:00 a.m. to 7:29 a.m.	+/-0.9
7:30 a.m. to 7:59 a.m.	+/-0.7
8:00 a.m. to 8:29 a.m.	+/-0.8
8:30 a.m. to 8:59 a.m.	+/-0.6
9:00 a.m. to 11:59 p.m.	+/-1.2
TRAVEL TIME TO WORK	
Less than 10 minutes	+/-0.7
10 to 14 minutes	+/-0.8
15 to 19 minutes	+/-0.8
20 to 24 minutes	+/-0.8
25 to 29 minutes	+/-0.5
30 to 34 minutes	+/-1.1
35 to 44 minutes	+/-0.8
45 to 59 minutes	+/-0.6
60 or more minutes	+/-0.7
Mean travel time to work (minutes)	+/-0.5
VEHICLES AVAILABLE	

Subject	Long Beach city, California
	Female
	Margin of Error
Workers 16 years and over in households	+/-1,681
No vehicle available	+/-0.5
1 vehicle available	+/-1.1
2 vehicles available	+/-1.2
3 or more vehicles available	+/-1.1
PERCENT IMPUTED	
Means of transportation to work	(X)
Private vehicle occupancy	(X)
Place of work	(X)
Time leaving home to go to work	(X)
Travel time to work	(X)
Vehicles available	(X)

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

The 12 selected states are Connecticut, Maine, Massachusetts, Michigan, Minnesota, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, and Wisconsin.

Workers include members of the Armed Forces and civilians who were at work last week.

While the 2010-2014 American Community Survey (ACS) data generally reflect the February 2013 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2010-2014 American Community Survey 5-Year Estimates

Explanation of Symbols:

1. An '***' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
2. An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
3. An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
4. An '+' following a median estimate means the median falls in the upper interval of an open-ended distribution.
5. An '***' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
6. An '*****' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
8. An '(X)' means that the estimate is not applicable or not available.

Table
Project:
Description:

100 E. Ocean
Typical Weekday (80% visitor mode share)

SHARED PARKING DEMAND SUMMARY

PEAK MONTH: JUNE -- PEAK PERIOD: 9 PM, WEEKDAY

Projected Parking Supply:			Weekday					Weekday		Estimated Parking Demand
Land Use	Project Data		Base Rate	Mode Adj	Non- Captive Ratio	Project Rate	Unit	Peak Hr Adj	Peak Mo Adj	
	Quantity	Unit						9 PM	June	
Hotel-Business	322	rooms	0.60	0.80	1.00	0.48	/rooms	0.85	1.00	131
Restaurant/Lounge	19,276	sf GLA	8.47	0.80	0.50	3.39	/ksf GLA	0.67	0.95	42
Conference Ctr/Banquet (20 to 50 sq ft/gue	3,114	sf GLA	18.33	0.80	0.50	7.33	/ksf GLA	1.00	1.00	23
Employee			0.15	0.80	1.00	0.12	/rooms	0.20	1.00	13
ULI base data have been modified from default values.								Customer Employee Reserved Total		196 13 0 209

Table
Project: 100 E. Ocean
Description: Typical Weekday (80% visitor mode share)

SHARED PARKING DEMAND SUMMARY

PEAK MONTH: JUNE -- PEAK PERIOD: 12 PM, WEEKDAY

Projected Parking Supply:			Weekday					Weekday		Estimated Parking Demand
Land Use	Project Data		Base Rate	Mode Adj	Non- Captive Ratio	Project Rate	Unit	Peak Hr Adj	Peak Mo Adj	
	Quantity	Unit						12 PM	June	
Hotel-Business	322	rooms	0.60	0.80	1.00	0.48	/rooms	0.55	1.00	84
Restaurant/Lounge	19,276	sf GLA	8.47	0.80	0.50	3.39	/ksf GLA	1.00	0.95	62
Conference Ctr/Banquet (20 to 50 sq ft/gue	3,114	sf GLA	18.33	0.80	0.50	7.33	/ksf GLA	0.65	1.00	15
Employee			0.15	0.80	1.00	0.12	/rooms	1.00	1.00	67
ULI base data have been modified from default values.								Customer		161
								Employee		67
								Reserved		0
								Total		228

Table
Project:
Description:

100 E. Ocean
Worst-Case Weekend (80% visitor mode share)

8/22/2018

SHARED PARKING DEMAND SUMMARY

PEAK MONTH: JUNE -- PEAK PERIOD: 9 PM, WEEKEND

Projected Parking Supply:			Weekend					Weekend		Estimated Parking Demand
Land Use	Project Data		Base Rate	Mode Adj	Non- Captive Ratio	Project Rate	Unit	Peak Hr Adj	Peak Mo Adj	
	Quantity	Unit						9 PM	June	
Hotel-Business	429	rooms	0.63	0.80	1.00	0.50	/rooms	0.85	1.00	182
Restaurant/Lounge	19,276	sf GLA	8.50	0.80	0.50	3.40	/ksf GLA	0.67	0.95	42
Conference Ctr/Banquet (20 to 50 sq ft/gue	16,724	sf GLA	18.33	0.80	0.50	7.33	/ksf GLA	1.00	1.00	123
Employee			0.13	0.80	1.00	0.10	/rooms	0.55	1.00	48
ULI base data have been modified from default values.								Customer Employee Reserved Total		347 48 0 395

Appendix E.3

TDM Plan



100 E. Ocean Boulevard Transportation Demand Management (TDM) Plan

Prepared for:
GBD Architects Incorporated

August 2018

FEHR  PEERS

OC16-0475

Table of Contents

1. Introduction	1
Site Description	1
2. Nearby Transportation Services	2
Transit Service	2
Pedestrian Facilities	2
Bicycle Facilities	3
3. TDM Measures	4
TDM Measures Overview	4
4. Program Management	7
Monitoring	7
Implementation	8
5. Conclusion.....	9

List of Tables

Table 1: Nearby Transit Service	2
Table 2: TDM Measures for Beacon Hotel	4

1. Introduction

The proposed Hotel development is located to the east of Pine Avenue, to the south of East Ocean Boulevard, and to the north of East Seaside Way in downtown Long Beach. As proposed, this hotel will contain 431 rooms and various amenities such as banquet/meeting space and restaurants.

The purpose of this Transportation Demand Management (TDM) Plan is to reduce the amount of vehicle traffic generated by the proposed Hotel. Identified measures, strategies, and incentives will shift employees and visitors from driving alone to using other travel modes, including transit, carpooling, cycling, and walking. The TDM Plan accounts for attributes of the site's location, physical improvements at the site, and programmatic measures that will be provided by the property management and ownership team.

Site Description

The proposed Hotel has been designed to serve two primary purposes. First, it provides over 400 hotel rooms within walking distance of both the Long Beach Convention Center and the beach itself. Second, it contains several large banquet and meeting spaces that will likely support Convention Center related functions, as well as other Long Beach based events. In addition, the hotel provides new restaurants at both the lobby and rooftop level.

The hotel is connected by a network of pedestrian paths, paseos, and sidewalks to facilitate pedestrian circulation. An on-site circular driveway provides access to Ocean Boulevard for both bicycles and vehicles. Parking access is provided off both Pine Avenue and East Seaside Way and will be valet only.

Amenities planned for the hotel include a rooftop bar/restaurant, a pool, gym, meeting space, ballroom, passive green space, lobby bar, and a lobby restaurant. Bicycle storage/protected lockers and the existing bike share station will remain. The hotel is located in the commercial area of downtown Long Beach, which provides a variety of shopping, dining, and entertainment options for hotel visitors. These amenities will provide opportunities for visitors and employees to meet daily needs on-site or nearby, thereby reducing the need to make a vehicle trip offsite.

2. Nearby Transportation Services

The transportation system serving the site includes roadway facilities, transit service, and pedestrian and bicycle facilities. The existing transit, pedestrian, and bicycle facilities and services that will support travel to the site by modes of transportation other than driving alone are described below.

Transit Service

Long Beach Transit provides bus service in the City of Long Beach. The Los Angeles Metropolitan Transportation Authority (Metro) provides light rail service and bus service to the City of Long Beach. Three bus routes directly serve the proposed Hotel site, with a bus stop located on East Ocean Boulevard near Pine Avenue at the northern entrance of the hotel. Other bus stops can be found across Ocean Boulevard and at Pine Avenue & East Seaside Way. The nearest light rail stop, the Downtown Long Beach station, is approximately 450 feet from the hotel (one block away).

Table 1 describes the transit routes that serve the site. The hours of operation are rounded to the nearest 15 minutes.

Table 1: Nearby Transit Service

Route	Origin	Destination	Via	Frequency (weekdays)	Hours of Operation (weekdays)
71	Transit Galley D	Garfield at Petrol	Orange Avenue	60 minutes	5:00 am - 8:30 pm
72	Transit Galley D	Garfield at Petrol	Orange Avenue	60 minutes	4:30 am – 8:00 pm
Passport/37	Downtown Los Angeles	Queen Mary	via Ocean Boulevard/Shoreline Drive	30 minutes	5:00 am – 12:00 am
Metro Blue Line	Downtown Los Angeles	Downtown Long Beach	Via South LA	6 minutes	4:45 am – 2:00 am

Source: Long Beach Transit, LA Metro; Fehr & Peers, 2018.

Pedestrian Facilities

Pedestrian facilities consist of sidewalks, crosswalks, and pedestrian signals. Sidewalks are provided on Ocean Boulevard, Pine Avenue, and Seaside Way surrounding the entire hotel site. These sidewalks will be widened and landscaping will be added as a result of the hotel development. There are existing sidewalks and marked crossings down Pine Avenue towards Shoreline Park and the beach. Sidewalks and marked

crossings can also be found from the project site to the Downtown Long Beach transit station. A pedestrian-only tunnel connects the north and south side of Ocean Boulevard. The Convention Center Walkway, which is a partially elevated pedestrian-only promenade, connects the hotel and the Convention Center directly.

Pedestrian crosswalks are provided on at least one leg at all of the signalized study intersections. Pedestrian signals are provided at each crosswalk location.

Bicycle Facilities

The corner of Pine Avenue & Seaside Way is the starting point of a Class II bike lane that travels west along Seaside Way to Golden Shore. While no other bicycle facilities connect directly to the hotel site, a Long Beach Bike Share station is located at the project site and it is planned to remain in place once the hotel is in operation. There are also bicycle facilities within the vicinity of the proposed development, such as: a Class IV separated bikeway along Broadway and 3rd Street, a Class II bike lane on Chestnut Avenue, and a Class III bike boulevard on Pacific Avenue. Access to the Class I Beach Bike Path can be found less than 1,200 feet from the hotel site.

The *Bicycle Master Plan*, adopted in 2017, contains several proposed bicycle facilities that will enhance bicycle access to the site. These proposed facilities include:

- Class I or Class IV facility on Ocean Boulevard, extending between Alamitos Avenue and SR-47
- Class I or Class IV facility on Pine Avenue between Willow Street and Shoreline Drive

3. TDM Measures

Many measures can be used to encourage employees and visitors to use modes of transportation other than driving alone and therefore reduce the number of vehicle trips generated by a development. Some measures can be incorporated into a development's design, others are policies and programs that are provided by building/property managers and owners. These measures can also be targeted to different groups at the project site, including staff and visitors. TDM measures most appropriate and effective for the proposed Hotel have been identified below.

TDM Measures Overview

The TDM measures for the proposed Hotel are summarized in **Table 2**. The measures that are incorporated into the site design are presented first, followed by policies and programs that would be implemented by the property manager and/or Transportation Coordinator. These policies/programs have been grouped into measures directly targeting employees, visitors, or both.

Table 2: TDM Measures for Beacon Hotel

TDM Measure	Description
Measures Incorporated into the Site Design	
Bicycle Parking	Bike racks will be provided throughout the site outside the hotel. Secured bicycle parking will also be provided in the hotel garage. Bicycle parking facilities support bicycling as a mode choice.
Bicycles for Rent	The existing Long Beach Bike Share Station at the southeast corner of Pine Avenue & Ocean Boulevard will remain in place and encourage bicycling.
Active Transportation-oriented Ground Floor	Pedestrian paseos and sidewalks will be provided to accommodate pedestrians. Wider sidewalks, trees, furnishings, lighting, curb extensions, and specialized crosswalk markings are used to enhance pedestrian safety and appeal. Accommodations for bicycle facilities should be made for Ocean Boulevard and Pine Avenue. These facilities will improve bicycle access to the site.
Wayfinding Signage	Wayfinding signage will be provided within and around the site to direct pedestrians and bicyclists to the surrounding destinations such as the beach and convention center, bus stops, on-site amenities, bike share, and the Downtown Long Beach Metro station.
Car Share Parking	An on-site parking stall will be reserved for a car share vehicle, or be placed within walking distance of the hotel.
Measures Targeted to Employees	
End-of-trip Bicycle Facilities	Free and secured bike storage, showers, lockers, and a maintenance station will be provided for employees who bike to work.

Table 2: TDM Measures for Beacon Hotel

TDM Measure	Description
Car Share Membership	A shared annual car share membership will be provided to employees (free of cost by the employer) who do not drive to work, for use while on the job. The car share vehicle could be used for meetings and work trips. Drivers would be responsible for paying for personal trips such as errands.
Guaranteed Ride Home	A guaranteed ride home program will provide backup transportation to employees who need to travel suddenly for an emergency.
<i>Measures Targeted to Guests</i>	
Pre-loaded TAP cards/Bike Share Passes	Pre-loaded transit/bike share passes will be made available for purchase at the hotel. This reduces the barrier of having to go to a different location to obtain passes and also confusion around purchasing the correct type/amount.
Unbundled Parking	Hotel parking will not be included in the nightly room rate. Parking will be priced to discourage single-occupancy vehicles.
Hotel Confirmation with Multi-modal Information	Information will be provided in the hotel confirmation email about reaching the hotel via all available transportation options, with emphasis on modes other than single-occupancy vehicles.
In-room Information about Transportation Options	An overview of Long Beach transportation options will be provided in each guest room on a screensaver on the room television Information on the free Passport bus that connects all of Long Beach's most popular attractions and destinations will be emphasized.
<i>Measures Targeted to Entire Hotel Site</i>	
Transportation Coordinator	A member (or several members) of the hotel management team will be designated as the Transportation Coordinator and will be responsible for marketing and implementing the TDM Plan in addition to their normal job responsibilities. They will oversee the following TDM promotional activities.
	<i>TDM Promotional Activities:</i>
	<i>New staff orientation:</i> Each new employee will be provided with an overview and packet of information regarding transit service, bicycle facilities, and ridesharing services. The materials will include a link to the hotel's transportation resources. The purpose of the orientation and packet is to introduce new staff to these resources to establish commute alternatives early.
	<i>TDM Survey:</i> The Transportation Coordinator will conduct an annual TDM survey with employees and select guests to develop a flexible and dynamic TDM program for the upcoming year. The Transportation Coordinator shall provide the Planning Bureau with the results of the survey and report any changes to the TDM program.
Hotel Website	<i>Coordination with other TDM Programs:</i> The Transportation Coordinator will contact coordinators of other TDM programs and similar hotels in the region to maximize the benefits of the TDM Plan.
	A page on the hotel website will include transit and commute alternatives information and links. It will be updated and maintained by the Transportation Coordinator.

Table 2: TDM Measures for Beacon Hotel

TDM Measure	Description
Ride Matching Assistance	Rideshare matching programs help carpools to form by matching drivers and passengers. Information about other ridesharing apps will be disseminated to employees in their orientation packages and on the hotel website for guests. The Transportation Coordinator will also facilitate carpool matching for employees with common residence locations.
Real-time Transportation Information Display	A real-time transportation information display will be provided in the lobby, at the front desk on a digital tablet, and/or on an app available for download. This agglomeration of transportation data will have up-to-date information on the nearby transit options and schedules. It can also provide information on bike share and TNC availability.

Source: Fehr & Peers, 2018.

4. Program Management

The TDM Plan will be overseen by a Transportation Coordinator. The role and responsibility of the Transportation Coordinator is to manage and promote the TDM Plan. They also help to monitor and implement the measures that were proposed above.

Monitoring

The Hotel owners, along with the Transportation Coordinator, will monitor the efficacy of the TDM Plan. A monitoring framework will provide data to help determine success and effectiveness of the TDM measures proposed in the plan. The following data collection technique can be used:

Surveys

The Transportation Coordinator will maintain a list of TDM measures in place and administer an annual survey to employees and select guests. The survey will measure current alternative mode usage, which will be compared to prior years' results. It should also measure use of and familiarity with provided TDM programs. These surveys will determine the effectiveness of the TDM program and identify transportation patterns of employees and guests. Understanding the commute modes and the level to which each of the TDM services are being utilized will help focus the improvements to the program. The Transportation Coordinator shall provide the Planning Bureau with the results of the survey and report any changes made to the TDM program based on the survey results.

Measures of Effectiveness

The hotel team, or City of Long Beach, can establish goals and measures of effectiveness to determine how successful the proposed TDM measures are at the project site. Some sample measures of effectiveness that are appropriate for the proposed Hotel include:

Mode Split

- Setting a goal percentage of employee trips by mode (i.e., 20% transit, 10% bike, etc.)
- Setting a goal percentage of guest trips by mode

Resource use

- Setting a goal for number of TDM webpage visits on Hotel website
- Setting a goal for number of people who buy pre-loaded transit/bicycle passes
- Setting a goal for number of people who utilize Ride Matching Assistance

Parking

- Setting a goal percentage of people who pay for parking per year verses elect not to purchase parking (visitors)

Much of the data needed to measure these goals will come from the annual TDM survey.

Implementation

The TDM Coordinator will be tasked with implementing and promoting the TDM measures described in the plan. They will help put the measures in place that are targeted to employees and guests. They will also be responsible for actively marketing alternative mode usage and be on-hand for answering any daily transportation questions that arise.

If a Transportation Management Association (TMA) forms in the Downtown Long Beach Area, the Hotel may choose to join. A TMA is an organization formed to implement TDM programs and services within a community or member area. A TMA will have a board consisting of representatives from participating employers, owners, and homeowner associations. The Hotel and its owners would join as a supporting organization and be represented by the TDM Coordinator at meetings. A TMA could be formed to implement larger TDM programs within the Long Beach area. Several regional TMAs in the greater Los Angeles area, such as those in South Bay, Anaheim, Burbank, or Glendale, could serve as good examples.

5. Conclusion

The TDM programs described in this plan have been identified to reduce the number of single-occupancy vehicle trips that are generated by hotel employees and guests at 100 E. Ocean Boulevard. Through TDM measures that influence the site plan and physical infrastructure and those that target employee and guest travel patterns, the Beacon Hotel will see increased usage of multi-modal transportation options. Applying these TDM programs, through the help of a Transportation Coordinator, will result in fewer trips generated by single-occupancy vehicles.